

The Council of the city of Oakwood, State of Ohio, met in a work session and an executive session for economic development and for personnel matters at 6:00 p.m. in the conference room of the city of Oakwood, 30 Park Avenue, Oakwood, Ohio, 45419. Council then met in a regular session at 7:30 p.m., in the council chambers of the city of Oakwood.

The Mayor, Mr. William Duncan, presided, and the Clerk of Council, Ms. Lori Stacel, recorded. Mayor Duncan opened the meeting by asking all present to participate in the Pledge of Allegiance.

Upon call of the roll, the following members of Council responded to their names:

MR. WILLIAM D. DUNCAN.....PRESENT
MR. STEVEN BYINGTONPRESENT
MR. ROBERT P. STEPHENS.....PRESENT
MRS. ANNE S. HILTON.....PRESENT
MR. CHRISTOPHER B. EPLEY.....PRESENT

Officers of the city present were the following:

Mr. Norbert S. Klopsch, City Manager
Mr. Robert F. Jacques, City Attorney
Mr. Jay A. Weiskircher, Assistant City Manager
Mr. Alex Bebris, Public Safety Director
Ms. Lori Stacel, Clerk of Council

The following visitors registered:

Bruce Reger, 432 East Drive
Chad Ingle, City of Kettering
Sara Spencer, 234 Claranna Avenue
D. Hachey, 1520 Shroyer Road
John Jannazo, 238 E. Dixon Avenue
Faye Wenner, 1900 Coolidge Drive
Burga Jung, 2307 Shroyer Road
Karen Carter, 2406 Shroyer Road
Chris Buck, 333 Telford Avenue
Stefanie Campbell, 271 Schenck Avenue
Jack Barnett, 2712 Shroyer Road
Don O'Connor, 1306 E. Schantz Avenue
Don Askins, 106 W. Peach Orchard Road
Brian Barr, *Oakwood Register*

Mrs. Hilton advised Council she had read the meeting minutes of the March 14, 2016 regular and work sessions. Mrs. Hilton reported she found the minutes correct and complete. Therefore, it was moved by Mrs. Hilton and seconded by Mr. Stephens that the minutes of the sessions of Council aforementioned be approved as written and the reading thereof at this session be dispensed with. Upon a viva voce vote on the question of the motion, same passed unanimously and it was so ordered.

STATUS REPORTS

Proclamation – Mayor Duncan read a proclamation designating the week of April 25 as Arbor Week.

LEGISLATION

A RESOLUTION

BY MR. EPLEY NO 1816

A RESOLUTION APPROVING THE DESIGN OF A MULTI-PURPOSE ARTIFICIAL TURF FIELD FACILITY AND TRACK TO BE LOCATED AT THE OLD RIVER SPORTS COMPLEX AND EXPRESSING SUPPORT TO BUILD THE PROJECT.

A copy of the resolution, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Epley explained last September, Council adopted Resolution No. 1806 to support the development of a multi-purpose artificial turf field and track facility at the Old River Sports Complex. Since then, a development agreement was signed between the City and the Oakwood City School District; an architectural consultant was selected; and an 8-member Project Team was formed to work with the consultant to develop a design for the project. The Project Team

includes representatives of the city, the school district, the Oakwood Athletic Boosters organization, and citizens-at-large.

This resolution is a continuation of the development process, and will express Council’s approval of the project design and support for continuing the project.

School Superintendent Dr. Kyle Ramey addressed Council. He thanked the Project Team for their hard work. He also thanked Mr. Klopsch and Mr. Weiskircher for all of their help in assisting with issues relating to the city of Dayton, Cox Media and many other moving parts associated with the project. Dr. Ramey thanked the city of Oakwood and Oakwood City Council for donating the land to make this project possible. He also thanked the Oakwood Athletic Boosters.

Dr. Ramey explained that the project is currently advertised for bid with a bid opening scheduled for April 12. The next steps will hopefully include breaking ground with some possible additional fundraising if needed.

Thereupon, it was moved by Mr. Epley and seconded by Mr. Stephens that the resolution be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

- MR. WILLIAM D. DUNCAN.....YEA
- MR. STEVEN BYINGTON.....YEA
- MR. ROBERT P. STEPHENS.....YEA
- MRS. ANNE HILTON.....YEA
- MR. CHRISTOPHER EPLEY.....YEA

There being five (5) yea votes and no (0) nay votes thereon, said resolution was declared duly passed and it was so ordered.

