

## BERLIN TOWNSHIP TRUSTEES

8:30 A.M.

SPECIAL MEETING

OCTOBER 24, 2009

**HELD AT:** Berlin Township House, 3271 Cheshire Rd., Delaware, OH

**CALL TO ORDER:** Ronald Bullard, Trustee Chairman

**PLEDGE OF ALLEGIANCE:** The Pledge of Allegiance was led by Brodi Irwin.

**ROLL CALL:** Phillip Panzarella and Ronald Bullard. Thomas D'Amico, absent. Fiscal Officer Theresa Cannon, Judy Shumway was named to record the proceedings of the meeting.

**ATTENDANCE:** Eldon Johnston, Delaware County Engineer's liaison.

Trustees proceed to vehicle for road tour.

**TR 99-PIATT ROAD (CR 72-CR 98)**-Panzarella said the township had an estimate to set back ditches. He was reminded that the estimate had included moving driveway pipes and was not now current. Panzarella said there should be an update to the estimate.

Irwin said the resident at 3781 Piatt had cleaned out his driveway pipe and some of the ditch which was allowing water to flow. Irwin said this also helped the neighbors. Panzarella questioned why the resident had done it and if it was because of a problem. Irwin said there had definitely been a problem but what the resident did benefited his neighbors. Panzarella said it should be put on an update list. Bullard said it would be necessary to coordinate ditch work with Soil & Water Conservation. He said there were ditch petitions that the county commissioners were to review by the end of the year or early 2010.

Panzarella suggested a spring road tour on April 3, 2010 and at that time the situation should be put at the "top of the list". He said that Piatt Road should be number two on the OPWC list right after Summer Blvd. because of the nearby school opening in 2010.

Irwin said there was a five year plan with goals and the township should stick with the five year plan. Panzarella said trustees had to look at the money for a five year plan.

**TR 274-HOLLENBACK ROAD (West)**-Irwin said the recently installed double drainage pipes were not carrying any water. He said water was not flowing through the pipes but was running under them. Irwin said surface water was being run into subsurface tiles which he said is a township issue. Panzarella asked if the pipe should be lowered. Irwin said the pipe should not be lowered but the ditch should be raised. Panzarella questioned if there was an effect on the road and Irwin said there was not.

Bullard commented that the scrub trees were not in the right-of-way.

Johnston asked what the township plan was for the road surface. Irwin said the road had been paved several years ago and now the edges were falling apart. He said the township would need to catch up soon in the next year or two. Johnston said, "It needs it."

**TR 274-HOLLENBACK ROAD (East)**-The only comment was to check visibility of the stop sign and the catch basin at CR 10-South Old State Rd.

**MARINA AT ALUM CREEK-not all roads viewed**-Irwin said a full depth, 3 ½ ft., repair had been done at E. Bay Circle and Parkshore. He said they found the gravel grades consistent at about ¼ in. while the asphalt was about 3/16 in. Irwin said there was topsoil in the bottom. He said crack sealing had been done in Phase III of the subdivision.

Panzarella questioned if the subdivision would qualify for a surface seal course. Johnston said the texture appeared to be tight, not bad. Panzarella then asked about micro-sealing. Johnston said it could be. Panzarella said micro-sealing could extend the road for 5 yrs. Johnston said the Marina would be a good candidate for micro-seal.

Johnston then referred to slurry seal done in Genoa Township which he said was good so far. Panzarella said, "We could run both and then have a comparison." Irwin said slurry seal added no structure to the road. He cited the example of the causeway at the reservoir.

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Irwin said there were trees to be trimmed in order to improve site visibility.

Bullard pointed out a catch basin on Mariner's Way which had been replaced by Rumpke Waste haulers.

**CHESHIRE COVE**-Irwin said cracks had been sealed and stop bars painted with glass beads placed in the paint. He said he was pleased with the vendor's crack sealing product and it should be "snow plow friendly".

Johnston commented that if micro-seal is used he recommended it be put on immediately after a new surface is put down. Irwin said if trustees wanted to watch how micro-seal performs it had been done on the west end of Cheshire Road this summer. He said it had also been used on a portion of the Cheshire Road causeway over Alum Creek several years ago. Irwin said there is a discoloration appearance after a while but slurry would look the same. Panzarella questioned the cost and Johnston said each uses a different liquid.

