



CITY OF ANTIGO

PUBLIC WORKS COMMITTEE MEETING

MULTI-PURPOSE ROOM

Wednesday, October 25, 2017

CITY HALL, 700 EDISON STREET

5:30 PM

Call to Order

Discussion and Action May Occur on Any of the Following Agenda Items:

1. Approval of the Minutes from the August 23, 2017 Meeting
2. Update Ordinance to Change Public Works Committee Meeting time to the 4th Wednesday at 5:30 PM
3. Creation of No Parking Areas along the Intersection of Charlotte Street/Steinfest Road Consisting of the East Side of Charlotte from Steinfest to the south +/-200' and on the South Side of Steinfest from Charlotte to the east +/- 200' Terminating at the Driveway Entrances of Pebble Ridge Apartments
4. Asphalt Curb Utilization on Deeglise Street (Committee Referral from October 2017 Council Meeting)

Any Other Matters Authorized by Law to be Considered

Adjournment

Upon reasonable notice, efforts will be made to accommodate disabled individuals through appropriate aids and services. For additional information, contact Jaime Horswill, 700 Edison Street, Antigo, Wisconsin 54409. (715) 623-3633 extension 100. Members of and possibly a quorum of members of other governmental bodies may be in attendance to gather information. Any governmental body other than that specifically referred to above will take no action.

DATE MAILED: October 19,2017

TOM BAUKNECHT

Sec. 2-35. - Standing committees; action on committee reports.

- (2)

Public works committee. The mayor shall appoint four members of council and one additional member to serve as chairperson. The clerk/chief administrative official shall be responsible for ensuring there is someone present at each meeting to serve as secretary and record the minutes. The secretary will be responsible for taking legible notes to be used during the preparation of minutes.

- a.

It shall be the duty of this committee to provide initial consideration for matters relating to public rights-of-way, public lands, (including park/recreation/cemetery), water and sewer operations, utility expansion/replacement projects, and stormwater management.

- b.

It shall consider development projects, municipal or private, and provide a recommendation to the plan commission or common council, as applicable, for consideration.

- c.

It shall provide oversight in the development of the capital improvements and capital equipment program, forwarding a recommendation to the finance, personnel and legislative committee.

- d.

The committee shall generally meet on the **fourth Tuesday** of each month.

*****Replaced with fourth Wednesday of each month**



To: Mayor and City Council
From: Mark Desotell, Director of Administrative Services
Date: October 25, 2017
Re: Creation of No Parking Areas along the Intersection of Charlotte Street/Steinfest Road Consisting of the East Side of Charlotte from Steinfest to the south +/-200' and on the South Side of Steinfest from Charlotte to the east +/- 200' Terminating at the Driveway Entrances of Pebble Ridge Apartments

The matter of vehicular parking along both sides of Charlotte Street and Steinfest Road at the intersection of these two streets has been a topic of discussion over the past several years. Parking impacts have been magnified by the continued success of Antigo Auto (199RIDE.COM) and the completion of the Pebble Ridge Apartments.

I spoke last week with the manger of Antigo Auto and learned that they recently (last 2-weeks) developed an employee parking area in their gravel lot located on the west side of Charlotte Street (see attached map). We also spoke of the fact that he is working with those employees choosing to still park on Charlotte or Steinfest to do so on the north and west sides. To help assure that this is accomplished we concurred that "No Parking" zones should be established by the City as follows:

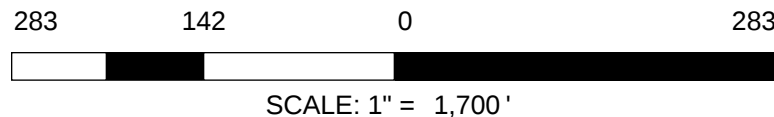
- South side of Steinfest Road from Charlotte Street to a point +/- 200' east (see map) to the Pebble Ridge Apartment entrance located on Steinfest Road
- East side of Charlotte Street from Steinfest Road to a point +/- 200' south (see map) to the Pebble Ridge Apartment entrance located on Charlotte Street

It is my recommendation to implement these areas as "No Parking" zones and to continue to monitor the success of this decision based on the continued cooperation of those utilizing this area to meet their parking needs.



