

STREET COMMITTEE MEETING
July 12, 2018

A meeting of the City of Jackson Street Committee was held in the Council Chambers of the Jackson City Hall at 5:30 p.m. on July 12, 2018 with the following persons in attendance: Street Committee members Dave Cushman, Larry Anderson and Donnie Schoenrock, City Administrator Matt Skaret, Street Superintendent Phil Markman, Water/Wastewater Superintendent Tony Oxborough, Engineer Greg Mitchell of Bolton and Menk, Jackson County Assistant Engineer Wes Liepold, Neal Johnson of the Jackson County Public Works Department, Michael and Bonnie Nielsen and Recording Secretary Dave Maschoff.

SOUTH HIGHWAY PROJECT

City Administrator Matt Skaret explained the purpose of the meeting was to talk about the South Highway Reconstruction Project. He referred to Engineer Greg Mitchell of Bolton and Menk to provide an update on the project.

Mitchell said the reason he thinks the Street Committee meeting was called was regarding the street widths on both Barnel Road and Church Lane.

Markman noted it was earlier in the spring of 2018 that he spoke with Bonnie Nielsen about the project.

Bonnie Nielsen concurred it was earlier this spring when they talked about it. Schoenrock asked about the existence of Church Lane.

Nielsen noted Church Lane was part of the parking lot for the former church located along South Highway.

Markman explained there is actually a platted street called Church Lane. He noted Church Lane is listed on the City's maps.

Mitchell handed out copies of information regarding the South Highway Reconstruction Project to those attending.

Mitchell referred to Church Lane and Barnel Road. He said he thinks part of the concern is due to a of couple things. Mitchell explained the County is doing the design of the road. He said it's a County road and the County is doing the surface improvements and the City is doing the utility improvements.

Mitchell said the utility improvements include the sanitary sewer, force main and water main. He explained the storm sewer will benefit both the County and the City so there will be some kind of shared investment in the storm sewer.

Mitchell pointed out coming up the hill on South Highway, the County is proposing to lower the grade or elevation towards the top of the hill by Church Lane and Barnel Road by about four feet. So, with that, Mitchell said it's causing or creating an elevation difference that means sloping back into the adjoining property to make everything fit together. Mitchell said there's also some right-of-way acquisition that has to occur as part of the project and he believes that's the reason the Nielsen's are attending the Street Committee meeting.

Mitchell said the Nielsen's own the property where there's right-of-way. He said everything combined is creating kind of a tight fit at Barnel Road and Church Lane.

In talking with the County, Mitchell said he thinks the biggest question for them today is what size they would like to see on these two streets going back or connecting into South Highway.

Mitchell told everyone to look at the split plan profile sheet he handed out. He pointed out the top view shows the plan view. He noted you can see where Church Lane is and you can see where Barnel is located on the south side of the road. Mitchell explained this is actually the sanitary sewer plan. He said they don't have the surface improvements.

Mitchell pointed out on the plans the curb and gutter and where those curb returns would come back into both of those respective right of ways. He explained those are designed for the future. Mitchell said if one of those streets are ever developed, they would take off from that curb return and complete the street.

Referring to the plans distributed to the Street Committee and those attending, Mitchell said what is shown here is a width of 36 feet face-to-face. He noted another concern on both Church Lane and Barnel Road is that the right of way width is only 49-and-a-half feet. He said a typical right of way is 66 feet. Mitchell said that makes things a little bit tighter in there once you take into account, not only the street, but your going to need some utilities behind the curb to serve these properties.

Skaret noted room is needed for the utilities, but also you need right of way room in case you ever need to work on the utilities.

Mitchell agreed with Skaret.

Mitchell said as far as the street width, 36 feet is kind of the standard that they use. He explained that allows two lanes of traffic plus parking on either side. Mitchell pointed out there are streets in Jackson that are going to be narrower than that. He said when Circle Drive was reconstructed, that is all 36 feet wide. Mitchell said he believes State Street is 32 feet wide going down the hill for sure. He said that's because there was a slope on one side and utilities on the other. Mitchell said in that case it was better to keep the street narrow so they didn't have to encroach into that bank and then spend money on a retaining wall.