Referring to striping and painting, Irwin said by the township purchasing a machine he figured, based on the county's cost price for striping, the machine had paid for itself in about four days use.

**TR 35-S. 3 B's & K (CR 72-TR 104)**-Bullard commented that Berkshire Township Trustees have asked Berlin to work with them and the county in assessing the corner of Cheshire and S. 3 B's & K Roads for a stop sign. Bullard said there had been a couple of accidents there. Bullard said a request for engineering assistance would be submitted to the county.

Bullard said a pipe on the west side of the road was found to be draining a field. No further action to be taken.

Panzarella said, for the file, the township had videotaped the road prior to construction of the new school. Irwin said the road was being beat up by the construction traffic. Panzarella said there were all kinds of issues and they would be expensive.

At the site of the school bus garage, on the east side of the road in Berkshire Township, Irwin pointed out the road had been repaired costing the township about \$12,000. Irwin said the west side of the road had been stabilized and the ditch enclosed.

Panzarella said with continued construction in the next two years, repairs could be a high ticket item of \$200,000. Irwin said that number would maybe represent 1/8 of the cost. Irwin said problems could be divided into three phases. He said the amount of right-of-way varies and on the south end there would be trees to remove and storm water issues. Irwin said that when two school busses pass each other each one has wheels off the road.

Panzarella said the north end of S. 3 B's & K had been resurfaced by Berkshire Township. He asked Johnston the cost and Johnston said it was about \$450,000 which included grinding and recycling pavement. He said this did not include any expense for ditches, right-of-way or driveway pipes.

Panzarella said for Berlin to do the south end of 3 B's & K it looked like an OPWC project. He also said that Piatt Road was a priority since there was an elementary school opening near there next year. Irwin said Piatt Road was not taking the beating like S. 3 B's & K. Irwin said Piatt Road problems were water damage while 3 B's & K had more dirt in the base. Irwin said there were 75-90 school busses per day traveling on 3 B's & K. Panzarella said, "Looking at Piatt and 3 B's & K, I worry about bus safety." Irwin said, "As we become a bigger and better township, we need to prepare as a township." Panzarella said, "We might not be bigger or have better homes."

Bullard said, "We have enclosed the ditch, stabilized the road and helped the drainage. The property owner agreed to the work. It has lowered the water level a foot or so."

Panzarella questioned if 3 B's & K was a candidate for OPWC. Johnston said it could be compared to E. Orange Road where there has been a school for three years. Johnston said the estimated construction cost for doing E. Orange Road is at \$4,500,000. He said construction would be in 2010. He said it will have taken four years from inception to completion of that project which included engineering, relocation of utilities and right-of-

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way acquisition. Panzarella questioned who was paying. Johnston said the township had a grant of about \$100,000 for a bike path and the township would be paying the balance.

Irwin said the township would need to save \$100,000 a year so that in five years there would be money to put down on a similar project. Johnston said a project like this could be phased in two sections.

Panzarella said that previous to five years ago Berkshire and Berlin Townships shared the road costs equally. Now Berkshire takes care of the north end and Berlin the south end. Panzarella said the township may need to rethink the road agreement between the two townships. He said there needed to be an understanding with Berkshire, Berlin and the schools at a meeting. Panzarella said, "We can't afford \$4.5 million." Bullard said he would call Berkshire to begin joint conversations. Bullard is to set up a meeting. Johnston said he thought the cost would be about one half that. Irwin said the biggest cost is going to be purchasing right-of-way

Bullard said there needed to be a long term plan but the township would need to fix the road in the short term.

At a site just north of TR 104 Irwin said there was water draining from Berlin into the garage of a Berkshire resident when there were severe rains. Irwin said the Summerwood Homeowner's Association was working with the township to correct the problem. Irwin said the township would provide labor and assistance with correcting the problem. Panzarella said, "Didn't it improve since the homeowner's association did a modified ditch? I think it helped a little."

