



**CITY OF STURGEON BAY BOARD OF PUBLIC WORKS AGENDA
TUESDAY, FEBRUARY 4, 2014
6:00 P.M.
COUNCIL CHAMBERS, CITY HALL – 421 MICHIGAN STREET
BOB SCHLICHT, JR., CHAIRPERSON**

1. Call to order.
2. Roll call.
3. Adoption of agenda.
4. Public comment on non-agenda items.
5. Consideration of: 2014 Street Projects – Recommendation from Parking & Traffic Committee.
6. Consideration of: Maintenance Plan for Michigan Street.
7. Consideration of: Sidewalk Replacement on Maple Street near Lansing.
8. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

Posted:

Date: 1-31-14

Time: 12:00

By: BM

5.

5.

EXECUTIVE SUMMARY

DATE: January 29, 2014

TITLE: 2014 Street Projects - Recommendations from Parking & Traffic Committee.

BACKGROUND: Based upon the approved 2014 budget, the Board of Public Works approved the list of city streets that will be worked on this year. Prior to bidding these projects, they were forwarded to the Bicycle & Pedestrian Advisory Board and then to the Parking & Traffic Committee for review to see if any changes to the current design of the streets are warranted. The City's Comprehensive Plan includes a "Complete Streets" policy which recommends that streets be evaluated when reconstructed or upgraded (refer to the following excerpt from the Comprehensive Plan).

Complete Streets

In Sturgeon Bay many of the streets are designed primarily for automobile traffic, with less regard for other users of the transportation network. This creates potential conflicts between bicyclists or pedestrians and vehicles, or limits opportunities for bicyclists and pedestrians. The concept of complete streets is a transportation policy that is rapidly gaining favor both in Wisconsin and nationally. Complete streets are designed with multiple modes of transportation in mind, including motorists, bicycles, pedestrians, and transit; and supports all users including the elderly, children and the disabled.

The City should follow the complete streets concepts whenever new streets are created or existing streets reconstructed or upgraded. Streets designed for multiple modes and users lead to improved safety, increased transportation options, better access to the transportation network for the young, old and disabled, and other benefits.

There is no single design that works in all instances. Traffic volumes, types of adjoining land use, and right-of-way widths are some of the factors that will influence the facilities included in a street designed under the complete streets concept. Not every street will require dedicated bike lanes or bus/transit features to make it multimodal. The important point is that streets are designed with all anticipated potential users from the beginning, rather than relying on expensive retrofits at a later date.

After reviewing the recommendations of the Bicycle & Pedestrian Advisory Board (BPAB), the following recommendations have been made to the Board of Public Works by the Park & Traffic Committee for the 2014 projects:

- Repair Spruce St. Elgin Ct. Juniper St. and Circle Ridge Rd., in their current configuration (no design changes).
- Add "sharrow" symbols and signs to N. 3rd Avenue project between Iowa Street and Florida Street.
- Add crosswalks at all three legs of the intersection of Michigan St at N. 14th Avenue.
- Review the addition of bicycle lanes on N. 14th Ave from Michigan St to Egg Harbor Road with the 2015 projects.

The final project to be reviewed is the reconstruction of Thorn Street. The Parking & Traffic Committee made no recommendation. However, the BPAB had recommended that sidewalks be included with the same conditions that the Council placed upon the portion of Thorn St that will be extended in Marina View Subdivision. [Note: The pertinent Common Council condition from

March 5th, 2013 reads as follows: *That the developer provide assurance that if any residential property is created that a sidewalk or acceptable replacement to a sidewalk will be installed.*]

CONSIDERATIONS: The City's Bicycle Master Plan identifies that bicycle lanes will be needed on both 3rd Avenue and N. 14th Ave., but only N. 14th Avenue has the current traffic volume to warrant the installation of dedicated bicycle lanes.

Regarding Thorn Street, the developer of Marina View Subdivision (Dan Schott) has received approval from the Plan Commission for residential development on one of the lots in the subdivision and, therefore, staff believes the Council will need to decide upon what an acceptable sidewalk improvement is. As a condition of the approval of the residential development, the Plan Commission required the developer provide a pedestrian easement and walkway leading from the end of Thorn Street down to the marina to connect with the future waterfront walkway. Mr. Schott has agreed to create the walkway and it is anticipated he will propose that such walkway will suffice for an acceptable replacement to a sidewalk.