Schoenrock asked what the width of Ashley Street is.

Mitchell said Ashley Street is more of a collector street so it's going to be wider than State Street. He pointed out parking is restricted on both sides of State Street going up the hill and parking is only allowed on one side of State Street on top of the hill on the north side of the street.

Mitchell said in some of the older parts of town, you might find street widths in that 30, 32- or 34-foot width. He said we've moved towards 36 feet as being a standard width but decisions can be made regarding street width similar to what's been done in the past. Mitchell pointed out Oak Street, Linden, Benjamin and Baker Streets are all narrower. He said he's thinking Linden is probably 28 feet in width. Mitchell pointed out all those streets are very low volume traffic streets.

Schoenrock asked how many houses does Barnel Road service.

Mitchell said Barnel Road services three houses.

Bonnie Nielsen said they don't have to have access to Barnel Road.

Mike Nielsen noted they have two accesses to South Highway.

Markman said there are two houses that are serviced by Barnel Road.

Mitchell said there are two houses, but also noted Brian Janzen as some property that is serviced by Barnel Road.

Markman noted Janzen has spoken several times about possibly building on that property along Barnel Road.

Cushman asked how wide Barnel Road is right now.

Bonnie Nielsen said it depends on what part of Barnel Road you're on.

Mitchell said he would guess it's currently about 18 to 20 feet wide.

Mike Nielsen said it's a driveway.

Cushman explained that's where he's going with this. He said he doesn't view this as a road even though the City may be taking care of it. Cushman said he assumes the City is taking care of it.

Markman said the City maintains Barnel Road.

Cushman said we're talking about having parking spaces on the side of the road.

Mitchell said all that's being done to begin with is stubbing out curb returns for the future street. He said they are trying to estimate what's going to happen in the future, we're planning here.

Mike Nielsen said for the future, if you would make it a 20-foot road, what's so hard about cutting the curb back and redoing radiuses.

Mitchell said it can be done.

For right now, Mike Nielsen said it's ridiculous to have a 36-foot road there.

Mitchell said that's the discussion here. He said we can certainly do that but then if somebody does develop it, they're going to have to come back and cut into the street.

Mike Nielsen said that's all speculation regarding development. He said nobody wants to pay him a speculated price for his property when they take it over. Nielsen said "oh that's speculation, you can't pay that, but yet you want to take my property for a speculation".

Mitchell said technically, the 36-feet fits within the right of way that's there. He said part of that problem is where that right of way is located.

Mike Nielsen said as far as from his property line, nobody has ever purchased any property for right of way on his property. He said nobody has ever purchased any of that land or compensated him whatsoever for that property.

Bonnie Nielsen said when they read Mike's mother's abstract on the property across the road, it was their understanding that in her abstract it reads three rods off of her property the original line for the road, not being on ours. She said even where you're looking at centering this road, we were thinking it needed to go to the west of even where it's looking like on the map here.

Neal Johnson explained the right of way that's established on the map was done by a licensed land surveyor. Referring to the map, Johnson said this is the correct right of way off of the abstract. He said the County hired a land surveyor from Fairmont to do the survey.

Mike Nielsen said if you go from the other end of his property line and measure down it's not even close.

Johnson said he can only go by what the land surveyor says.

Mike Nielsen told Johnson their land surveyor is two feet different than what his is.

Johnson said the County hired somebody to do the work so the County doesn't have liability on it.

Johnson and Bonnie Nielsen looked over and discussed the right of ways as shown on the maps distributed to those attending the meeting.

Johnson went on to explain the maps and the plans for the project and pointed out the right of ways.

Johnson pointed out they will have to go back 140 feet on Barnel Road to get an eight percent slope which is the maximum they can do. Johnson said they will have to do some grading back there. He said the problem exists is if you put a 36-foot top in there and try to come back, one, it's going to be very difficult to tie it in and two all Nielsen's bushes are going to have to be removed.