Irwin pointed out the road edge breakdown on both sides of S. 3 B's & K south of Roesland Drive to Plumb Road. He said there was water on the west side of the road. He said there were storm water issues and with busses off the edge of the road, the township had gone through 54 or 55 loads (7 to 8 tons per load) of stone trying to keep the berm in place. Johnston questioned how much right-of-way was in the woods. It was stated to be 60 ft.

**TR 105-PLUMB ROAD**-Irwin said the drainage was good which kept the pavement edges drier. Johnston said the road had a better base.

Panzarella said, "There is rumor of a development at this corner (northeast-of Plumb & S. 3 B's & K)." He said, "Utilities may alleviate it. I like the idea of treating it in sections."

Panzarella said, "We had a REA for a speed study on Plumb between Africa and S. 3 B's & K. Trustees received a letter as to how speed limits are set." Irwin said he found an old 50 mph sign in the ditch. Panzarella said, "I think it's 45 mph on Plumb in Berkshire Township."

**SUMMERWOOD-not all roads viewed.**-Irwin said the subdivision had been crack sealed in 2009. Bullard commented that at the intersection of Summerwood and Africa Rd. there had been additional gravel laid in the turn radius. Panzarella said there was no turn lane so 411 stone had been put down. He said that the excavator had removed a drain pipe when doing the entrance and the homeowner's association was paying Glenn Excavating to correct the problem and modify the ditch. Panzarella said there is no control over companies doing drainage and a good example was the mound at the east side of the subdivision where, when corrected, a clay tile was found. He said the builder had run downspouts into it.

Bullard questioned if the county was sweeping roads to keep gravel off the road that was due to cutting corners. Johnston said there was no set procedure. Irwin said the township could hire the county broom for \$81.74 per hour. He said the township had some 20 plus intersections and it would probably take about 8 hours to all of them.

Panzarella said, "Look at the amount of crack sealing, 90% is sealed. I question if the road is aging. Is this a candidate for slurry?" Johnston responded, "Yes." Panzarella said, "It's about .4 mi."

At the corner of Zoe Court, Irwin pointed out an area where the homeowner had redone the ditch according to advice from the road department and the excavator. Irwin said the

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corner was attractive and the water problem had been resolved. He said it cost the homeowner between \$13,000 and \$14,000. Irwin said, "This shows we can get rid of water issues." Panzarella asked, "Was the ditch modified?"

**HARBOR POINTE-not all roads viewed.**-Irwin said the signs and streets were good. There was discussion regarding the streets and how long they remained stable, the number of streets cracking, etc. Johnston said the township needed to have someone with the final inspection because it was the township's only opportunity to object. Irwin said there needed to be forced warranties of 3 to 5 years. He said he didn't believe that would happen with the county inspector.

Panzarella commented that there was a lack of cracking in Harbor Pointe. Irwin suggested the township should hire an inspector. Johnston said that had not happened and he questioned when and who would be hired.

**MEADOWS AT CHESHIRE-not all roads viewed.**-Irwin said the homeowner's association had requested a stop sign at the corner of Steward and Meadowshire but the REA received said it was not justified therefore, denied.

Irwin pointed out areas to be within the OPWC application. He said there were lots of areas where cracks were severe. The pavement would be ground and overlaid then paved.

**TR 134-SHERMAN ROAD**-Panzarella said Ryan Homes bought from Sabatino and the build price point homes would be \$300,000.

Irwin said the headwall at the culvert was still an issue. He said there would be more water in the future with development. He said he understood there had been an estimate from Glenn Excavating to repair it but that was before he came to work for the township and he wasn't familiar with it. Panzarella said there should be follow up.

Bullard questioned if Sherman Road should have chip & seal on the edges. Irwin said the outside edges were bad and there could be 4 ft. sealed on each side. Irwin discussed the sealing done by the county on Peachblow Road and said the township should look into doing Sherman, Baker and Curve Road (west end). Irwin said it was almost the same product as micro-seal but less expensive. Irwin said, "With our budget we can't have asphalt." The fog seal is cosmetic which uses about 1,800 gal. per mi. and the county can do it. Panzarella said, "It's not exactly cosmetic but it doesn't extend the life of the road." Bullard questioned, "Should we do a couple passes to build up berms?"

