

**STREETS, BUILDINGS & GROUNDS COMMITTEE MINUTES**  
**OF MAY 13, 2019**

Municipal Council of the City of Vermilion  
Municipal Complex, 685 Decatur Street, Vermilion, Ohio 44089

**In Attendance:**            *Vermilion City Council: Steve Herron, President of Council; Monica Stark, Council at Large; John Gabriel, Ward One; Frank Loucka, Ward Two; Steve Holovacs, Ward Three; Barb Brady, Ward Four; Brian Holmes, Ward Five*

*Administration: Jim Forthofer, Mayor; Tony Valerius, Service Director; Police Chief, Chris Hartung; City Engineer, Chris Howard*

**Call to Order:**            Frank Loucka, Chairman, RESOLVED THAT this Streets, Buildings, & Grounds Committee comprised of the committee of the whole does now come to order.

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**TOPIC ONE:**            **Salt Truck Accessories**

T. Valerius reported the new salt truck was delivered and it needs a salt bed. They received a quote for a 10 ft. stainless steel v-shaped bed with an auger to more efficiently spread the salt. All the controls are in the truck which is accessible to the driver without stopping and adjusting the spreader. The v-bed allows for two 105-gallon brine tanks that can be attached on the exterior underneath the v. This will allow for brining in the future, which he thinks the City should move towards. He has had discussions with companies and other cities on the benefits of brining, and if not this year, hopefully by the winter of 2020/2021 they should consider their own brining operation. He asked council to have legislation prepared for \$90,821 for the new bed for the city's salt truck. He said the city's oldest truck was a 1988 model and they had to replace it because it was rusted out.

S. Holovacs said council was aware they needed to outfit the truck and there is a lot of merit to having controls in the truck cab because you don't need a driver walking around the truck during the winter on roadways. He said they are also getting stainless compared to regular steel. He said it's equipped to do the brine which is also a step in the right direction, especially if ODOT is using it. If it wasn't any good, then ODOT would have stopped it by now. They have a lot of history and engineering behind why they do things.

M. Stark asked if brine is cheaper than rock salt. T. Valerius said there is an average of a 30% savings of less salt you're using by brining. He said the city used about 1,800 tons last winter of rock salt and 30% of this is \$32,400. To get a brine machine going involves a tank and agitator, which should be under \$50,000. This also includes a tank that would slide into your standard dump truck. M. Stark asked if they discussed the financing with the finance director, and if so, was she okay with this purchase. T. Valerius said he talked with Amy Hendricks this afternoon who said this was something the city could do.

S. Hologacs asked the service director to explain how the brine works. T. Valerius explained that brine is a mixture of salt and water and it's used in place of salt crystals on roads because it stays in place better. When rock salt crystals are spread on a road, a large percentage of them bounce and roll off to the side where they are of no help keeping the road free of ice and snow. Therefore, prior to a snowstorm or a chance of freezing rain they would hit Vermilion Road, Liberty Avenue, Route 60 – the main roads into the city. It lays a coating on the street and once the rain or snow starts falling then the wetness will activate the brine and it will shield the road. When the snow builds up and you plow it, it will completely wipe all the snow right off the road, and you won't be running over snow and compacting it, which eventually turns into ice. Also, with tanks mounted on the side of the new salt truck, the brine will mix with the salt as you're spreading it on the street and it immediately activates the salt. It will be more effective at melting snow at a lower temperature. Usually with rock salt if the temperature is 15 degrees or lower it doesn't do anything, but by activating it and getting it on the road with the brine, you're dropping that temperature with an activation of five to seven degrees.