Mike Nielsen said if he had known about the right of ways, he would have moved his house further over when he moved it in nine years ago.

Cushman said there are a couple things that come to mind. He said first off, this project was scheduled for dirt work this year and here we are in the middle of July talking about right of ways. Cushman said what if this project had been on time? He asked what would have happened here?

Cushman said this was the first he's heard of this conversation from a City Council standpoint. Cushman said he didn't know about Donnie (Schoenrock), but maybe he missed a meeting, he didn't know. He said that's his first question. Cushman said he's a little concerned that at the last 11th hour we're having this debate.

Cushman asked if we don't disturb Bonnie and Mike's property, can this Barnel Road be slid over if some land were to be purchased. He said he was just throwing out some ideas so we can get this thing moving. Cushman asked if Barnel Road could be slid over to keep Nielsen's property intact and take part of the hay field. He asked is that what we're talking about because he doesn't know.

Mike Nielsen said his argument is why do you need to put in a 36-foot wide street.

Cushman said he doesn't know if they have to, but what he heard here is that the grade on Barnel Road has to be changed and that's what's going to disrupt Nielsen's property more so than the width.

Bonnie Nielsen said if they make it 36 feet, it will disrupt more of their property than if they leave it the width that it is. She said not saying that it's not going to disturb some of it, but the wider you make the road, the more of their property it's going to take for that grade.

Johnson told Bonnie she was correct.

Cushman said if it stayed the way it is, the disturbance on Nielsen's existing landscape and property would be a minimal.

Johnson said that would be correct.

Bonnie Nielson noted on Barnel Road.

Schoenrock asked Nielsen's if they "wouldn't have an issue if we said, I'm not saying that we're going to, but if we did, said, yep, let's make it 20 feet, you guys are fine with it?"

Mike Nielsen said "yea, that's plenty wide."

Schoenrock went on to say, "and you'd be fine with what's proposed of the minimal disturbance to your property, you'd be fine with that too?"

Mike Nielsen said if he finds out what is going to be disturbed. He said we don't even know that now, where the curb is actually going to come around.

Schoenrock explained where Greg Mitchell is coming from regarding future development. Schoenrock said he's been involved in a couple different projects in the City where 15 years ago if someone would have made the right decision, the City could have saved a half-million dollars. He said if somebody would have just been thinking, what were they doing? Schoenrock said we've done that so many times in the City, "What were they thinking? Why wouldn't they put this in? Why would they not do that? Where was the forethought?"

Schoenrock explained that's all their doing to give kudos to Greg Mitchell and the guys. He said they're just saying "hey, if this ever gets developed, it can't be 20 feet wide. Now, not saying it ever will be, but if in 15 years all of a sudden Jackson blows up because AGCO triples in size and there's 50 houses built and Janzen says, you know what, we're going to plot this out and build 50 houses back here, or whoever has it, then that road would have to be 36-feet wide probably. So, somebody would come back and say, "what were they doing back then on July 12th in 2018, the dummies."

Schoenrock said "but I agree though, that right now, I don't see that happening and I don't see why it couldn't be a 20-foot road."

Mike Nielsen pointed out Janzen doesn't have enough property behind him for 50 houses.

Schoenrock said he was just using Janzen as an example.

Mike Nielsen said Janzen has probably enough room to put two or maybe three houses back there.

Schoenrock said he was just using an example of forward thinking.

Mike Nielsen noted the only thing back there is water and electricity, there's no sewer. He said all those lines would have to be dug in too.

Schoenrock said he was just supporting why they were explaining the reason for a 36-foot wide road. He said regarding a 20-foot wide road, that's probably all that will ever be back there for the next 100 years.

Schoenrock asked if a 20-foot wide road would be OK, or would you have to do something different.