**TR 78-HEVERLO ROAD**-Irwin said cold patch had been used to patch holes in the road. He said since the road was high in the center snow plows had taken off the center of the road. Irwin said there were more holes to fix and that the road would be chipped and sealed in 2010. Irwin said the road had drainage issues, right-of-way issues and civil issues. Irwin said Landowner Milosh does not allow mowing on the south side of the road because of his berry cultivation.

Panzarella said, "I want one set of minutes to recap them before approving for the third trustee."

**TR 86-BAKER ROAD (TR 85 Jumper to CR 10)**-Irwin suggested a 4 ft. chip & seal on each side in 2010. He said the edges were bad but the center of the road appeared to be OK. Irwin said an in-depth repair had been done on the south side of the road east of Plunkett Rd. He said that after repairs were completed additional problems appeared which would require cold patch repairs.

Irwin reported a stump in the ditch at the Barrows property (west end of Baker Rd.) had been ground and removed.

**TR 88-PLUNKETT ROAD**-Irwin said that generally the road was holding up well. He said that farm equipment was being driven through the ditch where there was no driveway into the fields.

**CHAIRMAN BULLARD recessed the meeting at 10:16 a.m.**

**CHAIRMAN BULLARD reconvened the meeting at 10:31 a.m.**

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**SALT ORDER UPDATE-** Irwin said the salt order was for a minimum of 200 tons and the township salt bin would not hold that much. He said 100 tons would be delivered to the township facility and the remaining 100 tons would be taken to the county for storage.

Panzarella questioned a traffic count on Glenn Road. Bullard said a study had been done before the completion of the shopping area. He said since the shopping center wasn't completed another study had not been done.

**TR 93-GLENN ROAD-**Irwin said the edges and berms were falling apart. He said the township would continue to do minor repairs in view of the fact the road may soon change.

**TR 89-CURVE ROAD (West) (TR 93-TR 94)(TR 94-TR 95)-**Irwin said a double strip repair was needed on the sides of the road from Glenn Road east to the second curve in the road. He said from that location to the railroad was in good condition.

**TR 94-SWEENEY ROAD-**It was noted that at the corner of Sweeney and Curve Roads Irwin said there were problems with semi trucks trying to negotiate the corner and taking out the stop sign or getting stuck in the ditch. Irwin said trucks can't safely negotiate the turn. Irwin questioned whether the township should request engineering assistance for a radius guardrail. Johnston questioned if that would only extend the problem. Irwin said one of the problems is that GPS route directions are sending trucks on Glenn then they keep driving trying to get to the Kroger Distribution Center and end up on Curve and Sweeney Roads. Irwin said the city installed two directive signs but Rodger Glenn said nothing had been installed on US 36 to direct trucks to the next street (Davidson Lane).

Panzarella said there were three issues; signage on US 36, signage on Glenn Road and radius to curve on Curve to Sweeney Road. Panzarella questioned if a structural pipe exists at the corner. He suggested the area could be filled in and sloped correctly to make the area structural to support trucks and trailers. He asked if there was a collapsible stop sign that could be used. Johnston said he knew of no spring loaded signs. Johnston suggested using a double stop sign. Irwin said he'd spent many family weekends installing signs at this location.

Bullard asked if a turn lane could be put in and if there was a benefit asking the county engineer for a recommendation. Johnston said, "Yes, the key will be in the explanation."

Panzarella asked, "Who owns the road?" Bullard said, "Sweeney is owned by the railroad and Curve is owned by the Township according to the prosecutor. We have some right-of-way rights since we've been maintaining the road."

Panzarella said, "I want professionals to offer cost alternatives." Panzarella questioned if the stop sign and stop bars could be moved.

Bullard said, "I will write up something and submit it to the county."

Irwin said that trucks needed to know. Johnston said, "Maybe 'no access to Kroger Distribution' signs at the entrance to Glenn Road." Panzarella asked if there was anything that could be used around the stop sign or around the ditch. Irwin said, "That would be an obstacle in the right-of-way." Panzarella suggested a "pop up" reflective post. Johnston he felt the guardrail idea wasn't good as it would be destroyed. Irwin said a REA should be turned in.

