

BAXTER CITY COUNCIL MINUTES
Special Work Session
May 30, 2017

Mayor Darrel Olson called the special meeting to order at 6:00 p.m.

COUNCIL MEMBERS PRESENT: Mayor Darrel Olson, Council Members Quinn Nystrom, Todd Holman, and Mark Cross.

COUNCIL MEMBERS ABSENT: Council Member Steve Barrows.

STAFF PRESENT: City Administrator Bradley Chapulis, Assistant City Administrator Kelly Steele, and Public Works Director Trevor Walter.

2017 MILL AND OVERLAY AND FULL DEPTH RECLMATION IMPROVEMENT HEARING

Mayor Olson explained the meeting format is a work session in which the council will seek additional information from the May 8, 2017 improvement hearing from staff and consultants.

WSN consulting engineer Aric Welch reviewed the 2013 pavement management report to explain the existing street characteristics and past maintenance of streets were inventoried, a visual evaluation was performed, and recommendations for maintenance and rehabilitation strategies based on the roadway condition and age were put forth. Costs were estimated based on the recommended maintenance and rehabilitation services. This is not considered a true pavement management program.

In 2016 the city adopted a street pavement management program with the purpose to preserve and perpetuate existing street pavement in a fiscally responsible manner; correct pavement deficiencies and slow the rate of pavement deterioration; consider immediate and long term needs of existing street pavements; coordinate pavement maintenance and rehabilitation with utility repairs and retrofit projects and; provide information for better communication and decision making.

In preparing the 2016 Street Pavement Management Program, the PASER roadway evaluation system was used. The system was developed by the Wisconsin Transportation Information Center. The PASER methodology helps predict expected pavement life and recommended maintenance and rehabilitation.

Mr. Welch explained streets will typically deteriorate 40% over the first 75% of its life and an additional 40% over the next 12% of its life. The goal of the pavement management plan is to extend the life of existing pavements and lower future maintenance costs. Proactive maintenance, patching, crack sealing, and seal coating, in the early years is recommended as a cost effective practice.

The 2016 Street Pavement Management Program divided the city into seven management areas for a seven-year seal coating rotation. Rehabilitation projects would be coordinated with upcoming seal coating projects when practical. This approach allows the city to focus maintenance and rehabilitation activities on one area of the city each year. A seven-year rotation was selected based

on preventative maintenance research that recommends seal coat every five to seven years and the city budget. Mr. Welch summarized pavement management program concepts. Mr. Welch provided cost comparisons to complete a mill and overlay on Oak Street versus a full depth reclamation improvement.

Mr. Welch explained the drainage issue at 5265 Marohn Road can be addressed with a swale and the driveway could be narrowed to meet city code width requirements. The drainage issue at Oak Street and Memorywood Drive would be addressed with the reconstruction of Memorywood Drive scheduled in 2018. The Oak Street mill and overlay would stop short of the intersection. The drainage and pavement structure issue at the intersection of Lakewood Lane and Wedgewood Drive would be reconstructed as part of the project. Analysis shows a two-inch overlay on Goedderz Road and Dogwood Drive would meet the 10-ton design for a 7-12 year design life. A full depth reclamation of this area would meet a 10-ton design for twenty years. Thin lift overlays and micro surfacing were not reviewed as options in the pavement management plan but could be considered on a case-by-case basis. Reflective cracking would occur sooner under these options and would not last as long as a mill and overlay. Seal coating is not recommended on streets that are 15-years or older. Donald Street was seal coated at 26-years with a PASER rating of seven and is now experiencing minor stripping. Oak Street was originally constructed with two lifts of asphalt. Each lift is 1.5” thick. Milling off one inch would be difficult and most of the 1.5” top layer would likely come off while trying to mill the top 1”.

Mayor Olson provided the opportunity to audience members to ask questions. Audience members did not identify themselves and their questions were not auditable on the meeting recording. Mike Rardin of Bolton and Menk explained how pavement stripping could occur. Council Member Holman explained the 429-assessment process. Council Member Cross explained the council is trying to be fiscally responsible. Mr. Welch reviewed the project schedule to include the assessment hearing in early August. Mayor Olson explained a copy of the feasibility report can be found on the City’s website. Mayor Olson explained the council would consider ordering the improvement during the June 6, 2017 council meeting.

MOTION by Council Member Cross, seconded by Council Member Nystrom to adjourn at 7:20 p.m. Motion carries unanimously.

Approved by:

Respectfully submitted,

Darrel Olson
Mayor

Kelly Steele
Assistant City Administrator