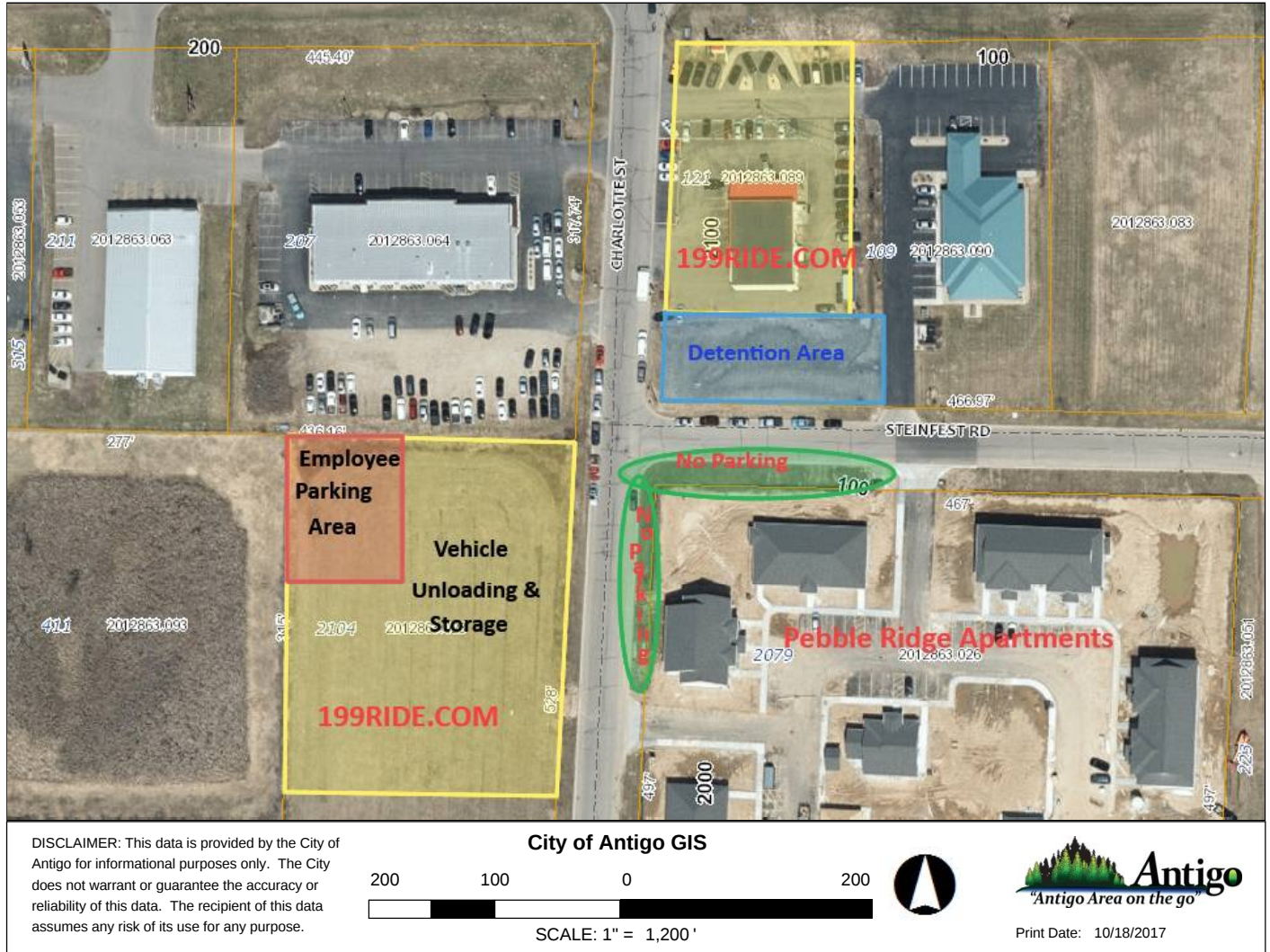
DISCLAIMER: This data is provided by the City of Antigo for informational purposes only. The City does not warrant or guarantee the accuracy or reliability of this data. The recipient of this data assumes any risk of its use for any purpose.