Greg Mitchell said in one option, which has kind of talked about for Church Lane but even Barnel Road really, we could just run the curb straight through and just put a driveway opening in there and not bring the curb returns around at all. He said then we can center basically a driveway apron wherever it fits within that right-of-way, leave it at 20-foot or whatever the existing width is, and then just wait until future develop occurs.

Schoenrock asked how much money Mitchell thinks that would save.

Mitchell said it's not going to be a huge amount. He said the curb is still going to run through the intersection. Mitchell explained what happens, the curb that would come back as a return is going to go straight through instead so you're maybe saving 10 feet of curb so it's not anything significant. He noted we put some concrete in behind there too.

Elevation wise, Mitchell said that's not going to change. He said they are still going to have to go back in Barnel Road to make that transition.

Bonnie Nielsen said they would just need to know how much of those bushes would need to come out.

Johnson said once it's decided what's going to be done, he would definitely come out and look at it.

Bonnie Nielsen noted there's also a couple nice Oak trees there as well. She said they already unfortunately lost one this spring due to the weather.

Bonnie Nielsen said she's also present at the meeting regarding Church Lane and UCAP. She said if they are looking at making Church Lane wider, UCAP will have to tear part of their building down for right of way because that goes right up to the overhang of the building. Bonnie Nielsen pointed out UCAP is looking at redoing their parking lot.

Markman said that's when they found out Church Lane was there when UCAP approached the City about their parking lot.

Markman explained UCAP approached the City about what they needed to do there because they have some issues with their parking lot and the City and UCAP wanted to work together and do it right. He said through that process all of a sudden, it's like, "Church Lane, where's that?" Markman said yes, it does exist.

Mike Nielsen asked what is Church Lane even there for. He said what's back there that they need a street for.

Bonnie Nielsen said there's lots back there.

Markman said there is somebody that owns property back there.

Mike Nielsen asked how many lots are back there.

Markman said there are three, four or five lots.

Oxborough said once the property owner found out how much it would cost to install sewer lines and a lift station, the property owner decided not to develop the lots.

Mike Nielsen said Janzen ran into the same situation. He said if Janzen wants lots back there, he has to pay for the sewer. Mike Nielsen said he's not paying for it because it's not going to benefit him.

Bonnie Nielsen said there's five lots behind Church Lane.

Skaret said that was a case where someone was probably being, again, forward thinking and plotted a street in there in case.

Markman said that's what it is. He said up until this year he didn't know Church Lane existed because the Street Department never maintained anything on it because that's all it is, is plotted.

Mitchell said it's never been developed so the City is not maintaining anything there. He said he's not sure which existed first, if Church Lane was there first. Mitchell said he knows Western Community Action wasn't the original business in that location.

Bonnie Nielsen said the Hilltop Mennonite Church was the original occupant of that location. She said the church was built in 1985 and when the church was built, they plotted those others.

Mitchell said the church probably did that to sell some property to make a little cash and get a little cash flow.

Markman said he doesn't know how long the City has been maintaining what is now Barnel Road.

Bonnie Nielsen said since it's been there.

Mike Nielsen said he knows it's been maintained since the 70's.

Markman said he knows the reason the road got named was because of the 911 system. He recalled the City did some trading with Wisconsin Township on the lagoon road verses the road behind the race track by the fairgrounds because the City used to maintain that for however far and then we swapped.

Mike Nielsen said Barnel Road used to be just a rural route. He said it didn't even have a street name.

Cushman said if we look at this Barnel Road, can we get a plan together that leaves that existing width, treating it and Church Lane on the other side, leaving that as a driveway. He asked how does that fit into the Master Plan? Cushman asked if that's something that can we can look into, right, that would be the most logical thing. Cushman said from a City standpoint, to him, it makes the most sense.

Mitchell asked Cushman if he was suggesting on Barnel Road to just make that a driveway opening also and no curb. He asked Markman if he was OK with that.

Markman said yes.

Mike Nielsen said all we need to do is know exactly where it goes and how far back we need to slope it.