Irwin pointed out in-depth patching done on the west side of the road. He said under patches all that was found was topsoil.

**TR 95-ROLOSON ROAD-**Irwin reported the road had been paved in 2008 and was "really up to snuff". Irwin said that sign posts were being strengthened by setting posts 42 in. deep.

Trustees observed a stop sign at Roloson and Curve Road which had been knocked over. Irwin said he had checked the road on Friday and all was well. He said the problem had happened sometime since Friday afternoon.

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**TR 271-DALE FORD ROAD**-Panzarella mentioned the rocks were gone from the Curve Road right-of-way.

Irwin said a REA had been done for a culvert pipe on the west side of the road. He said a camera was used to inspect the tile and the fire department had cleaned it out with water. Irwin said everything in the right-of-way was clean. He said the pipe for the subsurface breather was on the west side of the road which allowed the subsurface water to drain. Bullard said the drain on the west side of the road drains south. Panzarella said it would be necessary to relocate pipes and fix driveways. Irwin said there was money set aside for ditch and culvert pipe repairs.

Bullard said he had advised the resident the problem was out of the township right-of-way and he (the resident) could fix it by either a ditch petition or contract for the work to be done, paying the cost himself.

Irwin said the road could be pulverized and paved which would probably add 3 ft. to the surface.

**ROADS NOT VIEWED-**

**TR 35-S. 3 B's & K (north)-Berkshire**

**TR 376-ROESLAND DRIVE-road not viewed.**

**TR 90-BIG RUN ROAD-road not viewed**-Irwin reported a full depth repair was completed and a chip and seal requested which trustees had denied. Irwin said the estimate had been \$3,300. Bullard said it would be chip & sealed in 2010. Irwin said there were not a lot of houses on the road but the road was unraveling really bad.

**TR 99-PIATT ROAD (CR 98 – TR 274)**

**TR 99-PIATT ROAD (TR 274 – TR 100)**

**TR 373-CONNER LANE-road not viewed.**

**TR 123A-HYATTS ROAD-road not viewed**

**TR 100-SHANAHAN ROAD-road not viewed.** Irwin said the drainage problem west of North Road was out of the right-of-way. Irwin said the road would be paved (jointly with Orange Township) in 2010. Panzarella asked if the paving was in the five year plan and Bullard said it was. Irwin said the township had put off doing it this year and the paving costs would be shared with Orange Township in 2010.

**PIATT MEADOWS-streets not viewed.**-Irwin said cracks in the streets had been sealed.

**CHESHIRE VILLAGE-streets not viewed.**-Irwin reported a tree obstructing visibility at Ford & East St. was not in the right-of-way. Irwin said he spoke with the resident who said he'd trim it but to date that hadn't happened. Panzarella questioned what the township's recourse would be if it were a safety issue. Bullard questioned if the branches were in the right-of-way. Irwin said the township could trim anything in the right-of-way.

**ARBORS @ CHESHIRE-street not viewed.**

**SHADOW CREEK-streets not viewed.**

**TR 870-RED ROBIN WAY-street not viewed.**

**TR 273-CURVE ROAD (East)-road not viewed.**

**WINDING CREEK ESTATES I-roads not viewed.**

**WINDING CREEK ESTATES II-roads not viewed.**-Irwin said the Liberty Township road assistant was doing a drainage project for a Liberty Township firefighter living on Clover Plains Drive. Irwin said the township should pay to have it fixed. Irwin said the township

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had previously approved money to fix the problem. Irwin was told the trustees hadn't approved money to do the project but had approved the excavator and then told him to put the job on hold. Panzarella said the township should control the work and he questioned how payment would be made and how the inspection process would be set up.

Bullard said, "I think there is a contract and we can work some with that and we can be involved with supervision. A long time ago trustees saw it as a problem for the township to fix and I don't know why it was put on hold. I think it can be properly processed."

Johnston said an option could be to provide pipe. Bullard said, "We want it done correctly so there is no follow up problems."