A RESOLUTION
 BY MR. STEPHENS NO 1817
 A RESOLUTION APPROVING AMENDMENTS TO THE SHROYER
 ROAD IMPROVEMENT PROJECT.

A copy of the resolution, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that a resurfacing project for Shroyer Road is currently programmed for construction in 2017 or 2018, and the city has already applied for federal funding. Tonight Council will hear a proposal to amend the project so that in addition to milling and overlaying the existing asphalt surface, a series of safety countermeasures known as a *Road Diet* would become part of the project. Mr. Stephens introduced City Manager Norbert Klopsch and traffic engineer Scott Knebel, P.E., to present the proposal.

Mr. Klopsch referenced a PowerPoint presentation and explained that the Shroyer Road project was prompted by a citizen petition that was signed by approximately 200 citizens expressing concerns about roadway and pedestrian safety, and in furtherance of longstanding goals and objectives in the Oakwood Comprehensive Plan. He explained that with Shroyer Road currently scheduled for mill and overlay in 2017 or 2018, the timing is good to consider a change in the roadway.

One of the 12 stated focus areas of the 2004 Oakwood Comprehensive Plan is to “identify opportunities to improve traffic safety and traffic flow, bicycle and pedestrian circulation, and public transportation”. Sections of the 2004 Plan addressing Community Image and Character, Transportation and Community Character Plan also support safety improvements on Shroyer Road.

CMT Engineers was hired by the city to conduct the safety study. Over the course of approximately three months, an extensive amount of data gathering and a traffic data analysis was completed, which lead to a proposed countermeasure that involves a significant change to Shroyer Road. Even though construction would not take place until 2017 or 2018, there is urgency to make a decision to secure funding. Timing is critical to allow the city to stay on schedule with plan submittals and all other required documentation.

Mr. Klopsch asked Safety Director Alex Bebris to comment on safety aspects of the proposal. Chief Bebris shared that from a Public Safety Department perspective, there are definitely safety concerns on Shroyer Road. The speed analysis indicates that average speeds are over the posted speed limit of 35 mph. There are many things the Safety Department can enforce, but there are limitations on safety enforcements and at some point, other solutions need to be considered. About 15% of the total annual moving traffic violations are written on Shroyer Road, and yet the

85th percentile speed is still well above the posted 35 mph speed limit. Rear end crashes are significantly higher on Shroyer Road than on other similar and comparative roadways in Ohio. The Public Safety Department is working toward an accident reduction strategy by incorporating an engineering solution with a safety solution to get the speeds to an acceptable level.

Mr. Klopsch then introduced Mr. Knebel and discussed his professional credentials including over 20 years of traffic engineering work with LJB Engineers and now with CMT Engineers.

Mr. Knebel referenced a PowerPoint presentation and provided some perspective on what led to the recommended countermeasures. The purpose of the safety study was to identify the factors that contribute to the crashes that occur on Shroyer Road and to identify countermeasures that target those particular mitigating factors. One of the first steps of the safety study was to compare a five year crash data analysis to statewide averages, which helped to identify where efforts should be focused and where the most significant benefits could be achieved. Rear end and left turn crashes were significantly higher than statewide averages. Multiple charts were displayed to demonstrate the significance of the safety concerns due to the number of crashes based on time of day, severity, type of crash and various crash patterns. As a countermeasure, a *Road Diet* is being proposed. This conversion would involve reducing vehicle lanes on Shroyer road from four to three. The 3-lane section would include single through lanes in each direction, exclusive left turn lanes at intersections, a bike lane on both sides of the street between the roadway and adjacent curb, raised center medians with grass, and two mid-block pedestrian crossings. There has been a fair amount of research done on this particular countermeasure and this is one of the more effective countermeasures that can be implemented. The left turn lanes will be 50 feet in length with the exception of the Dellwood Avenue left turn lane, which will be expanded to 70 feet due to the higher volume movements at that intersection. With the proposed countermeasure, the capacity analysis has determined that service levels on the side streets are within the acceptable range.

Mr. Stephens asked if Dellwood Avenue is the only turn lane that will be lengthened.

Mr. Knebel answered that Dellwood Avenue will be the only turn lane extended to 70 feet.

Mr. Klopsch shared that there were neighborhood meetings held on February 23 and March 3 where approximately 50 Oakwood residents attended and provided comments on the Shroyer Road corridor and the proposed *Road Diet* countermeasure. He was very pleased with the turnout at the meetings and the amount of feedback received. Mr. Knebel has shown the benefits of moving forward with the proposed countermeasures. The new roadway geometry will naturally decrease speed. There will also be two mid-block pedestrian crossings, which will be striped on the pavement and include flashing signals to alert drivers that pedestrians are present.

