

**BEACHWOOD CITY COUNCIL PUBLIC WORKS COMMITTEE MEETING HELD AT  
BEACHWOOD CITY HALL, CONFERENCE ROOM A, 25325 FAIRMOUNT  
BOULEVARD, ON WENESDAY, FEBRUARY 26, 2020 AT 8:00 A.M.**

The meeting was called to order at 8:00 A.M. by Chairman Justin Berns.

ROLL CALL: Present J. Berns, A. Isaacson, B. B. Janovitz  
Absent: None.  
Also Present: Mayor M. S. Horwitz, M. Burkons, E. Synenberg,  
C. Arrietta, D.A. Calta, T. Turick, Joe Ciuni,  
Nick Fini

**1. Mayor's Reports**

None.

**2. Discussion regarding 2020 Biscayne Boulevard Reconstruction Project and the 2020 Road Resurfacing Program**

Mr. Berns introduced this item and asked Mr. Ciuni to discuss the process for picking and grading streets for participation in the Road Program.

Mr. Ciuni introduced Nick Fini and gave background information on the road program and street selection process. Mr. Ciuni also stated that Mr. Fini, along with Tim Tremaglio, Mike Rider, and Mr. Arrietta all participate in the road program selection process.

Mr. Ciuni distributed a hand out which included a break down and was titled "Approximate Magnitude of Roadway Capital Funds – January 2020", which is attached hereto for the official record.

After discussing the process, Mr. Burkons expressed concerns about the road program street selection process and suggested a consultant be hired instead of using the City Engineer and Administration.

Mr. Synenberg stated he would like to move forward with the recommend road program for 2020 and suggested that a consultant could be hired in the next 9 months before the next budget cycle.

Mr. Burkons suggested the hiring a consultant before approving the proposed 2020 Road Improvement Program.

Mr. Berns asked the Clerk to move the Road Program and Biscayne Reconstruction to the next available agenda and asked if there were any further questions. There were none.

**3. Any other matters coming before the Finance and Insurance Committee**

None.

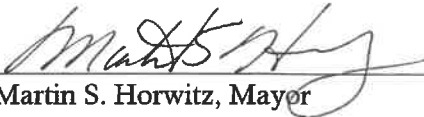
**Adjournment**


Moved by J. Berns, seconded by B. B. Janovitz, at 8:59 A.M. to adjourn the Public Works Committee to the next regularly scheduled Council Meeting.

|             |                                       |
|-------------|---------------------------------------|
| Yes:        | J. Berns, A. Isaacson, B. B. Janovitz |
| No:         | None.                                 |
| Abstain:    | None.                                 |
| Not Voting: | None.                                 |

MOTION ADOPTED

Approved:

  
 \_\_\_\_\_  
 Martin S. Horwitz, Mayor

  
 \_\_\_\_\_  
 Whitney M. Crook, Clerk of Council

\*\*\*\*\*  
**Pursuant to Ordinance Number 2017-107 Council has determined that the official Minutes of its Body, its Committees, and those of the Planning and Zoning Commission shall consist of the Audio Recording of the meetings together with a written synopsis of all agenda items and votes.**

## APPROXIMATE MAGNITUDE OF ROADWAY CAPITAL FUNDS - JANUARY 2020

Beachwood has approximately 48.5 centerline miles of roadway, 38.7 miles flexible and 9.8 miles rigid. The following is a breakdown of pavement area by composition:

Asphalt (Flexible) = 634,800 SY

Concrete (Rigid) = 200,000 SY

Using a rehabilitation life of 15 years for asphalt and 30 years for concrete, the following can be used to identify the magnitude of money needed to maintain the roadway network in Beachwood:

### Asphalt Pavement

SY rehabilitated per year = 42,320

Average cost per SY = \$30

Average Rehabilitation Cost / Year: \$1,269,600

### Concrete Pavement

SY rehabilitated per year = 6,667

Average cost per SY = \$175

Average Rehabilitation Cost / Year: \$1,166,667

### Asphalt Preventive Maintenance

10% of Annual Resurfacing = \$126,960

### Concrete Preventive Maintenance

10% of Annual Repairs = \$116,667

Total Annual Cost = **\$2,679,894** \*

\* Does not include a detailed evaluation, cost of design, bidding and incidentals. Does not include utilities replacement, sign replacement, traffic signals, inflation adjustments, etc..

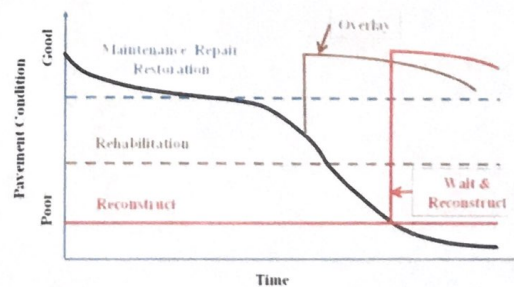
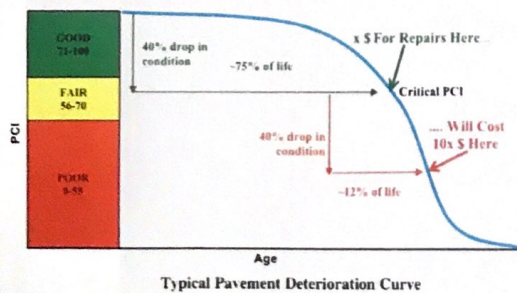


Figure 4. Graph. Three treatment zones as a function of pavement condition.