

CITY OF ANTIGO
PUBLIC WORKS COMMITTEE
MINUTES OF MEETING HELD
OCTOBER 25, 2017

Public Works Committee of the City of Antigo met in Regular Meeting on the above date at 5:30 PM in the Multi-Purpose Room, City Hall, Ward 4 Tom Bauknecht presiding.

Attendee Name	Title	Status	Arrived
Tom Bauknecht	Ward 4	Present	
Rick LeBrun	Ward 6	Present	
Barb Rebstock	Ward 1	Absent	
Sandra Fischer	Ward 2	Present	
Scott Henricks	Ward 9	Present	

Others in attendance: Bob Piskula, Street Commissioner; Charley Brinkmeier, Surveyor/Project Manager; Scott Martin, MSA Professional Services; Terry Brand; Mark Desotell, Director of Administrative Services; Carol Feller-Gottard, Ward 5 Alderperson; Glenn Bugni, Ward 7 Alderperson; Taylor Curran; and Jaime Horswill, Clerical/Utility Assistant.

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

1. Approval of the Minutes from the August 23, 2017 Meeting

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Scott Henricks, Ward 9
SECONDER:	Rick LeBrun, Ward 6
AYES:	Tom Bauknecht, Rick LeBrun, Sandra Fischer, Scott Henricks
ABSENT:	Barb Rebstock

2. Update Ordinance to Change Public Works Committee Meeting time to the 4th Wednesday at 5:30 PM

The previous ordinance updated the meeting date from fourth Tuesday of each month to the fourth Wednesday of each month. The typical time the meeting was held was 6:00 pm. It is the committee's wish to meet the fourth Wednesday of each month at 5:30 pm.

Motion to change the meeting time to the fourth Wednesday at 5:30 pm.

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Scott Henricks, Ward 9
SECONDER:	Sandra Fischer, Ward 2
AYES:	Tom Bauknecht, Rick LeBrun, Sandra Fischer, Scott Henricks
ABSENT:	Barb Rebstock

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

Mark Desotell, Director of Administrative Services, provided a memo advising that 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 and the completion of the Pebble Ridge Apartments. Mr. Desotell has spoken with the manager of Antigo Auto and learned that they recently (last two weeks) developed an employee parking area in their gravel lot located on

the west side of Charlotte Street. They also spoke of the fact that Antigo Auto 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 "No Parking" zones should be established by the City as follows:

A. South side of Steinfest Road from Charlotte Street to a point +/- 200' east to the Pebble Ridge Apartment entrance located on Steinfest Road

B. East side of Charlotte Street from Steinfest Road to a point +/- 200' south to the Pebble Ridge Apartment entrance located on Charlotte Street

Mr. Desotell recommends implementation of 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.

Mr. Desotell noted that Antigo Auto would like to retain parking on the north side of Steinfest Road and the west side of Charlotte Street for staging purposes.

Upon inquiry by Alderperson Bauknecht, Mr. Desotell noted that the apartment buildings are not relying on on-street parking, it is mostly generated from Antigo Auto.

Upon inquiry by Alderperson LeBrun, Mr. Desotell advised that Antigo Auto has been notified. Bob Piskula, Street Commissioner, added that typically once something like this is implemented, the Police Department issues warnings first, followed by tickets for continued parking.

Mr. Desotell further noted that he has spoken with Chief Roller who is in concurrence with this approach.

Motion to implement the No Parking zones as presented.

RESULT:	ORDINANCE TO COUNCIL [UNANIMOUS]
	Next: 11/15/2017 6:00 PM
MOVER:	Scott Henricks, Ward 9
SECONDER:	Sandra Fischer, Ward 2
AYES:	Tom Bauknecht, Rick LeBrun, Sandra Fischer, Scott Henricks
ABSENT:	Barb Rebstock

4. Asphalt Curb Utilization on Deeglise Street (Committee Referral from October 2017 Council Meeting)

Mr. Desotell provided a memo noting that 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, 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); functional classification of the roadway; designation as a truck route (to support distribution/receiving of products); recent grant funding success for street improvements; limited amounts of local matching funds available for projects; design and construction engineering fees including Wisconsin Department of Transportation (WisDOT) oversight costs; total number of miles within the system and roadway design characteristics; and other factors (such as access to schools, new developments, "squeaky wheel" selection process and failing infrastructure).