Mayor Duncan shared that Council has received a copy of all of the citizen comment forms that were submitted. He asked for further clarification on why traffic lights are not proposed along the Shroyer corridor.

Mr. Knebel explained that none of the intersections along this portion of Shroyer Road have traffic conditions that meet any of the nine traffic signal warrants described in the Ohio Manual of Uniform Traffic Control Devices. Traffic studies have shown that traffic signals alone are not effective in addressing roadway speed concerns. Vehicle delays caused by traffic signals would be comparable to the proposed 3-lane section. The concern with the Shroyer corridor is that if a traffic signal is installed, the location may not achieve the safety benefits that are sought. Traffic signals are not warranted, but they are also not considered as effective as the proposed countermeasure.

Mr. Klopsch shared that Oakwood staff met with RTA staff to discuss the number of bus stops along the Shroyer corridor. The section of Shroyer Road in Oakwood currently includes seven bus stop locations in the northbound direction and eight in the southbound direction. Based on low ridership numbers and the short distances between bus stops, RTA has agreed to eliminate two stops in each direction. The greatest impact of RTA buses will be experienced when the bus travels through the area during the peak traffic periods.

Mayor Duncan asked if the travel times during the peak times would take seconds longer or minutes longer.

Mr. Knebel answered that as a worst case scenario, if a RTA bus stops at four locations, it could possibly take approximately 3.5 minutes to travel Shroyer Road. It currently takes about 1.7 minutes during the peak traffic period.

Mayor Duncan asked Mr. Klopsch if he reached out to the city of Dayton and the city of Kettering.

Mr. Klopsch shared that the city of Kettering has been heavily involved with this project from the beginning. The current plan is a joint project with Kettering to mill and overlay the pavement. It is coordinated through MVRPC and includes the roadway from the north end of Oakwood southward to Stroop Road in Kettering. This new project, if approved, would fold into the existing joint project and Kettering would work with Oakwood extensively to implement it. The city of Oakwood reached out to the city of Kettering, the city of Dayton and Oakwood Schools to obtain feedback and received written letters of support from all three.

Mayor Duncan said that several years ago a similar project was done on Oakwood Avenue and the city of Dayton has also done something similar on Brown Street.

Mr. Klopsch concurred that Dayton recently implemented the *Road Diet* plan on Brown Street. Brown Street now has the five foot bike lanes and single north and south lanes that are being proposed for Shroyer. Brown Street is more commercial, while Shroyer Road is more residential.

Mayor Duncan asked if any visitors would like to address Council regarding Shroyer Road.

Mrs. Burga Jung, 2307 Shroyer Road, stated that she lives on Shroyer Road. She commends the city of Oakwood for trying to improve the life of the residents, but she is not convinced that the traffic on Shroyer Road will be improved; however, she feels that the work is inevitable. Mrs. Jung inquired about the status of the Vectren project, and how this proposed work will impact that ongoing work. She also inquired about how the work trucks and large equipment will impact her home foundation given that it is an older home.

Mr. Klopsch explained that last summer Vectren worked on Shroyer Road and dug about 15-20 holes. He shared that staff informed Vectren a few months ago that they needed to complete all of the work along the Shroyer Road corridor before the proposed Shroyer road project is done.

Mayor Duncan asked if the sidewalks would be impacted with the proposed work being done to the streets.

Mr. Klopsch stated that the work is limited to inside the curbs.

Mayor Duncan inquired about the pedestrian raised handicap ramps.

Mr. Klopsch stated that the handicap ramps were replaced in 2003 when Shroyer Road was last resurfaced.

Mayor Duncan asked how truck traffic vibrations will impact homes along Shroyer after the *Road Diet* project is completed, given the anticipated slower speeds.

Mr. Knebel stated that the north and south vehicle lanes as proposed are 5 feet further from the existing curb line, so vibrations would be less.

Vice Mayor Byington asked if the trucks doing the milling work on Shroyer will impact the foundation of the homes on Shroyer.

Mr. Klopsch said no and stated that the machinery is the same that is used on all other residential roadway work in Oakwood.

Mayor Duncan asked how long it takes to complete the asphalt milling work.

Mr. Klopsch answered 3-4 days if the machines do not experience any mechanical problems.