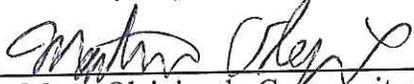
If sidewalks are installed on the existing portion of Thorn Street, city policy is to specially assess the benefitting property owners. A petition signed by the abutting property owners and by some owners along Oxford Avenue has been submitted that requests that the city not install sidewalk on Thorn Street.

FISCAL IMPACT: The painting of the 2 additional cross walks and the "sharrow" symbols will not add significantly to the projects and, therefore, can be accommodated within the estimated budget amounts. It is best to bid these projects in February before the construction schedules are filled which could reduce the number of bidders for our projects.

RECOMMENDATION: Staff supports the four recommendations of the Parking and Traffic Committee. Regarding Thorn Street, staff believes that in terms of pedestrian facilities, the reconstructed portion of the street should match the design of the new portion of Thorn Street within Marina View Subdivision. Since the Council has not formally approved the developer's proposal for "a sidewalk or acceptable replacement to a sidewalk", staff recommends that the Board require that the design of the reconstruction of Thorn Street match the design for the new portion of the street, when approved by Council.

A sample motion could be: To approve the recommendations of the Parking & Traffic Committee regarding the 2014 Capital Improvement Projects and further to require that the design of Thorn Street contain the same sidewalk improvements as the Thorn Street extension in the Marina View Subdivision, based upon final design by the Council.

SUBMITTED BY: 
Anthony Depies, City Engineer

REVIEWED BY: 
Marty Olejniczak, Community Development Director

REVIEWED BY: 
Steve McNeil, City Administrator

Bicycle and Pedestrian Advisory Board Meeting Minutes Thursday, January 2, 2014

The Bicycle and Pedestrian Advisory Board meeting was called to order at 4:02 p.m. by Chairperson Bob Schlicht in the 2nd floor Conference Room, City Hall, 421 Michigan Street.

Roll Call: Members Bob Schlicht, Paul Anschutz, Laurel Brooks, Leni Spaude, and Tony Depies were present. Members Randy Watermolen, Rhonda Kohlberg, and Dr. Nathan Hayes were absent. Also present was Police Assistant Candy Jeanquart and Mayor Thad Birmingham.

Adoption of agenda: Moved by Mr. Depies, Seconded by Ms. Brooks to adopt the following agenda:

1. Roll call.
2. Approval of agenda.
3. Approval of minutes from December 5, 2013.
4. Consideration of: Safety and education programs.
5. Review of: Projects for Bike and Pedestrian needs.
6. Adjourn.

All in favor. Carried.

Approval of minutes from December 5, 2013: Moved by Mr. Schlicht, Seconded by Mr. Depies to approve the minutes from December 5, 2013. **All in favor. Carried.**

Consideration of: Safety and Education Programs: Mr. Anschutz is anticipating the Bike Rodeo to be held May 17, 2014 or May 24, 2014. Mr. Depies will talk with the Community Service Officers to volunteer. Mr. Schlicht stated he would volunteer. Mr. Anschutz indicated that bike week is around the time of the Bike Rodeo. Mr. Anschutz will be contacting the Door County Silent Sports Alliance (DCSSA) for volunteers.

Mr. Anschutz inquired information about Bicycle and Pedestrian information being included on the City of Sturgeon Bay website. Mr. Depies stated the Bicycle and Pedestrian website links need to be approved before posting to the website. Mr. Depies will be working through the process to approve the links and update the website. Mr. Schlicht is requesting to have Stephanie Reinhardt attend the next meeting to answer questions regarding the website. Mr. Anschutz and Ms. Brooks suggested a banner on the website home page stating Sturgeon Bay is a bike friendly community. Mr. Schlicht set a goal of March 2014 to have the website completed with Bicycle and Pedestrian pages and links.

Review of: 2014 Projects for Bike and Pedestrian needs: Mr. Depies presented the following 2014 projects:

1. Spruce Street from South Duluth Ave to South Geneva Ave: No existing sidewalks and no bike improvements needed. Repairing asphalt and repaving. The committee did not recommend any bike or pedestrian improvements to this road segment.

2. South Elgin Court from West Spruce Street to the end: No existing sidewalks and no bike improvements needed. Repairing asphalt and repaving. The committee did not recommend any bike or pedestrian improvements to this road segment.

