

Special Streets Committee Meeting Minutes

Date: May 21, 2026

Time: 5:30 p.m.

Location: Village Hall

Present: Chairman Bell, Council Members Rensel and Berger, Street Commissioner Young, Engineer Haibach, Fiscal Officer Romanowski, Resident Committee Members Buda and Kruse

Chairman Bell called the meeting to order at 5:30 p.m.

The committee reviewed the status of bids for the proposed purchase of a new street department truck and related upfitting equipment. It was confirmed that no sealed bids had been received by the submission deadline. One proposal was submitted electronically by Valley Truck, but because it was not submitted as a sealed bid, questions arose regarding whether it could legally be considered under Ohio public bidding requirements.

Committee members discussed Ohio bidding laws requiring purchases exceeding \$75,000 to be submitted as sealed bids. The Valley proposal, although received, was emailed rather than delivered in a sealed envelope.

The committee discussed the importance of the sealed bid process to ensure fairness and compliance with procurement laws. It was noted that bids received late or outside the required format could expose the Village to legal challenges.

The committee compared the submitted pricing against Sourcewell cooperative purchasing and state bid pricing. Certain portions of the truck and upfitting could potentially be purchased through Sourcewell. The truck and upfitting costs needed to be evaluated as a single purchase package because the combined cost exceeded the legal bidding threshold.

Discussion centered on whether the Village could proceed through Sourcewell procurement or whether the project must be formally rebid.

The committee reviewed pricing from: Valley Truck, Sarchione, and Preston

Committee members questioned that the pricing comparisons among those vendors were “apples to apples” comparisons. The Street Commissioner said he would look at them.

It was noted that Valley submitted the lowest combined pricing, Sarchione had previously offered a lower truck-only price, and upfitting costs varied depending on the manufacturer and configuration.

The Street Commissioner was concerned that perhaps Valley’s proposed upfitter may not utilize a swapper-style system comparable to the others.

Street Commissioner Young agreed to review the specifications in detail to verify equipment quality, compatibility with Village operations, and whether the proposed system met the Village’s operational requirements.

A substantial portion of the discussion focused on delivery timing.

Street Commissioner Young explained that Ford production is transitioning between 2026 and 2027 model years. The Village would likely receive a 2027 truck. Delivery might not occur until spring 2027. Even if a truck was purchased immediately, the upfitting process could significantly delay delivery. Upfitters schedule work only after they physically receive the truck.

The committee explored whether any vendors currently had trucks available on their lots. Street Commissioner Young stated that Sarchione potentially had a truck available immediately, Preston might also have inventory available, Valley likely did not.

Committee members expressed concern about operating through another winter with only three reliable trucks if delivery delays continued. Chairman Bell emphasized that the Village historically maintained four trucks for operational reliability during severe winter conditions.

The committee agreed additional legal guidance was necessary. Council member Bell was to follow up with the Solicitor to determine whether the emailed Valley proposal could legally be considered, whether the Village must rebid the project, and whether Sourcewell purchasing authority could resolve the issue.

Street Commissioner Young agreed to contact vendors regarding truck availability, determine whether trucks were physically available on dealer lots, continue evaluating specifications and timelines.

No formal action was taken regarding the truck purchase as the committee determined further legal clarification was necessary.

The committee revisited discussion regarding possible restriping and lane reconfiguration, (road diet), on Bell Road West to improve pedestrian and bicycle safety. Engineer Eric Haibach reported that he had not yet received final pricing information from roadway striping contractors despite multiple attempts to obtain estimates.

The committee referenced earlier estimates suggesting the project could cost approximately \$25,000. Because formal quotes had not yet been received, the committee agreed this figure remained only a preliminary estimate.

Engineer Haibach reviewed possible restriping concepts including narrowing vehicle lanes from current widths to 10 feet, expanding paved shoulder space for pedestrians and cyclists, retaining the centerline in its current position. The revised configuration would add approximately one foot of additional width to each shoulder and increase shoulder widths to approximately 56 inches on each side. Alternative concepts involving a larger shared path on only one side of the roadway were also discussed.

The committee discussed several operational and safety considerations including pedestrian crossing patterns and potential traffic conflicts if paths shifted to one side only.