Cushman said then at that point I think we would want to make a determination of what kind of disturbance does it create to the Nielsen's property. He said then at that point we can make an assessment about this road and it can be scooted over a little bit if it makes more sense to buy a sliver of ground verses disturbing Nielsen's property. Cushman said those would be the things he would want to see if it was his property.

Schoenrock said he thinks an acquisition would be healthy. He said he agrees with Cushman 100 percent. Schoenrock said he thinks we just meet in the middle on what we dig up if we lose a few bushes because property acquisition is just going to be a nightmare. He said that can tie up projects forever.

Schoenrock said he thinks as long as they're going to do a width of 20 feet and the Nielsen's see when he marks the road and it's not going to be terrible, hopefully that's the case we're in. Schoenrock said we'll just go and do it at 20 feet, do a driveway opening, boom, we're out of there.

Mitchell noted there is another component to this too. He said again, the Nielsen's property, not only on the Barnel side of things do we have a tight fit, but also the Nielsen's property extends into what would be the street right of way. He explained really the reason things haven't moved forward is because the County has gone through right-of-way acquisition and this one hasn't been resolved yet. Mitchell said that's like 650 feet from Barnel, 650 feet to the east.

Mitchell said before we start doing anything, we have to get all of the small utilities out of the way. He explained before the utilities can get relocated, the right-of-way has to be acquired so they can do the work.

Neal Johnson said the right-of-way acquisition is not required for the road, but for the utilities.

Johnson said if you drive up there you will notice stakes in front of Nielsen's property. He said those stakes are where the future back curb will be.

Bonnie Nielsen said what was kind of holding up part of it was where Barnel Road was going to end up at for them because they didn't want to sign anything until they knew what was happening on both corners of their property.

Bonnie Nielsen said they do have an appraisal done now and so they are moving toward with what they know they want to counter. She said they needed to clarify with where they are at on Barnel Road because they want that all in writing before they move ahead.

Schoenrock said he would be doing the same thing if he were the Nielsen's.

Bonnie Nielsen said we're close, we just needed this.

Neal Johnson said this was part of the stepping stone.

Schoenrock asked the Nielsen's if they were OK with the discussion that's taken place at the Street Committee meeting.

Bonnie Nielsen said yes, if they can get them the answers regarding Barnel Road.

Johnson said Barnel Road can be made the exact width of what it is today, that's not a problem.

Wes Liepold said the elevation, the profile of the road, isn't going to change. He said the tie-in point for there won't change, it will just change the slopes on the side of the road.

Markman asked if the road would be paved back to the Nielsen's driveway so they don't have the gravel issue of washing out on the road again.

Liepold said that's not necessarily the plan right now to pave all the way back there.

Markman noted to get it back far enough so we don't have a similar situation like Springfield Parkway with the alley washing out onto the road every time it rained.

With Janzen's owning property behind Nielsen's, Schoenrock asked if Janzen's have been contacted to see if they wanted to install a sewer line back to their property. He said they would be responsible for paying the entire bill to do that. Schoenrock said not saying that they would, but this would be the opportunity for them to install a sewer line up to their property. He said at least we can say we gave them an opportunity because this would be the time to do it if they want to pay the entire bill.

Mitchell explained they will still stub a main just off the edge of the right-of-way but any extensions going out further is not really within the scope of the County's project. He said if Janzen wants to develop his property back there, that would be a separate project for development.

Schoenrock said if the road is going to be dug up at some point in time and Janzen wants to build a house back there, now would be the time to do it.

Mitchell said it may be worth a conversation with Janzen in case he has an interest in doing some type of development or building a house.

Schoenrock said Janzen could be contacted as a courtesy to make him aware of the project.

Bonnie Nielsen asked what the plans were for Church Lane so she can pass along that information to UCAP when they look at redoing their parking lot this summer. She asked if it would be the original grade back 50 or 60 feet into the lot and then just a driveway or are we talking curb into there.

Liepold noted if that's what the City is looking to do is just a driveway cut-out.

Markman said the City is looking at just doing it as a driveway cut-out.

Bonnie Nielsen said that makes sense to her.