Vice Mayor Byington asked if there have ever been any experiences of foundation problems in the past related to mill and overlay work in Oakwood.

Mr. Klopsch answered that he has never experienced this.

Ms. Karen Carter, 2406 Shroyer Road, stated that she is concerned about how emergency vehicles will travel along Shroyer Road with the raised medians. She feels she will have to wait even longer to get out of her driveway with reduced lanes. She also isn't sure how delivery trucks will make deliveries to residents along Shroyer.

Mr. Klopsch stated that Ms. Carter raises some very good points. Emergency vehicles from the city of Oakwood will travel to and from emergency locations around Shroyer Road via the closest side street and not north and south on Shroyer Road. Far Hills Avenue provides a more direct route. In extreme cases, emergency vehicles could drive onto and across the raised center medians, but that would be very rare. Emergency vehicles from other jurisdictions that are traveling through Oakwood will likely begin to use Far Hills Avenue. Delivery trucks will need to park on cross streets, in driveways, or in alleys behind the properties

Mr. Don Askins, 106 W. Peach Orchard Road, stated that the city of Oakwood already has a nice bike path so he questions why we need to add new paths along Shroyer Road. He inquired about whether there is data for bicycle crashes on Brown Street. He asked for clarification on why traffic lights are impractical for Shroyer Road.

Mr. Knebel shared that traffic signals are not warranted under the Ohio Manual of Uniform Traffic Control Devices and they are also considered ineffective as a proposed countermeasure on Shroyer Road. Rectangular Rapid Flash Beacons (RRFB) are user-actuated amber LEDs that supplement warning signs at un-signalized intersections or mid-block crosswalks. They provide similar level of assistance for pedestrians to cross streets and are a better countermeasure for Shroyer Road.

Mr. Don Askins asked Council to consider keeping the extra space for sight lines and not encourage bicyclists. He stated that if all the traffic is funneled down to one lane, it will be harder for people on the side streets to pull out onto Shroyer Road. It will encourage people to use the interior residential streets rather than Shroyer and there may be some unintended consequences.

Mr. Don O'Connor, 1306 E. Schantz Avenue, stated that he is a registered professional civil engineer in the state of Ohio specializing in roadway planning and design. When he first read the article about Shroyer Road, his first thought was that a *Road Diet* should be done. In design of roadway systems, intuition works better than enforcement. Bicyclists are very calming traffic tools. Humans are very adaptable and they will adjust to the short-term and long-term changes. The 3-lane section is proven nationwide as having safety benefits. He urged everyone to remember the importance of pedestrian and vehicle safety. Mr. O'Connor stated that city staff and CMT Engineers did a very thorough job, and it will be a great project for the city of Oakwood.

Mr. Jack Barnett, 2712 Shroyer Road, asked if Shroyer Road qualifies for a 25 mph speed limit.

Mr. Klopsch shared that the plan is to leave the speed limit at 35 mph with the expectation that there will be a natural speed reduction. A speed study will be completed after the project to see if there is justification to consider a reduction to 30 mph.

Mr. Knebel explained that he recommends implementing the countermeasure and then completing an evaluation after the improvement is implemented. At that time, if there is still an issue with vehicle speeds, a limit reduction could be considered.

Mr. Chad Ingle, city of Kettering, stated that the city of Kettering is the lead agency on this project and they will be doing the project construction inspections. A huge benefit to the city of Oakwood is that the improvements are being done at a 60% cost paid with federal funding. The city of Kettering feels this is a good opportunity to do a *Road Diet* along Shroyer Road. Similar road projects have been done in Kettering and some of the same concerns were raised, but the projects have been successful. Mr. Ingle shared that this is a great project and he is happy to be a part of it.

Mr. Chris Buck, 333 Telford Avenue, stated that he is a cyclist and Shroyer Road is the only road he refuses to ride on. He encourages the city to put bike paths along Shroyer Road.

Thereupon, it was moved by Mr. Stephens and seconded by Mrs. Hilton that the resolution be passed.

Mr. Stephens shared that he walked along the Shroyer Road corridor on two different occasions to get a feel for the road, and he saw someone slam on their brakes enough to make their tires squeal so they didn't hit the car in front of them. The big concern he has is how cars speed past him on the right side under the current two lane road configuration. He attended both public meetings and the majority of people raised concerns about speed. The *Road Diet* is a very good move in the right direction to improve safety on Shroyer Road.