Mr. Desotell's memo noted that in 2017 as staff looked towards the reconstruction of Deeglise Street from Fifth Avenue to Tenth Avenue they found poor underlying soils, minimal gravel base where a 12" thick gravel base is what would be currently desired and an existing 3" asphalt surface. The concrete curb and gutter was severely deteriorated due to its age and poor underlying soils. Additionally, this section of Deeglise 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.

Mr. Desotell's memo further stated that faced with this half mile section of poor roadway and small Capital Improvement Project (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. Staff was able to provide a quality riding surface expected to deliver 15+ years of service at a low investment of \$75 per foot or approximately \$195,000. Improvement to the riding quality, longevity and quality driveway surface restoration were among some of the modest goals. Alternative repairs that would have delivered concrete curb and gutter, concrete driveways and full depth base corrections would have increased the project investment to \$200 per foot or approximately \$520,000. Full reconstruction of this half mile section including utility upgrades would have required an \$800 per foot investment of over \$2,080,000. It is extremely important to understand that each level of repair has its place in the City's overall roadway rehabilitation plans.

Mr. Desotell's memo indicated that based on the current amount of \$175,000 per year budgeted in CIP Street Improvements plus a projected (no-guarantee) amount of \$350,000 per year average for grant money the City can at best plan for a \$500,000 annual street improvement program. Based on the need to impact one mile of street each year to maintain a sixty year cycle the following are projected costs in 2017 dollars:

10 blocks (1.0 miles) of complete reconstruction (60 year cycle)
\$4,225,000/year

5 blocks (0.5 miles) reconstruction + 0.5 miles curb replacement
\$2,600,000/year

2.5 blocks (0.25 miles) reconstruction + 0.25 miles curb replacement+ 0.5 miles
crush/shape with asphalt curb \$1,500,000/year

1 block (0.1 miles) reconstruction + 0.25 miles curb replacement + 0.65 miles
crush/shape with asphalt curb \$ 925,000/year

1 block (0.1 miles) reconstruction + 0.1 miles curb replacement + 0.8 miles crush/shape
with asphalt curb \$ 815,000/year

Mr. Desotell's memo concluded by noting that 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 and goals to match current buying power; increase maintenance efforts to extend the useful life of prior and future project investments; utilize the street crews to achieve specific maintenance and construction efforts; collaborate with industry regarding new cost effective construction technologies; debate current budgetary investments in infrastructure; aggressively pursue grants with the highest overall matching percentage; and consider the level of service desire and search for additional funding to achieve goals.

Alderson Feller Gottard advised that the blacktop curb appears to be gone. Looks like during the summer months it was driven on and is now leveled out, especially in the first few blocks from Fifth Avenue. Charley Brinkmeier, Surveyor/Project Manager, noted that he will look at it.

Alderson Feller Gottard noted that she has spoken to people residing on Deleglise Street and it is the consensus that they do not like the asphalt curbs. They are concerned what will

happen once the snow plow comes and more upset that the street is narrower and that they were not asked.

Mr. Desotell noted that it is an assumption that the plows will do anything to the curb.

Mr. Brinkmeier noted that once the project had started it was determined that the curb was deteriorated and could not be repaired. The project had already gone out for bid. Mr. Brinkmeier discussed with Northeast Asphalt how narrow the road had to be to stay within the bid amount, that is where the determination of the width of the road came from. It was cost based. This would still remain a viable residential road at this width.

Alderson Feller Gottard noted concerns of parents parking by West Elementary now that the road is narrower. Mr. Brinkmeier noted that drivers will need to slow down.

Mr. Desotell advised that this was not a reconstruction project, rather a maintenance overlay. It is an improvement of the riding surface. Mr. Desotell noted that there was a four inch soil cement stabilized soil under the existing three inches of asphalt with little to no gravel. Staff decided to pulverize the existing asphalt and add additional gravel, till that together over the existing soil and then add a three inch overlay. There was a very weak base and sub-base on this street.

Alderson Bauknecht noted that this is a trial and the City is still unsure how this will work.

Alderson Feller Gottard commented that she was upset this did not come to council for approval. Alderson Bauknecht explained that it would not go to council as it fell within budgeted funds and had the approval of the committee.

Mr. Desotell noted that there are a lot of decisions that go into projects that do not necessarily go through council.

Alderson Bugni commented that he believes this is a strange process and believes it is violation of Roberts Rules of Order. Everything that a committee does should be finally voted on before the council. Even though the change was within the budgeted amount, he does not believe that council was well informed of the decision. He appreciates the fact of trying to save money. He does not feel a great deal of pride going down Deleglise Street or Fifth Avenue. He knows it is done in the Upper Peninsula, but on places that are not on public display.