Engineer Haibach cautioned that grinding off old pavement markings would leave visible grind marks for years. He explained that old markings can remain visible through pavement discoloration and drivers may become confused by overlapping visual striping patterns. Maintaining the centerline in its current location would reduce driver confusion. The Committee members generally agreed preserving the centerline alignment was preferable.

The Street Commissioner questioned whether similar restriping concepts should be considered on East Washington Street. No decisions were made regarding East Washington.

Engineer Haibach identified TrapTech as a likely contractor for roadway striping and grinding work. Other regional striping contractors were briefly mentioned.

For the 2027 Tax Budget, the committee reviewed the State Highway Fund, which is restricted primarily to expenditures associated with State Route 306. The committee agreed that a \$5,000 placeholder for ancillary traffic signal work was reasonable.

The committee agreed that uniform costs should remain consistent with the policy and Trash Day expenses may increase slightly due to rising operational costs. The Village intends to continue pursuing grant assistance that partially offsets disposal costs.

Street sweeping requirements associated with stormwater permit compliance was discussed. Questions included whether all Village streets require sweeping or whether only curb-lined streets require sweeping. The Chagrin River Watershed Partners organization will provide guidance.

Street sweeping is estimated at \$1,900 per day with roughly two days of sweeping expected. Budget estimate is \$3,800.

The committee discussed removal of hazardous trees, downed tree cleanup and contracting out dangerous tree removals. Street Commissioner Young recommended outsourcing hazardous tree work for safety reasons. It was agreed a \$7,000 budget allocation was appropriate.

Per Engineer Haibach, engineering costs fluctuate depending on project intensity. Charges are allocated to specific projects and funds when possible and general engineering support varies month by month. The committee discussed maintaining flexibility within engineering budget allocations.

The committee discussed replacement and maintenance of Village flags and flagpoles including reduced flag inventory in recent years, ongoing replacement needs, pole maintenance costs. The committee supported maintaining approximately \$1,500 for this category.

Street Commissioner Young identified future equipment needs including a mini excavator (\$95,000), a pickup truck, (\$60,000), and a skid steer (\$95,000).

Committee members explored whether used equipment purchases might reduce costs. Kruse cautioned that many used units are sold because they are near failure. Existing equipment is often more valuable operationally than financially.

The committee reviewed the Bell Road East roadway project. Engineer Haibach explained that ODOT contract work will primarily occur in 2027. Some design and engineering expenditures will occur in 2026.

Regarding the potential trails, Engineer Haibach stated that the current directive is to avoid easements whenever possible. The project is intended to remain within existing rights-of-way. The committee agreed no additional bike path expenditures should be budgeted until further project clarity exists.

Engineer Haibach reported that survey work for the Hazelwood stormwater project would begin on May 26. The project is expected to span both 2026 and 2027 with potential storm sewer work later in 2026 and major paving work occurring in 2027.

Regarding the Road Program, the committee agreed major funding emphasis in 2027 will center on Bell Road East and Hazelwood.

The committee discussed stormwater-related expenditures associated with the Maple Hill culvert replacement. Culvert expenses would be paid from the stormwater line item within the street maintenance budget.

The committee reviewed prior cost-sharing arrangements involving homeowners associations, including Sugar Bush. The committee noted HOA contributions partially offset dredging project costs. No HOA stormwater projects are currently anticipated in 2027.

The committee spent significant time discussing rising fuel prices including global fuel market instability, diesel price impacts on operations, seasonal pricing concerns. After reviewing current expenditures, the committee agreed that \$35,000 should be budgeted for fuel.

Regarding vehicle maintenance, the committee vehicle maintenance should increase to approximately \$50,000.

The committee discussed possible salt budgeting scenarios and tentatively supported budgeting approximately \$120,000 for salt purchases.

Roadway striping was discussed and the committee agreed to budget \$45,000 if Bell Road restriping proceeds.

Crack sealing was postponed last year. Delayed maintenance increases future deterioration. Costs continue to rise due to petroleum pricing. The committee tentatively discussed increasing crack sealing budgets to approximately \$44,000.

The committee generally favored maintaining conservative but flexible budget allocations.

The meeting adjourned at approximately 6:48 p.m.