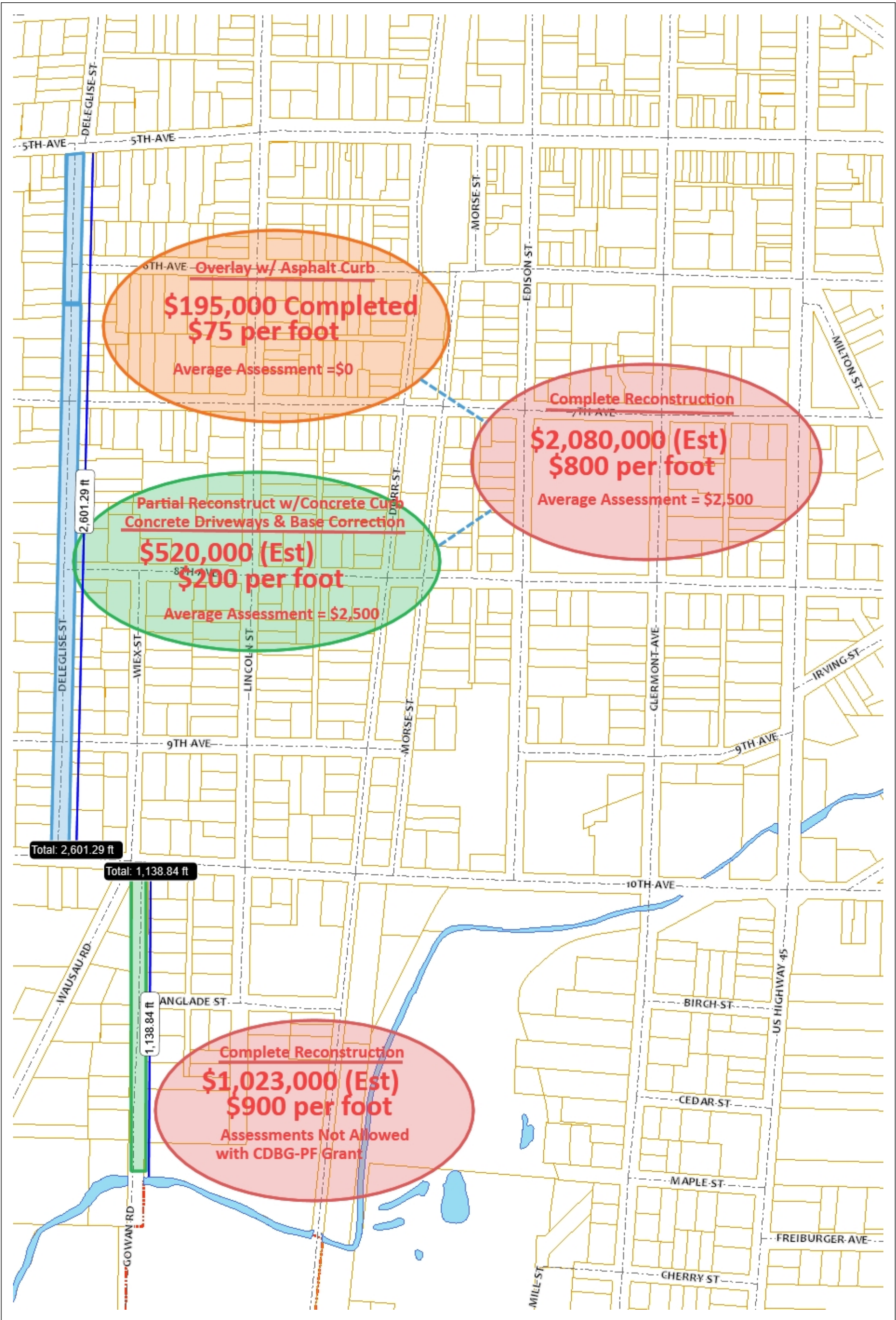
City of Antigo GIS



Print Date: 6/9/2015

Attachment: Proposed No Parking @ Charlotte & Steinfest Area - June 2015 (1700 : Parking along the