Taylor Curran noted that the city did not just pave the road, they changed the way the road was constructed, took out curbs, narrowed the road, etc. During the playoff game at Schofield Stadium the road was so packed that he could not back out of his driveway. He commented that he pays taxes and the product he received is a lot less than what was there to begin with. The quality of the job done is poor. He has saddles in his boulevard now.

Mr. Desotell explained the cost differences in the amount of work that could have been completed and what was completed. He advised that the City did not have the dollars to rebuild the street.

Upon inquiry by Alderson Henricks, Mr. Desotell explained that if concrete curb and gutter was put in, the property owners would have been assessed 50% of the cost and 75% of the driveway approach. There were no special assessments with this option, saving the property owners between \$2,000 - \$2,500.

Mr. Desotell noted that the approximate cost to build the street the way everyone would want to see it, would cost approximately \$4,000,000 per mile multiplied by sixty miles of roadway or approximately \$240,000,000. The City budgets \$175,000 per year for street improvements. Staff is doing a good job looking for specialized grants. We do not have the dollars to have the perfect roads everywhere. Staff has to take different looks and approaches at this. But staff is doing the best with the dollars that are available.

Alderson Bugni noted that this is a significant deviation from what is practiced and believes it should be council approved. People need to be offered a choice instead of having the decisions made for them.

Alderson Feller Gottard suggested sending out a letter to the residents on the street advising the plans for construction and allowing people to contact staff with questions.

Mr. Desotell noted that even if everyone on the street wanted curb and gutter, the City could not have delivered it as there were not enough funds available to cover the City's 50% match. There was a deteriorating road surface that has now been improved.

Alderson Fischer requested that Mr. Brinkmeier look at the parking issue on Deleglise Street.

Terry Brand commented that Mayor Brandt advised that this committee approved the change in plans. Both Mr. Brinkmeier and Mr. Desotell presented the idea but there was no action taken. He believes in this case, there should have been a public hearing.

Alderson Bauknecht reminded the committee that this is an experiment to see how this idea works.

Alderson LeBrun noted that all the information needs to be put out there. This could happen, this is an option, etc.

Mr. Desotell advised that Mr. Brinkmeier was on the job site regularly and not every resident has the same opinion as what was presented tonight.

Upon inquiry by Alderson Feller Gottard, Taylor Curran advised that he would like even/odd parking restrictions considered for this street.

Alderson Henricks noted that this is a learning experience and maybe with future projects that waiver from the norm the public should be informed better. This project is done and may need adjustments.

Taylor Curran advised that Deleglise Street property owners did receive a letter with regard to lateral lines. He did speak with Mr. Brinkmeier regarding this. He did not know how dramatic this project was going to be. He was informed the project was occurring, but would have liked to have known that the finished project was going to be different than what was expected.

Mr. Brinkmeier commented that he did not disagree.

Upon inquiry by Bob Piskula, Street Commissioner, Alderson Bugni advised that committee members can refer items to council. Mr. Piskula noted that if members are not comfortable voting on items, they can refer them to full council.

INFORMATION ONLY

RESULT:	INFORMATION ONLY
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Any Other Matters Authorized by Law to be Considered

Terry Brand submitted paperwork with questions to Alderson Bauknecht. He noted that there was a project scheduled to occur on Sunset Drive two years ago and he is wondering where the City is at with this. He would like to know if it was put back into the five year plan, and why it was in the five year plan to begin with. Whatever the concern was to place the project into the five year plan has not gone away.

Mr. Brand noted that one of his biggest concerns is safety on Sunset Drive. This road was never meant to be a thoroughfare for the High School. There are afternoon drag races that start on Tenth Avenue and go to at least Eighth Avenue before they start to slow down. He believes it is as simple as making Sunset Drive a no-through street, force traffic to use

Tenth Avenue, Fifth Avenue and Western Avenue.

Mr. Brand advised that the last time this was brought up, Chief Roller had a squad car sitting by the trailer court, problem solved until the police car was not there anymore. The problem hits maximum in May each year.

Aldersperson Bauknecht referred Mr. Brand to Mark Desotell and Charley Brinkmeier.

INFORMATION ONLY

Adjournment

1. **Motion to:** Adjourn at 6:29 pm

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Tom Bauknecht, Ward 4
SECONDER:	Rick LeBrun, Ward 6
AYES:	Tom Bauknecht, Rick LeBrun, Sandra Fischer, Scott Henricks
ABSENT:	Barb Rebstock

Tom Bauknecht, Chairperson

Date