3. Thorn Street from Oxford Street to 350' North East of Oxford: Reconstruction will be done, sidewalks are under review. The developer of Cul de sac is requesting to link the sidewalks to the marina and future path instead of to Oxford.

Moved by Mr. Schlicht, Seconded by Mr. Anschutz to recommend the Parking and Traffic Committee follow the cities original plan as required by the Council for residential improvements. **Motion Carried. Member Depies opposed.**

4. West Juniper Street from North Hudson Ave to North Fulton Ave: Safe routes to school plan identifies sidewalks on Juniper west of Fulton. Repairing asphalt and repaving. The committee did not recommend any bike or pedestrian improvements to this road segment.

5. North 14th Avenue including Michigan Street: Bike improvements are limited due to school zone. Buses pick up in front of the high school but parents pick up by the middle school off 14th Avenue and will be waiting along 14th Ave. The Bicycle master plan identifies bike lanes on 14th Ave from Michigan St. to Egg Harbor Rd. but there will be a choice between parking lanes / turn lanes or bike lanes adjacent to the middle school. Painting will be needed for crosswalks and bike needs. Michigan street to be leveled and topped with 3/8 inch emulsified water based asphalt.

Mayor Thad Birmingham supports the Bicycle and Pedestrian requests. Mayor Thad Birmingham suggested postponing the Bicycle and Pedestrian request for North 14th Avenue including Michigan Street until the 2015 budget year.

Moved by Ms. Brooks, Seconded by Mr. Schlicht to recommend the Parking and Traffic Committee move forward with the ladder crosswalks in all three directions from Michigan and 14th Ave. **Motion Carried. Members Depies and Spaude opposed.**

Moved by Ms. Brooks, Seconded by Ms. Spaude to further review 14th Avenue bike lanes from Michigan Street to Egg Harbor Road with 2015 projects. **Motion Carried. Member Anschutz opposed.**

Michigan Street is to be leveled and topped with 3/8 inch emulsified asphalt surface treatment to level the pavement and add 10 years to the existing road.

Mr. Schlicht to recommend that Parking and Traffic review Michigan Street repairs, Seconded by Ms. Brooks. **All in favor. Carried.**

6 and 7. North 3rd Ave from Georgia to Iowa to Florida Street: Repair storm sewer and sidewalks, also repair the asphalt. Currently the pavement is too narrow for bike lanes with parking.

Moved by Mr. Anschutz, Seconded by Ms. Spaude to recommend the Parking and Traffic Committee include sharrow pavement marking and bike friendly signs to the entire project area. **All in favor. Carried.**

8. Circle Ridge Road from Circle Ridge Place to South 42: No bike improvements needed. No existing sidewalks. Repair asphalt and repave. Future plans to review a walkway loop between the bridges around the bay. The committee did not recommend any bike or pedestrian improvements to this road segment.

Adjourn: Moved by Mr. Schlicht, Seconded by Ms. Brooks. **All in favor. Carried**
Meeting adjourned at 6:18 p.m.

Respectfully submitted,



Candy Jeanquart
Police Assistant

PARKING & TRAFFIC COMMITTEE

January 20, 2014

A meeting of the Parking & Traffic Committee was called to order at 3:33 p.m. by Chairperson Schlicht in Council Chambers, City Hall, 421 Michigan Street.

Members Bob Schlicht, Ron Vandertie and Ed Ireland were present. Also present: City Administrator Steve McNeil, Police Captain Dan Brinkman, City Engineer Tony Depies and Municipal Services Secretary Colleen DeGrave.

Moved by Ald. Schlicht, seconded by Ald. Ireland to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from 9/16/13.
4. Consideration of: Request from Julie Behnke at Younkers to lift the two hour parking limit on Louisiana Street between 4th and 5th Avenue during the winter months.
5. Consideration of: Maple Street and Madison Avenue signal timing review.
6. Consideration of: Thorn Street improvements.
7. Consideration of: Ladder crosswalks in all three directions from Michigan Street and 14th Ave.
8. Consideration of: Review 14th Avenue, bike lanes from Michigan Street to Egg Harbor Road with 2015 projects.
9. Consideration of: Sharrow marking and bike friendly signs on 3rd Ave. from Iowa Street to Florida Street.
10. Adjourn.

All in favor. Carried.

Moved by Ald. Ireland, seconded by Ald. Vandertie to approve the minutes from 9/16/13. Carried.

