

Councilpersons:
First Ward: Gallenberger, Gibson
Second Ward: Schmidt, Hiers
Third Ward: Meurer, Bricher

Mayor: John Meisch
Clerk-Treas. Susan Schamaun
City Adm: David Schmidt
City Atty: Peter Ekstrand
Date: June 29, 2010

SPECIAL MEETING
PROCEEDINGS OF THE CITY COUNCIL

The special meeting of the City Council of the City of Wabasha was held on Tuesday, June 29, 2010 and was called to order at 7:00 pm by Mayor John Meisch.

Roll call found all members present.

Mr. Bill Anderson and Christina Peterson of Yaggy Colby Associates were present.

Mayor Meisch announced the special meeting was being held to discuss the 2010 Street Repair Project and vote on the next steps to proceed.

Mayor Meisch stated Council would have to determine if, after hearing data presented from Mr. Bill Anderson, Yaggy Colby Associates, they want to move forward with a street repair project or wait until next year.

Mr. Bill Anderson, Yaggy Colby Associates, came forward and stated the submitted feasibility report is broken down into four segments. He stated all figures in the report are estimates and would have to be refigured if the project moves forward.

Mr. Anderson reported:

- Alleghany Avenue is the street in the worst shape and needs the most work. Along the Athletic Field there are a couple of catch basins that need to be rebuilt or restored.
- Main Street has 3 separate segments that were looked at. The first block is 60' wide and has concrete curb and gutter. The next 2-1/2 blocks is 42' wide with blacktop curb and gutter but it does have catch basins. The third block is 30' wide at the end and has open ditch on one side but does have curb on the street so water flows down to the low point and goes into a city lot.
- Franklin Avenue has four existing paved blocks with the south two blocks being gravel. With mill and overlay option, nothing would happen to the south two gravel blocks. With the reclaim option, reclaim could be used to rebuild the two gravel blocks on the south end.
- Bailey Avenue is the longest segment and is 29' wide. It does not have a lot of catch basins but for the most part, water goes to the west on each of the cross-streets. The blocks are very flat but the intention is to have the water go to the intersections and then go west which is where we would have to set the grades and get those blocks to drain.

Mr. Anderson explained there are two options:

- Option 1 - calls for the reclaim of the full width of the street and use the reclaim as the base material and put concrete curb and gutter on each side and then 4" of pavement. He explained the reclaim is not just the top black top ground up but it is also mixed with the gravel underneath. He stated there will be one soil boring per block. There will still be some places where there will have to be some sub-cutting and repairs. By using concrete curb and gutter you can set the grades finer and match the existing drive-ways, sidewalks, etc, and the drainage can be better fine tuned to get the water to the intersections and out.
- Option 2 - calls for mill and overlay and the curbs would be milled down and 1-1/2 or 2 inches of the bituminous profile in the street and put a new bituminous wearing course on along with a bituminous curb. The downside is that it is hard to fix grade changes. A crown can be put on the street which helps the drainage but the grade can't be changed very much, which is needed for proper drainage especially in areas of minimal slope.

Mr. Anderson explained the costs of the two options:

- Option 1 - For the 22-1/2 blocks of the project being about \$848,962.00 for total project which is about \$37,731.00/block with a life expectancy of approximately 25-30 years because the drainage problems would be solved. The number 1 problem for the life expectancy of any road is the drainage. Concrete curbs typically last 50+ years. In future mill and overlay projects, you wouldn't have to replace the concrete curbs, you would just have to go from the lip of the curb to the lip of the curb, which would save the City money. At the end of the 30 years, the annual cost of the street construction is \$1,257.00/block but that does not include typical maintenance tasks required such as crack filling and seal coating. He explained the cost breakdown for the 4 segments under Option 1 and stated that in determining the assessment portions, they determined the properties that front on the street that is being repaired would pay a front footage and the properties that have a side yard on the street being repaired would pay 50% of that footage. He also stated the City has about one-fourth of the assessments as approximately 2,500 ft. of the project is City owned. He stated these numbers would have to be fine tuned if the project moved forward.