Markman said it hasn't been an issue all these years so if it ain't broke, don't fix it. He said the City is fine with UCAP matching their parking lot because the City knows UCAP has their issues back to the northwest and UCAP wants to get that straightened out for their buses. Markman said when it's a wet spring, it's hard on UCAP's equipment.

Liepold said unless UCAP already has someone working on plans. He said whoever is doing that could talk with the County and maybe coordinate plans. Liepold said if they're planning to pave it or do something like that, they maybe could come back a little farther with radiuses. Liepold said for right now they're going to plan on dropping the curb and slope it for now.

Bonnie Nielsen noted because MnDOT and Federal funds and grants are being used, UCAP has to meet certain criteria for their parking lot project before they can move ahead with their plans.

Bonnie asked Mike Nielsen if he had any more questions.

Mike Nielsen said not until they show him where Barnel Road is going to go and how far it's going to slope. He said one row of bushes is on the road right-of-way and the other side is on my property. Nielsen said there are two rows of bushes.

Johnson said he will go and GPS the road that's in place and put it on paper and site it off the road that's in place. He said how wide the road is right now is what it's going to be in the future. Johnson said whatever we have on Barnel Road we're going to stay with Barnel Road. He said when we go back, he's going to probably peel the gravel off and going to cut it down to grade and then peel the gravel back on. Johnson said that basically is what his thoughts are on construction.

Liepold said Mike Nielsen wants to know where the slopes will tie in.

Johnson said he understands that.

Mike Nielsen informed Johnson that up to that property line, you can do whatever you want, but if it goes past that we're going to have an issue.

Johnson said he doesn't think the tie-ins are going to be as drastic compared to if they did a wider road.

Mike Nielsen said according to the plans he saw, there was only going to be a little less than three feet that was going to be cut off that road, now they're saying four feet?

Johnson said yes, that's three to four. He said he didn't have the exact number in front of him.

Mike Nielsen said Johnson gave him the plans.

Johnson said the plans still stick. He said they haven't changed anything with the profile. He said they will set the width of the road and there will just be tie-ins. Johnson said what's nice is there's more right-of-way on Mike Nielsen's side of the road than it is to Mike's mother's property and there's no bushes on his mother's side. Johnson said they're going to make everything look even so they probably won't tie into those bushes is what's he's thinking right now. He said they will try to tie in before the bushes so they look good. Johnson said that's what his thoughts are until he actually gets something in the computer and gets it designed.

Schoenrock said a lot more will be known once the road is looked at.

Johnson said he just needs to know what width of road the City wants to go with and he will take it from there. He said he will work with Mike and Bonnie Nielsen. Johnson said if they need to come back to the Street Committee, they will come back if it's OK with the Street Committee members.

Street Committee members said absolutely.

Johnson said he'll work with the Nielsen's and they'll work something out and let Markman and Mitchell know what the plans are and they can pass the information on.

Schoenrock said that sounds good.

Markman said he can bring it to the full City Council if Johnson is comfortable with that.

Schoenrock said if nothing changes from here, just bring it to the City Council.

Markman said another Street Committee meeting wouldn't be needed to approve it to go to the City Council, it could just go to the City Council.

Everyone was thanked for attending the meeting.

TORGERSON LANE CHANGE ORDER

City Administrator Skaret explained he wanted to bring the Street Committee together even though it's not directly a Street Committee issue. He said it relates to the Torgerson Lane change order that was talked about at the last City Council meeting.

Skaret said he knows it was very confusing for the City Council having the contractor at the meeting but not having Water/Wastewater Superintendent Tony Oxborough or Engineer Scott LaVoy of SEH present.

Skaret explained Oxborough and LaVoy had originally talked about meeting with the City Council without the contractor to provide some background about the project. Obviously, Skaret said if you have the City Council gather it's a special meeting and there's always a chance the contractor could attend.

