

**Cuyahoga Falls City Council**  
**Minutes of the Public & Industrial Improvements Committee**

**May 21, 2018**

**Members:** Jerry James, Chair  
Paul Colavecchio  
Jeff Iula

Mr. James called the meeting to order at 7:45 p.m. All members were present.

**Legislation Discussed:**

Temp. Ord. A-42

**Discussion:**

**Temp. Ord. A-42**

An ordinance authorizing the Director of Public Service to enter into a contract or contracts, according to law, for the repair and/or reconstruction of concrete pavement on Smokerise Drive and Pleasant Meadow Boulevard and other streets in the City of Cuyahoga Falls, and declaring an emergency.

Mr. Tony Demasi, City Engineer, stated that this year's concrete street repair will be in two areas of the city: Towpath Village, along Smokerise Drive and along Pleasant Meadow Boulevard off of Wyoga Lake Road. Smokerise Drive was concreted pavement installed in 1974. The existing pavement is six inches of full-depth concrete without any type of drainage. It will be replaced with thicker concrete and appropriate drainage beneath. This is continuation of a project that was started last year. The pavement on Pleasant Meadow Boulevard was installed in 1990. It also has no subbase and no drainage. The City would be replacing it with drainage. The City worked in there, in 2016, doing sections, so this is a continuation of this project. The bids were opened on May 8<sup>th</sup>, and they anticipate awarding this project next Tuesday with Council's approval.

Mr. James asked if Mr. Demasi has a list of any other streets in the City of Cuyahoga Falls to be repaved. Mr. Demasi stated that he doesn't have a specific list of those. There certainly are other areas that are concrete that, based on some savings they might generate from this program, they might go out and take a look at or extend on Smokerise. Mr. Colavecchio stated that he drove on Pleasant Meadow Boulevard. It's does not have chuckholes, but it's horrible because, every 15 to 20 feet, there is an indentation that goes across the entire street all the way down Pleasant Meadow Boulevard. He asked why that is. Mr. Demasi stated that, with that type of pavement, they did not dowel the joints together. Those individual slabs of concrete looked nice in 1990 and 1991. Over time, they moved independently of each other, and that caused the joints to break apart. Water gets down in there, freezes and thaws, and the joints get larger and larger. On the concrete streets done recently where they doweled the joints, those stay pretty tight for a much longer period of time. Mr. Iula asked how long it it would take for these two streets, once the bids are in. Mr. Demasi stated that the project is bid. They are going to award on Tuesday. They will hopefully have a pre-construction meeting here in the next few weeks and start work maybe the end of June,

**Public & Industrial Improvements Committee**  
**May 21, 2018 – Page 2**

first of July. He doesn't see why they couldn't be done in September or even August. They want to be done before school starts, because these are both school routes. Mrs. Pyke asked if it was really wise in the area, with the weather and the amount of salt that is used in these streets, to do them in cement. She realizes that they may last longer, but the cost to redo these streets typically make it so they can't do it as soon as the need is there. On the asphalt streets, they can do decent patching on that street at a tenth of the cost of the reconstruction of these cement streets. She asked that since they are redoing the base on one of these streets, would it not be better to do the base and then put it in as asphalt. Mr. Demasi said that, with asphalt prices going the way they are, that might be a crap shoot. Every one of the reconstructions that they have done, they have designed them with an asphalt-base bid with a concrete alternate. The concrete alternate was the least expensive method for construction at this time, so that's the method that they choose. Both of those designs would be appropriate for those streets. They're both, in his opinion, perpetual roads. If they can get 30 or 40 years, he would be happy. With asphalt, the same time frame with every 10 years or so resurfacing them, he is happy with that, as well. Howe Avenue is a concrete road, and they are actually going to rebuild that with asphalt. That has more to do with the maintenance of traffic, trying to deal with 40,000 cars a day. It's much easier to do that with asphalt than concrete with that type of application.

Mr. Iona asked if all of Smokerise Drive would be done. Mr. Demasi stated that it would be the worst part. They are to start at the boulevard and are going to continue to the cul-de-sacs. They have surveyed that area and will look at maybe coming back next year, if necessary, to do the rest of it. Mr. Iona asked if Mr. Demasi had specific addresses, so he can let the residents know what's happening. Mr. Demasi stated that he can give Mr. Iona the plans that will show specifically where they stop and start.

Mr. Colavecchio moved to bring out Temp. Ord. A-42 with a favorable recommendation, second by Mr. Iula. Motion passed (3-0).

The meeting adjourned at 7:54 p.m.