City of Antigo GIS

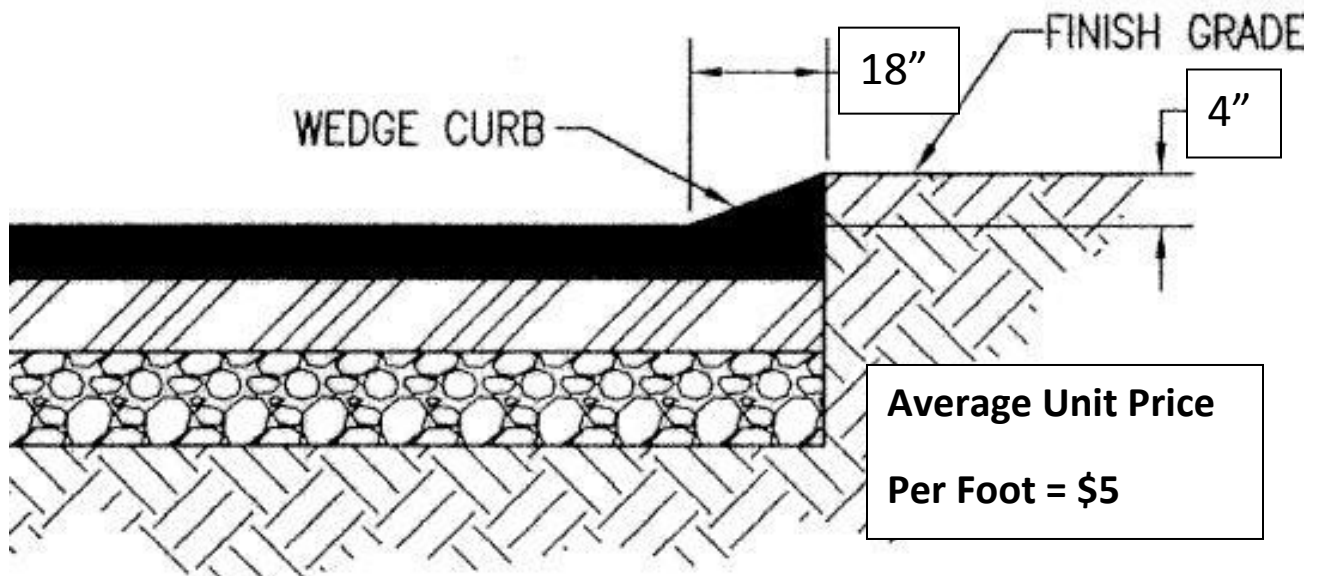


DISCLAIMER: The City of Antigo does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

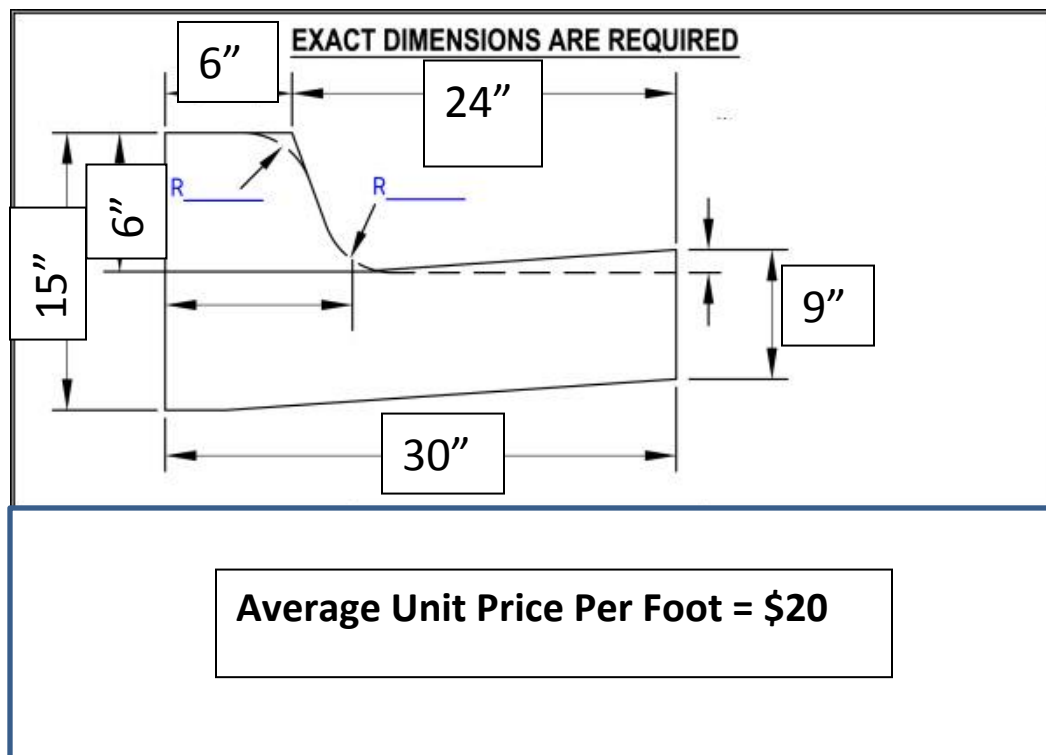
SCALE: 1" = 333'

