

Streets Committee – January 13, 2026

Attendees: Chairman Chris Bell, Councilwoman Mary Rensel, Councilman Chris Berger, Tim Alder, Eric Haibach, Todd Kruse, Mark Porter

The meeting was called to order at 5:36 p.m.

CMG will start the Hemlock Culvert project tomorrow, beginning with saw cutting and pavement removal. The official detour route has been set.

New Salt Structure and Demolition of Old Dome

Construction on the new salt structure is targeted for the end of February, weather permitting.

Revised plans have brought the project back to the target budget of \$775,000, resolving a previous \$114,000 overage for concrete costs.

Discussion is underway for demolishing the old, failing dome. Options include in-house demolition with an excavator or finding a contractor to do it.

Hazelwood Area Project:

An OPWC grant for a project in the greater Hazelwood area is 99.5% certain, with funds available after July 1, 2026.

Survey and design work will begin beforehand, as costs are reimbursable. The goal is to complete the storm sewer in 2026 and paving in spring 2027.

Bell Road East Project:

ODOT may push the project to the 2027 calendar year, though the team is aiming for 2026. OPWC funding is secure until October 2027.

An 11% administration/inspection fee from ODOT for a short project will be challenged.

If delayed, a smaller, 2026 road program may be initiated, pending an updated Pavement Condition Index (PCI) list.

Garage Door Replacement:

The original quote of \$27,954 for garage doors was approved by the committee. An additional \$2,800 for insulated glass was rejected as not cost-effective. The item will be added to the next council meeting agenda for approval.

Sign Replacements:

An \$1,100 insurance reimbursement for three damaged signs is still pending.

Three South Russell replacement signs were delivered in the wrong color (pink instead of red). They have been repainted by the vendor and are ready for pickup. They will be installed with in-house-made steel arms.

Salt Supply and Budgeting:

Salt reserves are low. An order for 500 tons is being filled to restock.

The 2026 budget for salt needs to be amended by \$12,000. The original \$48,000 budget is insufficient for the required 1,500 tons, which is estimated to cost around \$75,000. Some of the allocation was paid for in 2025. The Street Commissioner suggested cutting other areas of his budget to allow room for the \$12,000 salt increase.

Road Treatment Strategy:

A discussion was held about a “wet streets” policy, which is costly and environmentally impactful, or shift to a standard that allows side roads to remain slightly snow-covered during a storm but improved to a wet condition within a day after. It’s imperative that the Village continually communicates this program so residents (especially long-time residents) understand the process and rationale.

The current “sensible salting program” aims for a 30% reduction by focusing on hills, curves, and intersections during snow events.

Proposed Use of Brine:

The committee discussed adding a brine program. Liquid brine provides immediate melting action and can make rock salt more effective, reducing material loss. Brine is considered less impactful on the environment than rock salt. Brine costs 5 to 7 cents per gallon.

Retrofitting a truck for brine application costs approximately \$5,000-\$7,000 and a 5,000-gallon storage tank could be placed under the new building’s overhang.

Staffing for Snow Removal:

A structured shift schedule is in place to prevent overworking staff during snow events. Shifts are planned for 8-10 hours, with weekend shifts running on 12-hour windows to ensure breaks and equity.

Administrative and Financial Matters

Trash Day Grants: The Street Commissioner confirmed his attendance at the grant seminar and is proceeding with the necessary applications.

The meeting adjourned at 6:29 p.m.