Attorney Peter Ekstrand stated an economic feasibility needs to be done to show that the properties that are being assessed increase in value at least the amount of the assessment. Based on League recommendations, he suggested doing this up front. Also, it was discussed that if the values do not match the assessments, the City's assessment percentage would have to be adjusted. It was determined an appraiser should be hired to determine the value to the properties in reference to the street projects and this should be done at least before awarding of the bids.

- Option 2 - for the 20-1/2 blocks of the project using mill and overlay with bituminous curb would cost approximately \$505,600.00 which is about \$24,663.00/block with a life expectancy of 12 years, though he stated this can vary depending on drainage. After the life expectancy of 12 years and with the need to be reconstructed, the annual cost of the street project is \$2,055.00/block. With bituminous curb, when the road needs work again, the curb has to be redone. He explained mill and overlay is a maintenance project to delay the point where you reconstruct the road. Further, when you do a mill and overlay on a street in bad shape, you need to go in and patch the bad spots and then do mill and overlay so a lot of money goes into patching and so it is probably more cost effective to do a reconstruction of that street. He also pointed out this project is for 20-1/2 blocks versus 22-1/2 blocks with the reclaim because the last two blocks of Franklin Avenue would not be done.

Mr. Anderson stated Yaggy Colby Associates looked into ways the project could move faster and one way would be to let the contractor close the street from one end to the other so they can work on the whole length. The only thing the contractor would have to worry about was not disturbing the cross streets. The disadvantage would be residents on that block would have to park on a side street. There would have to be exceptions for medical reasons.

Mayor Meisch stated if the City can't do the project in a concrete sequential way, then he would prefer to wait until spring to bid the projects.

Bonding was discussed. David Schmidt explained that currently bonds are going for between approximately 4 and 7 percent. He further stated that the bonding company and attorney would have to be figured in which would raise it to maybe 5 to 8 percent.

In discussing drainage from the streets especially streets that are considered steep, Tony Johnson, Street Superintendent, warned that when streets are real steep water running down them can cut into the asphalt. Mr. Anderson stated steep streets can have erosion problems in the blacktop due to the water running so fast.

Councilperson Gallenberger stated the Project Schedule does not allow for bad weather. She stated she doesn't want to worry about putting the asphalt down in bad weather after what happened in 2008.

Councilperson Hiers concurred and stated if we do some projects now thinking we'll do more projects later when the City has the money, but what if the City doesn't have the money.

Councilperson Gallenberger further stated she felt the City should do concrete curb and gutter with bituminous for wear when considering moving forward with infrastructure in the City overall. Any work being done in the City should be done with concrete curb and gutter as it is required in new subdivisions. Councilperson Meurer concurred.

Councilperson Schmidt stated that in areas of the City that are flat, concrete curb and gutters should be installed but in other areas with good drainage, then bituminous curb should be considered to be able to do more street projects with the money available.

Councilperson Gibson stated that on Bailey and the heavy drainage from Market and Third Street, parts of the bituminous have held up very well and other parts have not. She stated this area would benefit from a mix, partial concrete, partial bituminous.

In conclusion, Councilpersons Meurer, Gallenberger and Bricher felt concrete curb and gutters should be installed with Councilpersons Hiers, Gibson, Schmidt, and Mayor Meisch wanting a mix of concrete curb and gutters and bituminous curbs.

After discussion, Councilpersons Gallenberger and Hiers moved to direct Mr. Bill Anderson, Yaggy Colby Associates, to prepare a Feasibility Report on the remaining streets from the City's 2010 Street Priority List. The motion was adopted unanimously.

Upon unanimous consent, the meeting adjourned at 8:23 pm.

Susan Schamaun, City Clerk/Treasurer