

CITY OF KETTERING  
CITY COUNCIL  
WORKSHOP MINUTES  
November 28, 2017

The Council of the City of Kettering, Ohio met in a workshop session on Tuesday, November 28, 2017 in the Council Chambers, 3600 Shroyer Road, Kettering Government Center. The meeting came to order at 6:00 p.m.

Council Members Present included Mayor Patterson, Vice Mayor Scott, Mrs. Schrimpf, Mr. Wanamaker, Mr. Lautar, Mr. Klepacz and Mr. Duke.

Staff Members Present: City Manager Mark Schwieterman, Assistant City Manager Steve Bergstresser, Law Director Ted Hamer, Chief of Police Chip Protsman, Fire Chief Tom Butts, Assistant City Engineer John Sliemers, Community Information Manager Stacy Schweikhart and Economic Development Manager Gregg Gorsuch.

There were many Kettering residents in the audience.

Agenda Review – Mr. Schwieterman reviewed the agenda for this evening’s meeting with the Council members.

Kettering Business Park (KBP) – Mr. Bergstresser stated staff has received the quotes for the KBP entry signage and landscaping, nine contractors’ submitted quotes. The quotes ranged from \$294,413.00 to \$586,374.52. Staff has completed the reference checks for the low bidder and they did come back favorable. At this time, staff is recommending moving forward with awarding this quote upon the completion of due diligence. Mr. Bergstresser mentioned there will most likely be a supplemental appropriation for this project on the City Council Meeting agenda of December 5<sup>th</sup> or December 19<sup>th</sup>.

Stroop Road Bridge – Mr. Schwieterman stated the contractor for the Stroop Road Bridge is planning to pour the concrete for the bridge deck this coming Thursday. Due to weather concerns and scheduling the concrete pour will begin at approximately 4:00 a.m. Staff and/or the contractor will contact residents in the area to make them aware of the situation.

Ridgeway Bridge Presentation – Mr. Bergstresser gave the following presentation to the Council Members. He presented the agenda for the presentation; he noted he will cover the following topics.

- Bridge History
- Current bridge condition
- Resident engagement results
- Options and estimated costs

- Staff recommendation / discussion

Mr. Bergstresser noted the original bridge construction was completed in 1965 along with the widening, realignment, and lowering of West Dorothy Lane. He stated the City of Oakwood contributed \$20,000 to the project, since part of the bridge was within Oakwood right-of-way at that time. A 1963 Ordinance specified that Kettering would assume all future ownership and maintenance of the bridge. Mutual Ordinances by Oakwood & Kettering constituted a contract between the cities. Any change to the 1963 Ordinance would require mutual consent by both Councils.

Mr. Bergstresser noted in 2005 a bridge rehabilitation was completed on the bridge. The following items were repaired on the bridge at that time:

- Replaced 6 exterior beams on center span (all other existing beams were not replaced)
- New asphalt surface with waterproofing membrane
- New parapet walls, sidewalks, & railing on top of bridge
- Epoxy sealing of entire bridge
- Spot surface patching of support piers
- This was a \$500,000 project

Mayor Patterson asked did this rehab work extend the life of the bridge. Mr. Bergstresser said yes, if we didn't do the work in 2005 we would have been having this discussion years ago.

Next Mr. Bergstresser reviewed the current bridge condition; he noted the bridge had a 50 year expected service life (currently 52 years old). The bridge is currently rated a 4 out of 9 on the Bridge Condition Index. The bridge is "Structurally Deficient" based on June 2017 inspection report. The design of the bridge lends itself to leakage & concrete deterioration. He also mentioned continued water leakage and chlorides from road salt will result in continued deterioration of beams and support columns. There are currently no vehicle load restrictions, but restrictions are likely in the future if nothing is done. He also mentioned further rehabilitations similar to 2005 would not be cost effective, due to the design of the bridge and the condition of the support piers.

Next Mr. Bergstresser discussed traffic counts, he noted 24-hour weeklong vehicular traffic counts (cars/trucks) conducted in July 2016 and May 2017 resulted in the following findings.

July 19-27, 2016 traffic volume: 897 vehicles/day (average)

May 10-17, 2017 traffic volume: 928 vehicles/day (average)

He also reviewed the results of a 13-hour (7am-8pm) daily pedestrian and bicycle traffic counts conducted in October 2017.

Mr. Klepacz asked now that we know there is fairly high pedestrian use of the bridge would a new bridge include a walker/biker lane. Mr. Bergstresser said yes, we would definitely look at that.

At this point Mr. Bergstresser discussed the Resident Engagement Results, he noted the City used a “Virtual Public Meeting” format on City website. This included a video explaining the project and online survey for feedback. Staff conducted a direct mailing to over 1,000 Kettering residents and over 300 Oakwood residents in vicinity of the bridge. Staff also used social media and Cox Media to get information out to residents. Staff received the 800+ responses, plus additional emails and phone calls. The survey results were as follows:

#### Survey Results

- Two-thirds (2/3) of survey respondents drive and/or walk over the bridge at least weekly
- Majority of survey respondents use bridge for vehicular travel
- Reasons for using the bridge were evenly split, with travel to/from Hills & Dales MetroPark, travel within neighborhoods, and recreational purposes (walking/biking) being the leading uses.
- Bridge replacement or removal question results:
  - Replace current bridge with a new bridge for ALL modes of traffic: 72% in favor
  - Replace current bridge with a new bridge for ONLY pedestrians & bicyclists: 19% in favor
  - Remove the bridge and NOT replace it: 7% in favor
  - Not sure/neutral: 2%
- Some themes of the “additional comments” included concerns about safely crossing Dorothy Lane, added traffic to adjacent side streets, and access to Hills & Dales MetroPark for residents south of Dorothy Lane.