Consideration of: Request from Julie Behnke at Younkers to lift the two hour parking limit on Louisiana Street between 4th and 5th Avenue during the winter months.

Julie Behnke, Younkers store manager, spoke requesting to have the two hour parking limit lifted, specifically for the winter months. She stated right now they are using a few different parking lots in different locations and she was concerned about the safety of her employees walking by themselves at night when it is dark, and during inclement weather. Steve McNeil stated this could be done, but cannot reserve the parking for Younkers employees, but simply gives the option of parking there. Tony Depies stated the signs can be removed from only one side if desired.

Motion by Ald. Vandertie, seconded by Ald. Schlicht to recommend to Council to lift the two hour parking limit on the north side of Louisiana Street, between 4th and 5th Avenue, from December 1 – April 1. All in favor. Carried.

Consideration of: Maple Street and Madison Avenue signal timing review.

Tony Depies explained the current traffic signal lights at Maple Street and Madison Avenue are old and have limitations, but will be updated in future developments. A signal timing study was done in the past, but the needs of that intersection have changed and a new study should be done. Mr. Depies suggested to the committee using a flashing red or yellow light beginning at 8 p.m. or later. He stated TAPCO would be able to walk him through the resetting of the light mode and timing. Bob Schlicht asked Captain Brinkman if the Police Dept. receives a lot of calls regarding these traffic lights. Captain Brinkman stated he had no data suggesting they were a problem. Ed Ireland suggested there was no reason for a change and no action was taken.

Consideration of: Thorn Street improvements.

Jim McGowan, 506 Oxford Ave., Sturgeon Bay spoke against putting sidewalks on Thorn Street and submitted a signed petition. He expressed concern over people being directed toward the marina and the vandalism, etc. that could possibly result from heavier pedestrian traffic. He is worried about the maintenance and liability of sidewalks as a property owner, with no added value to his property. He also asked for extension & repair to the asphalt instead of sidewalks.

Ken Lynch, 1522 Lynchs Bluff Rd., Brussels spoke against sidewalks on Thorn Street. Ald. Schlicht stated support for sidewalks is rare due to maintenance and assessment reasons, however adding sidewalks after development has occurred becomes difficult. Tony Depies reported there are multifamily lots waiting to be developed that could be served by installing sidewalks.

Motion by Ald. Vandertie to place a walkway to the marina with no sidewalks. Motion failed for lack of second. Motion by Ald. Vandertie to not install sidewalks on Thorn Street. Motion failed for lack of second. Motion by Ald. Schlicht for

sidewalks to be installed on Thorn Street per the current sidewalk ordinance. Motion failed for lack of second. Ald. Ireland asked for the Thorn Street sidewalks to be sent back to the Planning Commission. Steve McNeil stated this had already been to Council. No recommendation was approved.

Consideration of: Ladder crosswalks in all three directions from Michigan Street and 14th Ave.

Ald. Schlicht said the Bike & Pedestrian Advisory Board had suggested ladder crosswalks in these locations.

Motion by Ald. Vandertie, seconded by Ald. Ireland to recommend to Council placing non-ladder style crosswalks in all three directions at the intersection of Michigan Street and 14th Avenue. All in favor. Carried.

Consideration of: Review 14th Avenue, bike lanes from Michigan Street to Egg Harbor Road with 2015 projects.

Ald. Schlicht said the recommendation from the Bike & Pedestrian Advisory Board was to hold off on painting the bike lanes on 14th Avenue until 2015. Tony Depies said the master plan identifies bike lanes on 14th Avenue. Joe Neuville, 1980 County U, Sturgeon Bay spoke in favor of bike lanes on both sides of 14th Avenue. Randy Sahs, 6445 Berg Rd., Sturgeon Bay, spoke in support of bike lanes on 14th Avenue.

Motion by Ald. Vandertie, seconded by Ald. Ireland to accept the Bike & Pedestrian Board's plan to review bike lanes on 14th Avenue in 2015. All in favor. Carried.

Consideration of: Sharrow marking and bike friendly signs on 3rd Avenue from Iowa Street to Florida Street.

Motion by Ald. Schlicht, seconded by Ald. Ireland, to recommend to Council placing sharrows and signage on 3rd Ave. from Iowa Street to Florida Street per the recommendation of the Bike & Pedestrian Advisory Board. All in favor. Carried.

Motion by Ald. Vandertie, seconded by Ald. Schlicht to adjourn. All in favor. Carried.