Vice Mayor Byington thanked all of the citizens for participating in the public meetings and for sharing their genuine concern for the Oakwood community and their neighbors. He read the citizen comment forms and he appreciated the time people took to convey what they deal with on a daily basis. He shared that he walked along Shroyer Road as well and it was eye opening to him because he saw how frequent the safety issues occur. He feels that moving Shroyer Road more toward a residential feel is a better option for Oakwood. He thanked city staff and Mr. Knebel for all of the work and information they put together for the safety study. He shared that he recently spoke to a Webelos Troop and he was tasked with discussing current issues. He discussed this Shroyer Road project and he explained the advantages and disadvantages. The Webelos Troop was in favor of the project and he agrees with them.

Upon call of the roll on the question of the motion, the following vote was recorded:

MR. WILLIAM D. DUNCAN.....	YEA
MR. STEVEN BYINGTON.....	YEA
MR. ROBERT P. STEPHENS.....	YEA
MRS. ANNE HILTON.....	YEA
MR. CHRISTOPHER EPLEY.....	YEA

There being five (5) yea votes and no (0) nay votes thereon, said resolution was declared duly passed and it was so ordered.

A RESOLUTION

BY MR. STEPHENS NO 1818

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A REVISED APPLICATION FOR FEDERAL FAST ACT FUNDS THROUGH THE MIAMI VALLEY REGIONAL PLANNING COMMISSION.

A copy of the resolution, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that since Council has just approved amendments to the Shroyer Road project, this resolution will authorize the City Manager to submit a revised application for federal funding for the project.

Thereupon, it was moved by Mr. Stephens and seconded by Vice Mayor Byington that the resolution be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

MR. WILLIAM D. DUNCAN.....	YEA
MR. STEVEN BYINGTON.....	YEA
MR. ROBERT P. STEPHENS.....	YEA
MRS. ANNE HILTON.....	YEA
MR. CHRISTOPHER EPLEY.....	YEA

There being five (5) yea votes and no (0) nay votes thereon, said resolution was declared duly passed and it was so ordered.

AN ORDINANCE

BY MR. STEPHENS NO 4820

AN ORDINANCE DETERMINING TO PROCEED WITH THE REPAIRING OF SIDEWALKS AND APPURTENANCES THERETO ON PATTERSON ROAD AND CERTAIN OTHER STREETS BETWEEN CERTAIN TERMINI, IN THE CITY OF OAKWOOD, OHIO, AND PROVIDING THAT ABUTTING PROPERTY OWNERS REPAIR THE SAME.

A copy of the ordinance, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that this is an annual ordinance that was introduced for a first reading at the March 14 Council meeting and is the second step of the 2016 Sidewalk, Curb and Driveway Apron Project. This year's program will cover all streets within the area bounded by Far Hills Avenue, Springhouse Road, Irving Avenue, Acorn Drive and Patterson Road.

Thereupon, it was moved by Mr. Stephens and seconded by Mrs. Hilton that the ordinance be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

MR. WILLIAM D. DUNCAN.....	YEA
MR. STEVEN BYINGTON.....	YEA
MR. ROBERT P. STEPHENS.....	YEA
MRS. ANNE HILTON.....	YEA
MR. CHRISTOPHER EPLEY.....	YEA

There being five (5) yea votes and no (0) nay votes thereon, said ordinance was declared duly passed and it was so ordered.

AN ORDINANCE

BY MR. STEPHENS NO 4821

AN ORDINANCE DETERMINING TO PROCEED WITH THE IMPROVEMENT OF CERTAIN STREETS BETWEEN CERTAIN TERMINI IN THE CITY OF OAKWOOD, OHIO, BY LIGHTING THE SAME WITH ELECTRICITY.

A copy of the ordinance, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that this is an annual ordinance that was introduced for a first reading at the March 14 Council meeting and is the second step of the 2017 street lighting program. It is the ordinance that authorizes the city to proceed with the project.

Thereupon, it was moved by Mr. Stephens and seconded by Mr. Epley that the ordinance be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

- MR. WILLIAM D. DUNCAN.....YEA
- MR. STEVEN BYINGTON.....YEA
- MR. ROBERT P. STEPHENS.....YEA
- MRS. ANNE HILTON.....YEA
- MR. CHRISTOPHER EPLEY.....YEA

There being five (5) yea votes and no (0) nay votes thereon, said ordinance was declared duly passed and it was so ordered.

