

Street Committee Meeting
March 5, 2021 7:30 a.m.

Members Present: Chairman Carroll, Porter, Mayor (Zoom), Street Commissioner Alder, Engineer Haibach (Zoom), Fiscal Officer Romanowski (Zoom)

Visitor: Greg Heilman

Carroll addressed the Senior Trash Day Flyer. Carroll and Porter agreed that the flyer looked fine and could be distributed to residents. Porter advised that the event will be April 28th and April 29th. He asked how many were done the previous year, and the Street Commissioner replied 15, but that individuals called the Village directly.

Carroll stated that for 2020 Trash Day the Street Commissioner had suggested reducing costs by contracting for the various dumpsters in-house. The Street Commissioner advised that the Village usually contracted with Penn Ohio which took care of the dumpsters and the different materials. Porter recalled the Village gets a grant for the tires and would get it regardless of who did the collection. The Street Commissioner verified the Village had applied for the \$1,700 grant. Porter added that the Village receives a lot of tires, and the collection keeps the tires out of the lakes, streams, and yards. Carroll asked that the Street Commissioner obtain pricing. The Street Commissioner would check with the Fiscal Officer. Carroll said that although it might cost a little more, the logistics would be handled, and things would run smoothly as they had in the past by staying with the contractor. The Street Commissioner advised Trash Day will be May 1st.

Carroll addressed the truck toolbox. The Street Commissioner stated the box finally came in and reported that there was a delay with construction, painting, and shipping. It was received a month late, after January 1st. The Street Commissioner advised there was a snafu with the COVID money check to pay for it because the Fiscal Officer relayed that the Village could not pay for it until it had been received. She is addressing the matter with the Auditor to get it straightened out so it can be paid. Carroll explained that it would require amending the budget to pay for it and added that the Fit Tester still had to be purchased for the Fire Department. He added that there was a change in the deadline for the CARES funding which benefited everyone. Porter asked the Street Commissioner for the amount of the toolbox, and the Street Commissioner said it was about \$9,000. Porter asked for the total of the truck and the box, and the Street Commissioner said about \$40,000.

Regarding the Capital Replacement Plan, the Street Commissioner addressed the salt trucks. He explained when the 2001 truck is replaced in 2026, it will be 25 years old. He hoped it would run this long, and then they would be on track for every four years to replace a salt truck. Carroll verified that 20 years was the life expectancy, and the Street Commissioner responded it was 16 years. Carroll asked how this was determined and the Street Commissioner explained that if they did five years, it would be too old. Around six years, they start having issues with the trucks and this is why they would replace them in four. Carroll said historically, it had been over 20 years, and wanted to be sure that 16 was not too soon. Carroll said they would consider 16 years, but worst-case scenario would be 20 years which would mean replacement every five years. He asked how old the oldest truck was, and the Street Commissioner said it was a 1998. The Street

Commissioner said this is the one with most problems. Carroll felt this truck should be replaced and asked how long it would take to order one. The Street Commissioner explained that it would be a year and that in the past the department purchased one someone had online, which was less than ordering and could be obtained right away. Carroll asked the Street Commissioner to get pricing. Porter asked if a replacement truck had been budgeted. Carroll said no but thought the committee should consider replacement of the truck before fall. If the department could push the next truck requiring replacement to four years, it would then be possible to get on the five-year replacement plan. Carroll asked the Street Commissioner to get pricing for the next Street Committee meeting so that the committee could make the proposal to Council of replacing the truck this year. Porter concurred and said the purchase would be budget driven.