Meeting adjourned at 4:31 p.m.

Respectfully Submitted,

Colleen K. DeGrave
Municipal Services Secretary

March 2013 Council Minutes

- (5) Cable Communication System Advisory Council – 2/14/13
- (6) Community Protection & Services Committee – 2/14/13
- (7) City Plan Commission – 2/20/13
- (8) Board of Canvassers – 2/25/13
- c. Place the following reports on file:
 - (1) Police Department Report – January 2013
- d. Consideration of: Approval of Beverage Operator licenses.
- e. Consideration of: Approval of Temporary Class B Beer license.
- f. Consideration of: Street Closure Application for SBVC.
- g. Finance/Purchasing & Building Committee recommendation re: Transfer funds in the amount of \$6,280 from Contingency budget line 01-199-000-58950 to Website Line item, 01-199-000-51100.
- h. Community Protection & Services Committee recommendation re: Create Section 10.065 of the Municipal Code (Misuse of 911.)
- i. Community Protection & Services Committee recommendation re: Repeal and recreate Section 9.04 of the Municipal Code (Hunting Permit.)
- j. City Plan Commission recommendation re: Approval of the improvement plans for Marina View Subdivision subject to conditions. Moved from consent to regular agenda.
- k. City Plan Commission recommendation re: Single-Family Residential (R-1) as the official zoning classification for Myra Lagerman, for property located on N. Columbia Avenue.

Carried.

There were no mayoral appointments.

RECOMMENDATION

We, the City Plan Commission, hereby recommend approval of the improvement plan for Marina View Subdivision, subject to the following conditions:

1. Provide easements for the storm sewers that cross the adjoining marina parcel.
2. Biofilters #2 and #3 and the 24" storm sewer shall be installed at the time of the other improvements in the subdivision rather than upon development by the future lot owner.
3. Verify that the drainage swale and storm inlet between Lots 3 & 4 can handle the 10 year storm event.
4. Approval by the Wisconsin DNR of the drainage/erosion control plan for the subdivision.
5. The final plat shall include all necessary easements for the utilities serving the subdivision system through private covenants, dedications to the City, or other means, subject to approval by the Common Council.
6. Upon construction of the street and utility improvements, the proposed lots shall be rough-graded and grass lawn established. Any stockpiles of stone or soil shall be in locations approved by the Plan Commission.

CITY PLAN COMMISSION

By: John Lodi, Acting Chr.

Introduced by Lodi. Lodi/Fett to adopt. Community Development Director Olejniczak gave an overview of the plan for Marina View Subdivision. Discussion took place regarding sidewalks in newly planned subdivision, the newly created ordinance that requires sidewalk be installed, pedestrian trails, and the comprehensive plan. Schlicht/Lodi to amend the motion to add: 7. That the developer provide assurance that if any residential property is created that a sidewalk or acceptable replacement to a sidewalk will be installed. Roll call on the amendment: All voted aye. Carried. Vote taken on the original motion as amended. Carried.

PETITION

We the undersigned property owners in Sturgeon Bay WI., Request that the City of Sturgeon Bay Council reverse its decision to force the installation of sidewalks on the dead end street of Thorn St.

This street is scheduled to be rebuilt and short extension installed with a cul-de-sac, We the undersigned see no need for a sidewalk.

Name	Address
<u>Dolores McGowan</u> Dolores McGowan	<u>506 Oxford Ave St. Bay</u>
<u>Jim McGowan</u> 300' on THORN ST	<u>506 Oxford Ave St Bay</u>
<u>John Madam</u>	
<u>Daniel Rankin</u> DRL	<u>527 S. Oxford Ave St. Bay</u>
<u>CHUCK KROLL</u> <u>Chuck Kroll</u>	<u>533 S OXFORD AVE</u>
<u>Mary Bosman</u>	
<u>Mary Bosman</u>	<u>512 S. Oxford Ave.</u>
<u>Peter Bosman</u>	
<u>Peter Bosman</u>	<u>512 S. Oxford Ave</u>
<u>Corey Treichel</u>	
<u>Coy Slavik</u>	<u>446 S. OXFORD AVE</u>
<u>JERRY SLAVIK</u>	<u>LIVE @ 1113 PENNSYLVANIA ST.</u>
<u>Jerry Slavik</u>	<u>100' ON THORN ST.</u>
<u>JEFF SLAVIK</u>	<u>MAIL ADDRESS 1118 MICH. ST.</u>
<u>Jeff Slavik</u>	<u>132 E. THORN</u>

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EXECUTIVE SUMMARY

To: Board of Public Works
DATE: January 29, 2014
TITLE: Maintenance Plan for Michigan St.