AN ORDINANCE

BY MR. STEPHENS NO 4824

AN ORDINANCE LEVYING SPECIAL ASSESSMENTS FOR THE IMPROVEMENT OF CERTAIN STREETS BETWEEN CERTAIN TERMINI IN THE CITY OF OAKWOOD, OHIO, BY LIGHTING THE SAME WITH ELECTRICITY.

A copy of the ordinance, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that this ordinance is the third and final step of our 2017 street lighting program. It allows for the costs of street lighting to be certified to the Montgomery County Auditor for assessment.

This was a first reading of this ordinance, so Mr. Stephens made no motion at this time.

AN ORDINANCE

BY MR. STEPHENS NO 4822

AN ORDINANCE TO LEVY SPECIAL ASSESSMENTS FOR THE CONSTRUCTION OR RECONSTRUCTION OF SIDEWALKS AND APPURTENANCES THERETO IN THE CITY OF OAKWOOD, OHIO.

A copy of the ordinance, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Stephens explained that this ordinance was introduced for a first reading at the March 14 Council meeting and is the final piece of last year's Sidewalk, Curb and Driveway Apron Project, and assesses the sidewalk costs that have not already been paid directly by affected homeowners.

Thereupon, it was moved by Mr. Stephens and seconded by Mrs. Hilton that the ordinance be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

- MR. WILLIAM D. DUNCAN.....YEA
- MR. STEVEN BYINGTON.....YEA
- MR. ROBERT P. STEPHENS.....YEA
- MRS. ANNE HILTON.....YEA
- MR. CHRISTOPHER EPLEY.....YEA

There being five (5) yea votes and no (0) nay votes thereon, said ordinance was declared duly passed and it was so ordered.

A RESOLUTION

BY MR. EPLEY NO 1819
A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER
INTO AN AGREEMENT FOR ELECTRIC GENERATION SUPPLY
WITH A COMPETITIVE RETAIL ELECTRIC SERVICE PROVIDER.

A copy of the resolution, having been placed on the desks of each member of Council prior to introduction, was read by title.

Mr. Epley explained that the city's contracts for electric generation and transmission supply services are due to expire at the end of this year, December 31, 2016. In order to get the best possible rates for a renewal, this resolution will allow the MVCC to conduct joint negotiations on behalf of the city and other cities in the region, obtaining a single low pricing schedule for everyone. The city has used this approach in the past for electric transmission and supply agreements, with favorable results.

Thereupon, it was moved by Mr. Epley and seconded by Mr. Stephens that the resolution be passed.

Upon call of the roll on the question of the motion, the following vote was recorded:

- MR. WILLIAM D. DUNCAN..... YEA
- MR. STEVEN BYINGTON..... YEA
- MR. ROBERT P. STEPHENS..... YEA
- MRS. ANNE HILTON..... YEA
- MR. CHRISTOPHER EPLEY..... YEA

There being five (5) yea votes and no (0) nay votes thereon, said resolution was declared duly passed and it was so ordered.

STAFF REPORT

Public Works Update: Mr. Klopsch shared that there is \$450,000 in the budget for the Asphalt Pavement Program. The project bid opening was on March 29 and the low bidder was Barrett Paving Materials at \$271,244. A press release will be distributed tomorrow with a list of streets included in the project. The resurfacing will include grinding off a little over one inch of the pavement surface and placing new asphalt. Before the work is done, the Public Works Department will test operate all of underground water main valves to make sure they are functional. Also, sewer lines and manholes will be inspected. In addition to the mill and overlay, there will be an Asphalt Rejuvenation Program. This is a liquid surface treatment that is put down on recently repaved streets to extend the life of the new pavement. This project is typically done every 2-3 years in Oakwood. Bids were opened on March 28 for the 2016 Sidewalk, Curb and Driveway Apron Project. Performance Site Development, LLC was the low bidder at \$309,450. The work will take place in the northeast quadrant of Oakwood. Also included are a number of areas of concrete street repairs, curb and handicap ramp replacements. The April/May Oakwood Scene newsletter included an article and map about the Vectren gas line work. This is a continuation of a multi-year project to replace all of the underground gas distribution lines in Oakwood. Information is also available on the city website.

COUNCIL COMMENTS

Mr. Stephens thanked the Public Works Department for all of their hard work in cleaning up the large tree limbs and debris from the recent wind storm.

Mayor Duncan reminded everyone that taxes are due in two week. He added that filing extensions could be granted if requested, but extensions to pay taxes owed are not granted.

The public meeting concluded at 9:14 p.m.



MAYOR

ATTEST:



CLERK OF COUNCIL