The Street Commissioner asked if there were a possibility of giving employees administrative leave for COVID exposure and/or illness instead of having the employee use sick time. The Street Commissioner relayed that Chagrin Falls and Bainbridge provide this. Porter asked if this did not come up at the last HR/Finance committee meeting. The Street Commissioner stated what was discussed and decided was that the employee was not required to get a three-day doctor's note, and that sick time would be used after December 2020. Carroll added that this was the case if the employee provided the directive from the Health Department and verified that the Street Commissioner had these letters from the employee. Carroll clarified that it was one employee but two instances of exposure, so there should be two separate letters. The Street Commissioner verified that the Fiscal Officer had a copy of the letters for the personnel file. Carroll suggested HR address this issue. Porter clarified that what the Street Commissioner was asking was that if an employee were to get an order of quarantine, that they not use their sick time because they were probably not sick. The Street Commissioner verified the employee was not sick. Carroll explained that with the vaccination roll out some of the quarantine protocol was changing. He explained that area communities differed in their approach to the matter and that he supported a balance, and it could be addressed in the Council meeting and then by HR. He addressed the matter of going forward with a policy or making the policy retroactive. All the employees must be considered who had to quarantine and/or had COVID because it could impact more than one employee.

The Street Commissioner discussed the Lake Louise culvert replacement bids. Buckeye Excavating was \$21,100, R&B Trenching was \$22,750, Mr. Excavator was \$24,950. He clarified that the culvert is located near 30 Louise Dr. to the north of the dam. He recommended going with Buckeye Excavating. Porter stated the committee would recommend that Mayor and Fiscal Officer enter into an agreement with Buckeye for the purpose of doing the culvert replacement on Lake Louise. The Mayor asked if Buckeye was going to do the same work that Mr. Excavator was going to do. The Street Commissioner said that Mr. Excavator would do the entire job where the Village will assist Buckeye by cutting the roadway, which would only take a half hour. Porter thought it was worth the savings of \$3,800.

The Street Commissioner proposed a water retention area behind the dentist's office across Chillicothe Rd. to gather water which would then gradually leak out.

The Engineer said this was a really good idea because Chagrin Lakes had been taking the initial brunt of the water that would come out of Kensington Green and continued to collect and gather

as it ran west. The Engineer said there was enough land and natural fall to incorporate a retention basin. This would be considered as an option for an alternative in the Stormwater Study. The Engineer said he would be submitting a work authorization for the study, but that it was necessary to work through some of the problems to develop the scope before they could determine the cost of the study.

The study would identify which project would be more cost effective, expansion of Bullfrog Pond or adding a secondary retention area near the dentist office on Village property. Carroll suggested having a conversation with Kensington Green. The Engineer agreed but said that Village property abuts the common area where the pond is located in Kensington Green. It may be possible to expand the pond through direct connection or by a pipe connection to an auxiliary retention area that is on Village property.

Porter noted that the Street Commissioner's proposed location was in the Cemetery, and the Street Commissioner said it was to the northwest of the cemetery. Carroll asked if this was an area earmarked for Cemetery expansion, and the Engineer said it was, but nothing was set in stone about how the expansion needed to look. It could be fit around a retention area. Carroll did not want to be short sighted with the plan. However, he liked the idea, and thought it was something Council should consider. The Engineer liked the Street Commissioner's suggestion because it provided an alternate plan.

Porter reiterated the Engineer's plan with Bullfrog Pond, and the Engineer added the proposal to modify the outlet control structure to increase the storage capacity of the existing pond would not suffice. Storage volume would have to be added. If this could not be done, a secondary option of creating retention on the west side of Chillicothe Rd. on Village property was a fantastic option and possibly more cost-effective. It would not solve the problem of water coming across Chillicothe Rd. at the rate it does now. Holding it back and slowing it would be ideal and would be the Engineer's first choice. Carroll thought the Village should be considering its own six acres first because there were issues to the west. The Village should not be sitting on six acres that could have an impact. This should be considered sooner than later. The ancillary help the Village may get from Kensington Green with adjusting Bullfrog pond would just enhance what would be done on the six acres. Additionally, this structure would hopefully impact stormwater issues in Chagrin Lakes and further downstream. Carroll reiterated that Council was eager to see the Stormwater Report so that the Village could address some issues now.

Porter reiterated that a new detention basin adjacent to Bullfrog Pond would go a long way to solving the downstream problems. The Engineer emphasized that this would only be the case if it were tied into Bullfrog Pond. Both ponds would need to work together. Porter added that coupled with the 319 grant project, the Village stormwater problems could potentially be solved. The Engineer said that there would be a large impact. Carroll emphasized that it was imperative that this year the Village get started on some of the projects.