BACKGROUND: The 2014 budget includes \$82,000 for Slurry/Chip Sealing. In addition \$25,000 of asphalt maintenance is budgeted to resurface Michigan St. The seal coating process has been used for many years to extend the life of asphalt pavement on streets and parking lots. Today the process has evolved to use emulsified asphalt and a variety of aggregates to achieve the surface desired, but it is still used to extend the life of the existing pavement. In Sturgeon Bay the sub-soils are stable and have a very good bearing capacity and therefore a good "micro surface" treatment should extend the useful life of the Michigan St. pavement by about 10 years. The majority of the water main on Michigan St. has an expected life of another 25 - 30 years. Accordingly, the proposed plan for Michigan Street is to complete a micro surface treatment this year, then crack fill after 2 years, and install an asphalt overlay in 10 years +/- . This should extend the life of the road surface until the water main requires replacement.

The micro surface plan installs more than a slurry seal but less than a chip seal in 2014. This means that the aggregate will develop a thickness of 3/8" after an initial leveling course is applied. The aggregate in a slurry seal is fibrous material and cement but the aggregate proposed for Michigan St. uses a mixture of small stone chips (all less than 3/8"), sand and cement. By replacing the fine aggregate with the courser mixture we will get more thickness and a better wear surface than the previously applied slurry seal material. There won't be loose stones that occur with a chip seal. The material is thinner around the utility manholes so that drainage remains unchanged and there is less need to adjust utilities, gutters and inlets. A "tack" coat will be applied to insure that we have a good bond to the existing surface. With a leveling course, the cost is estimated at \$4.25 per sq. yd. The resulting road surface will be entirely black.

A second option is to remove 2" from the existing surface and apply a 2" thick asphalt overlay at a cost of about \$11 or \$12 per square yard. The 2014 budget noted above (\$107,000), will fund approximately 8,700 sq. yards of pavement (from near 4th Ave to S. 10th Ave). The remaining street would be resurfaced in 2015 and/or 2016.

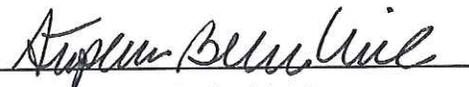
Ultimately neither repair option will extend the life of the current asphalt to the entire 30 years. There will be a need to complete at least one micro-surfacing and one overlay, and a crack filling after each new surface treatment, to get the pavement of Michigan Street to last the desired 30 years. So either option can be chosen but micro surfacing first improves the ride on the entire street this year and delays the more costly repairs to a future date.

FISCAL IMPACT: The 2014 budget includes \$107,000 to resurface Michigan St. Option 2 will require that the 2015 and 2016 budget include funds to complete the surface removal and paving of the remainder of Michigan St. The life-cycle cost of overlaying and then micro-sealing is also more expensive than micro-surfacing and then overlaying because the more expensive project is completed first instead of ten years from now.

RECOMMENDATION: Proceed with the micro-surface as planned in the 2014 budget.

SUBMITTED BY: 
Anthony Depies, City Engineer

REVIEWED BY: 
Marty Olejniczak, Community Development Director

REVIEWED BY: 
Stephen McNeil, City Administrator

2009 Micro-Surfacing in Galesburg, IL with steel
slag. Check texture. 60K yd2 in 2008, 105K yd2 in
2009. 5 of 5.



The Right Treatments

Estimated Life Extension

(years)

Treatment	Good Condition (PCI=80)	Fair Condition (PCI=60)	Poor Condition (PCI=40)
Fog Seal	3 - 5	1 - 3	1 - 2
Chip Seal	7 - 10	3 - 5	1 - 3
Slurry Seal	7 - 10	3 - 5	1 - 3
Micro-surfacing	8 - 12	5 - 7	2 - 4
Thin HMA	10 - 12	5 - 7	2 - 4

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EXECUTIVE SUMMARY

To: Board of Public Works
DATE: January 29, 2014
TITLE: Sidewalk Replacement on Maple St near Lansing

BACKGROUND: It has been our policy to pay for the replacement of public sidewalks that have been identified as in need of replacement because by deteriorated or displaced concrete as part of our street repair contracts. Sidewalks that are cracked, and displaced by 3/4" are hazards that need to be replaced, but there are other more subjective defects that could also cause for sidewalk to be replaced, include surface deterioration, ponding water or construction damage.

