

**STREETS AND SANITATION COMMITTEE  
MEETING MINUTES**

*April 25, 2013  
5:15 p.m.*

**MEMBERS PRESENT**

Jim Brey  
Jason Sladky  
Allan Schema

**STAFF PRESENT**

Greg Minikel  
Sonja Birr

**OTHERS**

Mike Check

**MEMBERS ABSENT**

D. Soeldner  
T. Martell

**Announcement that meeting is being taped and audio tape will be available to the public on City's website**

J. Brey made an announcement that the meeting is being recorded and will be posted to the City website.

**Discussion and possible action on a communication from DOT's consultant regarding the Waldo Blvd Project Design**

G. Minikel said that there are some concerns with the design of the Waldo Blvd. project. He said that the City would like to construct the street with 8 inches of breaker run stone under the 6 inches of crushed gravel (this is our typical standard), however the DOT is only willing to fund the 6 inch crushed gravel base and the City would need to fund the cost of the breaker run stone. (The current estimated cost for the 8 inches of breaker run stone is \$414,000 per the Consultant's email).

The Committee was questioning the amount of the State's funding for this project. G. Minikel explained that since this is a connecting state highway and there are no parking lanes on the street, the DOT would pay 100% of the participating items. However, there are always items the DOT does not pay (non-participating items), such as sanitary sewers, storm laterals, sealing concrete joints, etc.

G. Minikel said that we still have to determine the funding level that the DOT will provide for the underground stormwater detention system under the Wilson Jr. High School bowl. They will only fund the percentage of water that is being drained on Waldo Blvd.; however, we have two other large drainage basins (Menasha Ave. and N. 11<sup>th</sup> St.) that will drain to this underground detention basin.

The City's share of this detention basin is currently estimated to be approx. \$750,000.

The good news is that the pavement design has determined the lowest cost design is for concrete pavement, therefore this City will not have to pay for the cost difference between asphalt and concrete, but we will still be responsible for the cost of the joint sealing (estimated to be \$108,000).

The State and City will have to sign a revised State/Municipal Agreement as some point down the road. The costs will be more clearly defined with the revised agreement.

G. Minikel stated that, for the 5-Year Capital Improvement Plan, he has been assuming a City Share of the project cost to be 10%. However, the estimated project cost is on the order of \$10M. Therefore, at a 10% share, the City is still looking at \$1M or more.

J. Sladky can't believe that we would not put in 8 inches of breaker run stone under the 6 inches of crushed gravel. We are concerned with the quality of the road. J. Brey is concerned with 2 bike lanes and a decreased median.

G. Minikel obtained names of people from the DOT to contact regarding some of these concerns. The bike lane would not be painted and signed, it would only be a widened curb lane.

The Committee said that we should fight for the 8 inches of breaker run stone to be part of the funded project cost. G. Minikel said he would like to look at where the utilities will be and thought the consultant was going to fight for the City as we are paying for 25 percent of the design. The Consultant was concerned as well with only using 6 inches of crushed stone for the base. D. Soeldner and the Mayor will talk with the State Representatives regarding the bike lane issue.

### **Discussion and possible action regarding Safe Routes to School Project**

G. Minikel informed the Committee he drove through the Albert Drive area again. There would be some challenges and in order to serve the Woodridge Subd. with sidewalks, dedication of land along Wild Oak Drive for a pedway would be required. He is concerned that the Safe Routes to School sidewalk minimum width is 5 feet and the existing sidewalk on Wild Oak Drive is only 4 foot wide. These areas would need to be removed and replaced with the wider

sidewalk. This cost was not included in our estimate. These changes might require a re-submittal and would be quite time consuming.

Allan Schema suggested installing sidewalk further down away from the road and through the park. J. Sladky said that there are wetlands in this location.

J. Sladky questioned if we asked if they would allow a resubmittal and would they allow a new timeframe (extension). G. Minikel said that he will talk with SEH, the local program consultant for the DOT.

The Committee recommended for Greg to look at a time extension and also explore putting walkway further down away from the street. G. Minikel will explore re-design and report back to the Committee on May 13<sup>th</sup>.

#### **Discussion and possible action on oversized vehicles and loads on City streets**

J. Brey said there are many damaged areas throughout the city. This is destroying property and has spoken with Chief Tony Dick about starting to enforce and possibly tightening up our Ordinance.

J. Sladky suggested reconfiguring some of these damaged areas where these oversized loads that can't make the corners. We could make the Companies responsible for fixing these areas. We could possibly put in new sidewalk that could handle the weight and install concrete in the terrace areas.

G. Minikel suggested putting a permit system into place and charge a permit fee, which would help fund these improvements. We could establish these fees and requirements for how many permits need to be obtained (single trip, multiple trips or an annual permit).

J. Sladky would like to invite Broadwind Towers to the Committee and have the discussions of how they would like to handle these damages.

G. Minikel stated that he had the City crews install 18-24 inches of breaker run stone and crushed stone in the damaged terrace areas at S. 21<sup>st</sup> and Franklin Street, so that we do not have to continue cleaning up the muddy mess every time the loads go through this intersection. We are tracking the costs for this

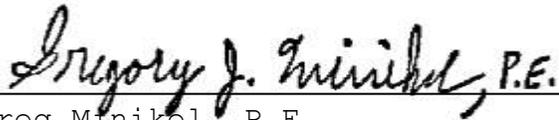
work in case it is determined that we will send a bill to Broadwind or others.

G. Minikel also mentioned that he received a complaint from Russ Wetenkamp, regarding the oversized load damaging his property (sidewalk and parking lot) on the southwest corner of S. 16<sup>th</sup> and Franklin St. He noted that when these loads turn this corner that they are 20-25 feet behind the sidewalk.

G. Minikel also informed the Committee that the City crews have installed concrete in the terrace at South 6<sup>th</sup> and Quay Street. We needed to get this installed prior to the Car Ferry season starting.

*J. Brey made a motion to adjourn and J. Sladky seconded the motion. The meeting adjourned at 6:01 p.m.*

*Next meeting is scheduled for May 13, 2013 at 6:30 p.m.*



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Greg Minikel, P.E.

Interim Director of Public Infrastructure