Print Date: 10/17/2017

TYPICAL SECTION ASPHALT CURB



TYPICAL SECTION CONCRETE CURB & GUTTER



FACTORS IMPACTING A ROAD PROJECT SELECTION

Many factors are taken into account when deciding on which street or bridge project is selected as the City's next priority for reconstruction. The following list, while not being all inclusive, attempts to highlight some of those factors for discussion:

- **Condition of the pavement surface or bridge structure (PASER or NBIS Ratings)**
 - Ratings of (9 or 10) for new roadways and (1 to 3) for failed pavement conditions
 - Bridge Sufficiency ratings of < 85 for deck replacement & < 50 for bridge replace
 - Original design/construction and maintenance efforts play roles in the overall life
- **Functional classification of the roadway**
 - Arterials, Major Collector, Minor Collector or Local Roadway determine hierarchy
 - Connectivity to higher classified routes & average daily traffic can be factors
- **Designation as a truck route (i.e. to support distribution/receiving of products)**
 - Number of heavy trucks and permit loads (oversize/overweight) affect life cycle
 - Springtime weight restrictions can play a role in a pavements life
- **Recent Grant Funding Success for Street Improvements**
 - Received \$1,000,000 in CDBG-PF grants over the past 3-years
 - Funds are restricted for use in LMI (Low to Moderate Income) areas
 - Utilize TEA Economic grants for manufacturing expansion (\$100,000)
 - Found LRIP/MSIP Discretionary grant for Gowan Road + Drainage (\$385,000)
 - Local Bridge replacement funds for 8th Ave. over Springbrook (\$500,000)
- **Limited amounts of local matching funds available for projects**
 - Average budget year provides +/- \$175,000 for CIP Street Improvement projects
 - Enterprise fund balances need to be available to match street investments
 - Water and Sanitary Utility funds are not available for large annual projects
 - Typically requires building a reserve over a 3-year period
 - Storm Sewer Utility has a stronger cash flow allowing for a more frequent cycle
- **Design & Construction Engineering Fees including WisDOT Oversight Costs**
 - Depending on the requirements, often grant project delivery costs are higher
- **Total number of miles within the system and roadway design characteristics**
 - Antigo maintains 60+ miles of streets and 12+ bridges/dams in their system
 - Water main, sanitary and storm sewers likely total 60+ miles of pipe for each
- **Other factors**
 - Access to Schools (Sidewalks likely total 100+ miles)
 - New Developments
 - The "Squeaky Wheel" selection process
 - Failing infrastructure (water, sanitary, storm, electrical & natural gas needs)

HISTORICAL FACTORS IMPACTING DELEGLISE PROJECT

In 2017 as we looked towards the reconstruction of Deleglise Street from 5th Ave. to 10th Ave. we found poor underlying soils (enhanced slightly by a process known as cement stabilization), minimal gravel base (+/- 3") where a 12" thick gravel base is what would be currently desired and an existing 3" asphalt surface (adequate if the base was stronger). The concrete curb & gutter was completely severely deteriorated due to its age and poor underlying soils.