Porter said he did not recall the proposal to build new retention ponds on Village property in the 2004 Stormwater Report. The Engineer said it was not, because in 2004, the Village did not own the Cemetery property.

Carroll concluded that before the Village outlays money for private projects and private property, it needed to take care of issues by using public property that could impact many more people.

Carroll asked about the status of the conversations with Fox Run and the stormwater retention area. The Engineer and Mayor had a Zoom meeting set up with the HOA, but the Engineer said that the Mayor let him know 10 minutes before the meeting that the meeting was off and that they were not available. The Mayor stated the meeting was cancelled by Chris Smith, the HOA President. He was the one who came to the Village last fall and asked if the Village would be interested in the southwest corner of their private property. The Mayor thought Smith would be back after he got more organized with Fox Run.

Carroll stated that if the Village could consider the potential impact of Fox Run and the potential retention areas on Village property, these would be three areas that would have significant impact downstream. There is funding available, and the Village needed to stop talking and start addressing the issues.

Regarding the Chillicothe Rd. culvert replacement, the Engineer stated that Ohio Department of Transportation (ODOT) would be paving Chillicothe Rd. in 2022. He had approached Shane Hajjar, Geauga County Engineer's Office about asking for Ohio Public Works Commission (OPWC) funds to replace the three culverts ahead of the ODOT paving, and Hajjar was really receptive. The Engineer would be getting a grant application for the three culverts for a 50% grant. The grant money would be available to spend on June 1, 2022. The culvert replacements would happen after this. The timeline for the project was discussed by the committee. The Mayor stated that the paving of Chillicothe would occur in the Spring of 2023, so there was more time.

The committee discussed the 2020 Road Program Engineering costs. The Engineer reviewed the costs of the project, the total being \$752,297.66. The fee that the Engineer budgeted was \$76,200, but he was basically done at \$67,000. It would be closed at a net savings to the Village. The Engineer had spoken to the Fiscal Officer about the timing of his charges because the Village closed its books at the end of the year, but the Engineer historically included all work associated with the given year Road Program including the PCI ratings for the following year. This took it beyond the Road Program year. He suggested closing the Road Program at the end of the year and opening the following year billing under that year's Road Program. The Fiscal Officer said this year was really the exception because there were a number of larger bills for the Road Program that the Village did not receive until 2021 due to administrative billing errors. As a result, the line item will have to be adjusted. On a regular basis, it did not make such a significant change. Carroll advised that the Fiscal Officer and the Engineer should discuss the best solution and report back to the committee.

The Engineer said the 2021 Road Program would be \$355,000 for Bell Meadow and Chelsea Ct. There would also likely be an allowance for some additional roadway repairs. One of them would be the permanent patch for the culvert replacement on Louise Dr. The three bids for the culvert work did not include the permanent roadway replacement. This will be part of the 2021 Road Program. The Street Commissioner also identified bad curb sections in the Fox Run subdivision. The Engineer would need to quantify what additional work would be included to

determine a scope for the 2021 Road Program. Carroll asked the Engineer to determine these costs.

Porter reminded the Engineer that the Village wanted to go out to bid early for the Road Program, and the Engineer agreed and said the asphalt prices are volatile and he supported locking it in early.

The Street Commissioner addressed the crack sealing process and suggested that although \$30,000 was budgeted, perhaps it could be done for less with the previous year's extensive Road Program.

The Mayor reported that a phone call was received the previous week saying that Bell Road East was on the list of projects to be taken to their board in June. It did not guarantee payment or that the Village would get budgeted for it, but it pretty much guaranteed that the Village would be on the list. Carroll asked if, like the funding for Bell Rd. West, the Village would be required to do certain things. The Engineer said it did. Carroll asked what that would be. The Engineer said that if the Village got money from the Northeast Ohio Area Coordinating Agency (NOACA), ODOT would be involved. The Engineer offered that there were things that could be done from the start to better define ODOT's scope and involvement in the project. Carroll agreed that the Village would want to take advantage of the money but would not want to see the same mistakes or oversights occur the second time around. The Engineer clarified that the Village did not have an accurate expectation established with what ODOT involvement would mean for the Village financially and logistically.

