

**STREETS AND SANITATION COMMITTEE
MEETING MINUTES**

November 9, 2009
6:30 p.m.

MEMBERS PRESENT

Dave Soeldner
Jason Sladky
Nick Levendusky
Ray Geigel
Jim Brey

STAFF PRESENT

Valerie Mellon
Greg Minikel
Sonja Birr
Mike Huck
Kevin Glaeser
Randy Junk

OTHERS

Ralph Kracht, 4019 Custer St.
Paul Steinbrecher, 102 Revere
Michael Check, 9140 Hilltop Rd
James DeRoche, 2105 Rheaume Rd
Nick Lohr, 2908 CTH O
Travis Ruzek, 3202 Pheasant Ln
Taylor Grall, 3506 Goodwin Rd
Ryan Kiel, 921 S. 20th Street

MEMBERS ABSENT

Approval of the Minutes from 10/12/09

J. Brey made a motion to approve the minutes from the October 12, 2009 meeting. N. Levendusky seconded the motion. Motion carried unanimously, no further discussion.

Communication (09-594) from Ralph Kracht and Edward Mahloch relative to abandoned culvert under their driveway approach at 4015/4019 Custer Street

Mr. Ralph Kracht was present to discuss his concerns with the abandoned culvert located under his driveway. Mr. Kracht doesn't want anymore time or money spent; however, if the driveway approach does crack due to the existing void, the City will agree to repair at their expense.

V. Mellon explained that abandoning pipe is standard in the field, especially when it is filled $\frac{3}{4}$ ways with material. Allen Boruch from Engineering made the decision to crush the ends and fill over the top. If we were to remove the culvert, it would have required additional sidewalk replacement and could have even caused more problems with future settlement since there is no guarantee that we would have received the compaction required.

Mr. Ralph Kracht concern stems from the large size hole that occurred shortly after construction. V. Mellon explained that the City filled the hole with clay and then compacted several times over a period of a few weeks. There hasn't been any change in the past 6 weeks. The City feels the problem is fixed.

The Committee recommends watching on an annual basis and if a problem does occur due to the void, the City will repair it at their expense.

Mr. Ralph Kracht requested a copy of the minutes when they were available.

Discussion of Detention Pond Fees

D. Soeldner explained the new stormwater requirements and the concern with who is required to pay for these ponds. He explained that the ponds the City builds come out of the City budget and Commercial or Residential development is built and maintained by the developers.

P. Steinbrecher described the existing developer built ponds in the different subdivisions. The developers want to know why the City maintains the storm sewer going in and out of the ponds, but the developer is responsible for maintaining the ponds. P. Steinbrecher did contact other cities to find out their procedures for maintaining their stormwater ponds and found Appleton, Neenah, Sheboygan, Cedarburg and Sturgeon Bay all maintain their own storm ponds. The point was clarified that all of these cities have a Storm Water Utility that generates revenue which is used to provide the required maintenance.

Mike Check said back in 2007, he and his partner, Jeffrey Check, sent a letter to the Board of Public Works objecting to assessments for a lot in their development that is unbuildable due to the pond occupying the lot. He wanted to know why the developer is responsible for constructing and maintaining the ponds when this is part of the City's stormwater system. Developers aren't responsible for maintaining the infrastructure that is put into these subdivisions... why the ponds?

V. Mellon and G. Minikel explained that the majority of the cities that maintain their ponds have a Stormwater Utility in place. Since there is not a change to generate more revenue, there will not be a change to the existing Storm Pond Agreement.

J. Sladky said the major cost will be dredging the sediment. V. Mellon said dredging could be 20 years away; however, there is annual mowing and debris removal. P. Steinbrecher said that there will be additional charges to have this sediment tested and hauled away.

M. Check said the number of City owned ponds will soon outnumber the number of private ponds that the developers currently have to maintain.

J. Brey said the answer will not be found soon. M. Check wanted to bring awareness to the Committee. He doesn't find it fair that new development is treated differently than existing residential properties in which the City builds the ponds.

Mechanic Position at DPW

Kevin Glaeser was present to explain the need to hire a new mechanic to replace the one that will be retiring in December 2009 after 30

years of service. Streets Committee needs to approve before it can go to Personnel Committee. This will be filled at the 3-year rate system and will create an opening on 1st shift.

Kevin expressed the importance of all the mechanic positions for the 3 different shifts. Hiring someone soon will eliminate any overtime hours.

R. Geigel made a motion to approve filling the position. N. Levendusky seconded the Motion. Motion carried unanimously. No further discussion.

Snow Plowing and Removal - Private Haulers

R. Junk explained the process for snow removal in the downtown areas and how we can't afford to lose the private hire trucks, which consist of 6 graders and 1 grader without the wing, (very important pieces of equipment).

The hired haul trucks range from \$50-\$80/hr. depending on what they haul. There are a total of 15-20 private trucks used. Pickup usually takes place the same night unless there is a large storm or storms that are continuous.

D. Soeldner was interested in the DPW costs to own, operate and maintain the graders and requested that DPW put together costs and bring back to the Committee. This will give an idea of what we should pay private haulers.

Dewey Street Corridor Traffic Study

A traffic study was performed along the Dewey Street corridor. There have been public requests to evaluate some of the intersections and to possibly install the necessary signals or 4-way stops at various locations to reduce the amount of accidents along Dewey Street from Calumet Ave. to S. 10th Street. Omni Associates performed the study and released their recommendations, which did not include additional signals; however, an exception could be made to provide a 4-way stop in approx 10 years at the S. 10th Street & Dewey Street intersection to reduce the number of accidents.

N. Rapids Rd & Broadway St. Intersection Analysis

After many public requests, a traffic study was performed at the N. Rapids Rd & Broadway Street intersection. A traffic model was presented to the Committee to simulate traffic movements with the proposed design to make the intersection safer. This included using signing and marking to designate the northbound approach as one dedicated left turn lane, one through lane, and one shared through-right turn lane; and southbound approach as one dedicated left turn lane and one shared through-right turn lane. The northbound and

southbound left turn lanes would be offset opposing each other. Overhead signing along with pavement marking changes would be required to shift through traffic out of the inside lane. We also intend to install a new left turn arrow for northbound traffic on N. Rapids Road and the necessary loop detectors.

G. Minikel said the Department of Transportation would be interested in reviewing this project for their Highway Safety Improvement Program (HSIP). If granted, the State funding would be 90/10. The 10 percent would be split between the City and the County, which would mean the City would be responsible for 5 percent of the total cost. G. Minikel stated that the total cost for design and construction might be as high as \$100,000 and therefore the City's share would only be \$5,000 if we get the HSIP funding.

G. Minikel explained if the grant does go through, the City would likely implement.

Local Roads Improvement Program (LRIP) Funding Application

N. Levendusky made a motion to proceed with grant application for the Dewey Street - South 10th to South 18th - slab and diamond grinding repair project. J. Sladky seconded the motion. Motion carried unanimously. No further discussion.

D. Soeldner adjourned the meeting at 7:55 p.m.

Valerie Mellon, P.E.
Director of Public Works
and City Engineer