Additionally, this section of Deleglise is part of a larger drainage study improvement corridor stretching from Springbrook Creek to the south and to Highway 64 at its northern limits. A complete reconstruction of this corridor was not only financially unattainable but was not warranted until drainage improvements are feasible. The 2018 Gowan Road improvement represents the first phase of the Deleglise Drainage Study improvements.

Faced with this ½ mile section of poor roadway (Low PASER Ratings) and a small CIP budget, staff sought to provide a reasonable solution based on the limited reconstruction dollars available. A decision was made to add an average of 2" of new gravel, pulverization of the existing asphalt surface/aggregate base to provide a minimal 8" aggregate base. This was followed up with 3" of new asphalt along with an integral bituminous curb.

We were able to provide a quality riding surface expected to deliver 15+ years of service at a low investment of \$75 per foot (+/- \$195,000). Improvement to the riding quality, longevity and quality driveway surface restorations were among some of our modest goals. Alternative repairs that would have delivered concrete curb & gutter, concrete driveways and full-depth base corrections would have increased the project investments to \$200 per foot (\$520,000). Full reconstruction of this ½ mile section including utility upgrades would have required an \$800 per foot investment (\$2,080,000).

It is extremely important to understand that each level of repair (including other preventive maintenance types) has its place in our City's overall roadway rehabilitation plans. For a better understanding, some of our available options are described as follows:

- | | |
|--|------------|
| • Rubberized Crack Filling (Includes routing of cracks as needed) | \$2/foot |
| • Single Seal Coat (Does not require adjustment of manholes & etc.) | \$5/foot |
| • Double Seal Coat (2 layers of emulsion/stone + adjustments) | \$12/foot |
| • 2" Asphalt Maintenance Overlay (Requires filling in of gutter pan) | \$35/foot |
| • Milling Ex. Surface with a 2" Asphalt Overlay (no need to fill gutter pan) | \$50/foot |
| • Crush/Shape Ex. Surface & overly with integral bituminous curb | \$75/foot |
| • Repair Insufficient Base Course, Concrete Curb/Driveways + Resurface | \$200/foot |
| ○ Typically Requires Improvement Assessments to Homeowners | |
| • Complete Roadway Reconstruction + Replace Municipal Utilities | \$800/foot |
| ○ Typically Requires Improvement Assessments to Homeowners | |

UNDERSTANDING the BIG PICTURE based on 2017 BUYING POWER

Based on the current amount of \$175,000 per year budgeted in CIP Street Improvements + a projected (no-guarantee) amount of \$350,000 per year average for grant money we can at best plan for a \$500,000 annual street improvement program. Based on the need to impact 1.0 miles of street each year to maintain a 60-year cycle the following are the projected costs in 2017 dollars:

- | | |
|---|------------------|
| 1. 10 Blocks (1.0 miles) of complete reconstruction (60 year cycle) | \$4,225,000/year |
| 2. 5 Blocks (0.5 miles) reconstruction + 0.5 miles curb replacement | \$2,600,000/year |
| 3. 2.5 blocks (0.25 miles) reconstruct + 0.25 miles curb replacement
+ 0.5 miles crush/shape with asphalt curb | \$1,500,000/year |
| 4. 1 block (0.1 miles) reconstruction + 0.25 miles curb replacement
+0.65 miles crush/shape with asphalt curb | \$ 925,000/year |
| 5. 1 block (0.1 miles) reconstruction + 0.1 miles curb replacement
+0.8 miles crush/shape with asphalt curb | \$ 815,000/year |

Each community must decide to meet the needs of their aging infrastructure by a number of general overriding decisions. Antigo is not unique in this regard. These concepts include but are not limited to the following:

- Adjust expectations & goals to match current buying power
- Increase maintenance efforts to extend the useful life of prior & future project investments
- Utilize our Street crews to achieve specific maintenance & construction efforts on our own
- Collaborate with industry regarding new cost effective construction technologies
- Debate current budgetary investments in infrastructure
- Aggressively pursue grants with the highest overall matching percentage
- Consider the level of service desired and search for additional funding to achieve goals