B. Brady asked why they are waiting to start the brine process. She asked why the city wouldn't invest the \$50,000 now instead of the \$90,000. She said they don't need the salt tank if they just go to brine. T. Valerius said they must build their own brine making machine to make their own brine. Mayor Forthofer didn't believe it was an either/or; it's both as they work together. T. Valerius said they are not eliminating salt because they still need it. B. Brady said they still have trucks that spread rock salt, so they're not omitting it, but just adding the brine for the main roads. Mayor Forthofer said it's making the salt more efficient. S. Hologacs explained you can get a 200-gallon tank and put it on back of a pickup and put brine out before it snows or freezes. You've got the truck he is proposing to buy the bed with the V-shape and tanks on the side, which can do it also and with rock salt. There are multiple ways to put the brine down and then they will have one truck equipped to do rock salt and brine at the same time. J. Gabriel said the newest truck should be ready to be the work horse because the other trucks will fall out of service sooner or later. He said they can wait to talk with the finance director to see if they want to spend the \$140,000 to start the brine now. G. Fisher said they can authorize legislation for the \$90,821 and if the finance director agrees to spending the \$140,000 then she will prepare the legislation for that amount to come before council.

M. Stark asked how long it will take to build a brine tank if the finance director is on board. T. Valerius said it should be feasible to have it done by this winter. S. Hologacs said there are a lot of companies that will supply the tank if you by the brine.

**M. Stark MOVED**; S. Herron seconded to authorize the clerk to prepare legislation to purchase the salt truck accessories for the city's new salt truck in the amount of \$90,821. Roll Call Vote 7 YEAS. **MOTION CARRIED**.

**TOPIC TWO:            Speed Zone Study**

C. Howard said at the last meeting they discussed sidewalks on the Liberty Avenue bridge and they received a quote for a speed zone study in the amount of \$6,900. In conversations with ODOT they are looking to reduce the speed to at least 40 to 45 mph east of the bridge. J. Gabriel thought they had discussed lowering the speed to the golf cart speed. G. Fisher didn't think this was feasible and the City Engineer agreed as 40 mph is a stretch because it's based on the number of access points you have in that stretch, so that's why they may be looking at going to Sunnyside Road.

**F. Loucka MOVED**; M. Stark seconded to authorize the administration to proceed with the speed zone study in the amount of \$6,900. Roll Call Vote 7 YEAS. **MOTION CARRIED.**

**TOPIC THREE: Hollyview Drive Reconstruction Phase I**

C. Howard requested authorization from City Council to allow the administration to go out to bid for Hollyview Reconstruction Phase I from west of Sanford Street to Forestview; approximately 1,500 feet. He would like the bid opening in early June. He mentioned this is the OPWC project they have funding for. He has seen very competitive bids in the municipal market, so he will not provide engineering estimates, but is asking the companies to do their own homework. He said per council's request they looked at the water line and talked with the distribution crew. The water line is fine, but they will replace the hydrants in that section. They also videotaped the sanitary sewer and the main line is fine, but they are going to replace all the manholes because they're in bad condition. They had soil borings done and there are areas that have to be undercut at least 12". They need all new underdrains and they will add new storm sewers in some areas. He would like to bid the project with an alternate as right now they are bidding it for asphalt and concrete curb and gutter, but he would like the alternate bid for concrete.

M. Stark asked what the timeframe is for completing this work. C. Howard said if Council authorizes the administration to go out to bid then he would like to advertise this Thursday and have bid openings on June 6, and he would like the construction completed by October, if not sooner.

**S. Herron MOVED**; F. Loucka seconded to authorize the administration to go out to bid for the Hollyview Drive Reconstruction Phase I Project. Roll Call Vote 7 YEAS. **MOTION CARRIED.**

**TOPIC FOUR: Edgewater Drive Proposed Landscaping**

C. Howard asked to table this item to next month as the applicant was unable to attend the meeting.

B. Brady said some people have said they are having problems with trucks on the side streets in conjunction with the Vermilion Road project. She asked if the city is limiting where the trucks can come and go to do the work on Vermilion Road to minimize

damaging the side streets. C. Howard said they are supposed to be using all state routes (Sunnyside and Jerusalem to Route 2)

Chairman Frank Loucka adjourned the meeting after no further discussion came before the committee.

Next meeting: June 17, 2019 @ 7:00 p.m. Gwen Fisher, Certified Municipal Clerk

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