There are times when a property owner choses to make the repairs ahead of our schedule as part of a project they are doing. St Peters Church hired a local contractor to replace sidewalks to the church and school and has requested repayment for the sidewalk that met the city's standard for replacement. St Peters replaced 130' of public sidewalk at a cost of \$3250

A general inspection of sidewalks was conducted in 2011 and it identified 50 sq ft of bad sidewalk in the area that St Peters replaced (inspection sheet is attached). Unfortunately the contractor began their removals before requesting an inspection and therefore some of the walk was removed before more comprehensive inspection was completed. An inspection of the remaining concrete confirmed that one square warranted payment by the city for replacement in the approximate location of the 2011 inspection. Therefore we assume the inspection report is still accurate.

FISCAL IMPACT: Assuming the 2011 sidewalk inspection report is accurate, it justifies to payment for 50 square feet of bad sidewalk at a cost of \$250.00.

RECOMMENDATION: Recommended payment of \$250.00 to St Peters Church and School.

SUBMITTED BY: Anthony Depies
Anthony Depies, City Engineer

REVIEWED BY: Steve McNeil
Steve McNeil, City Administrator

REVIEWED BY: Marty Olejniczak
Marty Olejniczak, Community Development Director

St. Peters Ev. Lutheran Church and School

"We exist to share in Christ"

108 W. Maple Street
Sturgeon Bay, WI 54235
Pastor Darrick Kolterjahn
Pastor Joel Sauer
Principal Paul Lutze

Church: 920-+743-4331
School: 920-743-4432
FAX: 920-743-5388
www.stpeterslutheran.net
Wisconsin Ev. Lutheran Synod



January 10, 2014

Dear Board of Public Works,

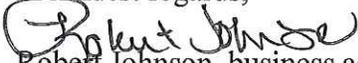
In the fall of 2013 it was decided by our church council to replace a limited amount of sidewalk that faces both Maple and Lansing Streets. This decision was made for several reasons:

- Maple/Lansing Streets are the main entrances to the church used by many for worship.
- The deteriorating nature of some sidewalks and the unlevel nature of some sidewalks were creating a potentially dangerous situation with the aged members using the sidewalks, not only for worship but also for weddings and funerals.
- Any injuries due to the conditions of the sidewalks could lead to costly litigation.
- A risk reduction agent from our insurer pointed out the need to address the slanting, and/or crumbling nature of the sidewalks.
- Uneven and sloping sidewalks could cause slipping and falling during icy winter conditions.

Due to these considerations we moved ahead with the project and notified the city that some of the sidewalks included those under city authority were involved. In discussions with the contractor Gilson Construction it was felt to be more cost effective to "do it all at one time" rather than at different times.

Therefore St. Peters Lutheran Church has submitted a bill for that portion of the sidewalk that is under the city's responsibility. The members of St. Peters ask you to consider this bill for \$3,250, which is attached.

In kindest regards,



Robert Johnson, business administrator
St. Peters Lutheran Church
108 W. Maple St.
Sturgeon Bay, WI 54235



Gilson Const.
 3831 County M
 Sturgeon Bay, WI
 (920)743-9456

635735

DATE

NAME St Peter Lutheran Church

ADDRESS

108 W. Maple

CITY, STATE, ZIP

Sturgeon Bay, WI 54235

PAID BY	CASH	C.O.D.	CHARGE	ON ACCT.	MODE. RETD.	PAID OUT

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1			
2	130' X 5' City Siderwalk	6.50	865.00
3			
4	80' X 3' 10" Tree lawn walk	30.00	2400.00
5	5' X 5' Flag Pole	18.50	92.50
6	10' X 12' Lansing	120.00	1200.00
7	10' X 12' Maple	126.00	1260.00
8	5' X 24' 3m Deer Maple	120.00	600.00
9	28' X 6' School Siderwalk	16.80	470.40
10	25' X 6' Lansing	150.00	750.00
11	31' X 6' Maple to Lansing	186.00	930.00
12			
13			
14	No Charge for 2 yds Top Soil		
15	" " 5 sq Tree lawn cc		
16			
17			
18			

RECEIVED BY

[Signature]
 9255.00