**TR 1375-MEADOW KNOLL DRIVE-road not viewed.**

**TR 1250-LINDA LANE-road not viewed.** Irwin said the road had not been crack sealed and the cracks were no worse.

Irwin said the township did not use the county program for crack sealing but rather hired a vendor saving the township about \$500. He said he was well satisfied with the work and would like to use them again in 2010 if they are the lowest bidder.

**TR 1268-WHISPERING CREEK LANE-road not viewed.**

**TR 1257-GREIF PARKWAY-road not viewed.**

**SHERMAN LAKES I-East of Africa-streets not viewed.**

**SHERMAN LAKES II-West of Africa-streets not viewed.**

**OLDEFIELD ESTATES-streets not viewed.**

**DISCUSSION-RETRO REFLECTIVITY SIGNS**-Irwin said the budget needs to reflect the mandatory replacement of road signs in the next two to six years. He said there needed to be a replacement plan because in four years all road signs must be replaced and in six years all street signs must be replaced. Irwin said there currently are 801 signs in place in the township. He said it would be necessary that the reflectivity of signs be checked and the equipment to do that costs \$12,000-\$15,000. He said he wasn't sure the vendor could offer that service but he had questions if the vendor offered the service, would it be in order to sell signs. Panzarella asked if the county could do it. Irwin said they didn't have the equipment. Bullard said he talked to the county engineer and the county and state are trying to work out the details. Bullard said due to the legal aspects they want it to be a very accurate reading on retro reflectivity. Irwin said, "We want them to be reflective but we also want to see the signs. The township is liable and if we need to remove trees we will probably get a lot of grief from homeowners. We need a firm decision on it." Panzarella asked the cost to replace 801 signs. He also asked, "How many signs do we know are not reflective? How much would it be to replace the rest?" Irwin said there could be a savings if, in subdivisions, speed limit signs were posted at the entrance streets and phase lines. He said an example is that there are twenty five 25 mph signs in the Marina subdivision when one at each entrance is all that's needed. He said it was a way to keep everything consistent and save money at the same time.

Johnston said the county is in the same predicament as the township since they are under the same laws. He said the equipment is the start of the process. He said there would need to be operators, classes and certifications. Johnston said the county intends to purchase the equipment.

Johnston said the county engineer is putting together a program for signs, guardrails, culverts, etc. and now has a database in Excel which will be dumped into programmed software which will in turn be dumped into a specific layer in the county GIS system. He said it's a five step process starting with the database, inventory, assessment (i.e. location, height, placement, etc.), maintenance and management then integration of information into the GIS.

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Bullard said, "What we have is an Excel spreadsheet of our information. Brodi needs to work with the county to make sure we are collecting the right information." Irwin said he had already started a notebook for road meetings which could be given to trustees as the roads are inventoried and then the notebooks could be returned to him for updating. He said this way all notebooks would always be up-to-date for meetings.

Johnston said Brodi should talk with Mike Seiter, the county's assessment manager to obtain a copy of the database.

Panzarella said, "The township worked with the county engineer on surveyed culverts and worked with Shoreh closely. I suggest we run this through Ray Armstrong since he is familiar with the process of how to add to the database. Whatever, we submit one to the county and then back to the road department if it doesn't work out."

Johnston said, "The intent of setup is here." Panzarella said, "The board should consider a single conduit person." Bullard said, "Shoreh has training on Thursday and Ray intends to attend." Bullard also added, "Is the county engineer working with the prosecutor regarding accidents and attorney's use of this in legal cases?" Johnston said, "That would be in the assessment stage."

**ADJOURN**

**RESOLUTION  
09-10-13**

**ADJOURN MEETING**

There being no further business Panzarella moved, second by Bullard, the meeting be adjourned.

Vote: Panzarella yea and Bullard yea.

Meeting adjourned at 11:22 a.m.

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Ronald W. Bullard, Trustee Chairman

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ABSENT  
Thomas A. D'Amico, Trustee Vice Chairman

ATTEST:

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Judy K. Shumway  
Assistant to Fiscal Officer

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Philip P. Panzarella, Trustee Executive Member