Mr. Duke asked if the Oakwood City officials have seen these survey results. Mr. Schwieterman said he has shared the information with the Oakwood City Manager and he will meet again with Oakwood officials after we know the results of this evening’s meeting.

Next Mr. Bergstresser reviewed the options and estimated costs associated with each option.

#### Option A: Do nothing, leave current bridge as-is

- No capital improvement costs planned, other than as-needed maintenance
- Likely need for a concrete patching project in the relatively near future
- Deterioration will continue due to water leakage and freeze/thaw cycle
- Potential for vehicle load restrictions in the near future
- Eventual (long-term) need to close the bridge to vehicular traffic
- This option is not recommended by staff or by our bridge inspection consultant

#### Option B: Remove the bridge completely and NOT replace

- Estimated cost: \$250,000 (construction cost; design in-house)
- No available grant funding sources
- Would require a cul-de-sac on the north side for vehicular turnaround
- Lowering Ridgeway to create an at-grade intersection with Dorothy is cost-prohibitive
- City outlay: \$250,000 (construction)

Option C: Replace with a new bridge for ONLY pedestrians & bicyclists

- Estimated cost: \$750,000-\$850,000 (design, right-of-way, construction)
- Potential grant funding sources:
  - MVRPC Transportation Alternatives (TA) Program
  - Grant funding up to 80% of construction costs, capped at \$350,000
  - Bridge must carry only pedestrians & bicyclists to be eligible for funding
  - Applications due in October annually; award notifications in January
  - Funds available in 2024 (subject to Federal transportation legislation)
  - MVRPC Congestion Mitigation / Air Quality (CMAQ) Program
  - Grant funding up to 80% of construction costs, not capped
  - Funding applications are competitive at the state-wide level, less of a guarantee to obtain funds compared to other programs
  - Funds available in 2024/2025 (subject to Federal transportation legislation)
- Example funding scenarios (worst case cost, best case funding)
  - Total estimated cost: \$850,000 (\$750,000 construction; \$80,000 design; \$20,000 right-of-way)
  - MVRPC TA Grant: \$350,000 MVRPC CMAQ Grant (60%): \$450,000
  - City TA outlay: \$500,000 City CMAQ outlay: \$400,000

Mayor Patterson said won't low vehicular traffic count hurt any grant application we submit. Mr. Bergstresser said yes, potentially, but the overwhelming community response could help an application.

Option D: Replace with a new bridge for ALL modes of traffic (vehicles, pedestrians, bicyclists)

- Estimated cost: \$1.5 - \$2 million (design, right-of-way, and construction)
- Potential grant funding sources:
  - ODOT Municipal Bridge Program
  - Grant funding up to 80% of construction costs, possibly up to 95% depending on availability of ODOT funds (ODOT determines funding level)
  - Bridge must carry vehicles to be eligible for funding under this program
  - Applications due March 1 annually; award notifications in June
  - Funds available in 2021-2023
  - Ohio Public Works Commission (OPWC)
- Grant and/or loan funding available to offset local match
- Example funding scenario (worst case cost, best case funding)
  - Total estimated cost: \$2,000,000 (\$1,800,000 construction; \$180,000 design; \$20,000 right-of-way)
  - ODOT Municipal Bridge grant: \$1,710,000 (95% of construction cost)
  - OPWC grant funding: \$200,000 (\$90,000 construction; \$110,000 design)
  - City outlay: \$90,000 (\$70,000 design; \$20,000 right-of-way)

Low vehicular traffic volume may be detrimental to Ridgeway being funded under this scenario.

Finally Mr. Bergstresser made a staff recommendation to the Council members. He recommended applying to the ODOT Municipal Bridge Program in March 2018 for a replacement bridge for all modes of traffic (vehicles, pedestrians, and bicyclists). The Funding awards would be announced in June 2018, for construction in 2021-2023. He noted if Municipal Bridge funding is successful the City could apply for OPWC funds at

the appropriate funding cycle time to offset local match costs. He went on to say if Municipal Bridge funding is not successful we could regroup and decide how to proceed at that time. He noted Resident Survey feedback and bridge condition data will be essential to various grant applications. The bridge's condition is a medium-range (5-10 years) concern; therefore we have time to properly investigate and attempt to obtain outside funding sources.

Mr. Bergstresser said staff does not need a vote tonight to determine if the bridge will be replaced or removed; staff is really just looking for the OK to move forward and pursue the grant opportunity.

Mayor Patterson said it certainly makes sense to move forward and apply for the ODOT grant funds and we will know the answer by the middle of 2018 and then we can better determine how to proceed.

Mr. Lautar asked if we will have conversations with Oakwood regarding them being a part of our grant application process. Mr. Schwieterman said staff will have those conversations with the Oakwood City Administration.

Mayor Patterson said he would like Mr. Bergstresser to investigate if Oakwood's participation would help our chances of getting the ODOT grant approved. Mr. Bergstresser said he would look into it.

Mr. Schwieterman said the next action before Council regarding the Ridgeway Bridge would be legislation giving staff permission to apply for the grant.

The workshop meeting adjourned at 7:27 p.m.

ATTEST:

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DONALD E. PATTERSON  
MAYOR

AMY J. HAYSLIP  
Acting Clerk of Council