The Mayor asked the Engineer if he would change anything besides chip sealing. The Engineer said that adding a chip seal interlayer to the pavement was really integral to keeping reflective cracking down. It provided a bond breaking floating layer. This was not an ODOT procedure, but there were ways to include it. The Mayor asked the Engineer if he saw continuation of the pedestrian paths. The Engineer said it was something he would look into with the design, but the geography and topography of Bell Road East presented issues. Carroll said he would encourage investigation of how far it could go for a reasonable cost because there were safety issues with walkers and bicyclists. The Engineer reminded the committee that he had been suggesting reestablishing the Inter Urban Corridor that goes to the east to connect to the park. The Committee agreed this would be considered for the future.

The Street Commissioner addressed Reclamite and suggested not applying it the same year the road is paved, since there is a three-year window to use it. He proposed waiting a year or two. Carroll relayed that the residents of Chagrin Lakes did not like it and it was very tacky. Porter suggested using a test road. The Mayor asked how many people really complained about it. Carroll stated five with Sheerbrook. The Mayor argued to the contrary. Carroll stated that to Porter's point, the Village should apply it to a test road to see if there is a better way that it can be applied. The Mayor stated that this was done on Ashley two years after the fact. It was applied after paving to Maple Hill, Kensington Circle, Sheerbrook, and Daisy Ln. He said there was a good cycle. The Mayor said that he talks to people and his wife walks the neighborhood every day and it was a minor issue. Carroll said what is a minor issue to him may not have been to other people and the Village should be sensitive to those people. On the same token, there are

people concerned with their wells with the runoff. He understood what the Mayor was saying that people did not understand the process, but it is still necessary to be sensitive to the concerns of the residents whether it is one resident or 300. Carroll added that the Village should track the performance of the product as well so that the Village is not wasting money in using it.

The Mayor stated that the residents of Bell Meadow needed to be notified. He thought everything that needed to be done with culverts had been done. The Street Commissioner would ensure that no collapsed culvert pipes had been missed.

The Mayor asked if it would be possible to produce a five-year plan for paving. The Engineer said the Village had one. Carroll clarified that PCI scores had been done, but it would be beneficial to have a general idea of when the roads would be done so the residents could be made aware.

The Mayor asked the Engineer if the Manor Brook culvert would be a 30" or 36" culvert. The Street Commissioner stated the one that will cross Chillicothe Rd. would be 36".

Regarding the request by Paw Paw Lake for the Village to snowplow their roads, the Street Commissioner stated that he did not take a salt truck on it but drove it with a pickup truck. He said it was narrow and someone would have to go completely off the road with an 11-foot plow. The Street Commissioner questioned what would stop other private roads from making the same request, or even a personal driveway. Carroll said that the Village was aware that the width of the road was not to Village specifications, but it was not known if other aspects of the road were either. If the community had brought the road to Village specifications, the Street Committee would have been willing to present the request to accept the road to Council. However, the HOA did not do this. Carroll agreed with the Street Commissioner about the dilemma of taking on one private road with many others in the Village. There was also the full scope of responsibility to consider as well. The Street Commissioner said that the addition of the road would considerably add to the workload of Service Department staff, and Porter said he was concerned with safety issues.

Porter addressed the Mechanic/Laborer position. Finance and HR Committees requested the Street Committee get a better handle on the amount of time Jeff Pausch currently spent for maintenance. Porter asked the Street Commissioner to determine this before the next Street Committee meeting. Carroll suggested quantifying it over several months since some months would be busier than others. Carroll said it would include any mechanical work from small engine, brakes, etc. Porter added that the percentage of time for mechanical work would impact the pay scale. Porter asked the Street Commissioner to have the information by June 1st.

Carroll adjourned the meeting at 8:44 a.m.

Michael Carroll, Chairman

Prepared by Leslie Galicki