Skaret said he thought the best avenue was to provide some more background at the Street Committee meeting with Aldermen Anderson, Schoenrock and Cushman so they are a little bit more prepared for the July 17th City Council meeting. Skaret said if the Street Committee meeting can move from the Council Chambers to the EDA Office's Conference Room, Engineer Scott LaVoy would like to join the Street Committee meeting by phone so LaVoy and Oxborough can provide background on the project.

Oxborough asked the Street Committee members what they know about this project so far other than him complaining at City Council meetings. He asked what are their questions before LaVoy joins them by phone.

Cushman said there's been a lot of moving parts on this. He said he's heard three different stories about the project. Cushman said he's heard the contractor is a great guy and does a super job. He said he doesn't think that to be the truth. Cushman said it was intentionally said by the contractor that Mr. Bezdicek spent no time out there working on the project and that is an outright lie. He said for the contractor to say that Ron Bezdicek didn't spend any time out there is not factual. Cushman said he knows for a fact that's not the case.

Oxborough said Bezdicek was out there at the project to begin with for the first couple of days. He said for the hours that he put into this were just overtime hours for Bezdicek. Oxborough said it only came out to 13.5 hours and that's not including his normal workday of eight hours.

Oxborough said Bezdicek got burnt out with the contractor. He said Bezdicek got parts on overtime from Svoboda's so they could keep working. Oxborough said on the following day when they were supposed to shut the water off to tie into it, the contractor said he had a family emergency. He said the contractor lied. Oxborough said the contractor didn't have a crew, his crew didn't show up, the contractor's guys quit on him. Oxborough said that upset Bezdicek because Bezdicek had put that extra work into it and said he was done working with that contractor.

Oxborough said he then spent the rest of the majority of time working with the contractor. He said the contractor says Bezdicek never did anything, that is not true. Oxborough said Bezdicek helped out quite a bit with it. Oxborough said if he needed parts, Bezdicek would come along, but for the majority of it he worked with the contractor.

Cushman explained the reason he asked to table action was real simple. He said with all these moving parts, it's better to have all the parties give their version. Cushman said he got one version that night in an open public meeting. He said it's not fair to make a decision based on one perspective of it and that was the contractor's perspective. Cushman said the City Council need's Oxborough's perspective and the perspective of the engineer that was there on site that was monitoring the situation. He said then you can start to piecemeal this thing together.

Schoenrock said he agreed with Cushman. He said he also wants to be fully informed.

Cushman said he wants to be transparent and hear from all those involved in the project in a public meeting for everyone to hear.

Anderson said he agreed with Cushman. He said he's curious to hear from Engineer Scott LaVoy of SEH.

Skaret said LaVoy will be attending the July 17th City Council meeting.

Oxborough gave a summary of the project. He explained the tools the engineer was given to put a plan together for this project were wrong. Oxborough said Century Link did not mark their lines in the property and the water main was marked wrong. He said that was against the Water Department.

Skaret said he wanted to be clear it was before Oxborough became Water/Wastewater Superintendent.

Oxborough said the water main was off by ten feet and made it difficult so that was one of the change orders. He noted where they tied into the line was also wrong. Oxborough said that's one thing he don't know if the Water Department actually did that wrong or not because he didn't do the locating on it.

Oxborough explained the contractor claims the project was planned wrong by the engineer and are blaming the engineer. He said the engineer didn't know about it. Oxborough said the contractor's change order reflects that and is why the City is compensating the contractor approximately \$5,000.

Skaret said the contractor is being compensated about \$5,400. He said he doesn't think anyone is disputing that the contractor had to do extra work because of some misinformation based on the plans and there were some things on the plans that were wrong. Skaret explained a lot of it is based on discrepancies on how long the project took based on the recommendation from Oxborough and the engineer verses what the contractor is claiming.

Oxborough noted another contractor would have had the project completed in two days. He said the contractor on the project took forever to complete the project and now they want more money. Oxborough said it turned into a project that took way too much time. He said it luckily was completed and there were a lot of mistakes that took place. Oxborough said the contractor ran over the time limit to complete the project, so the contractor was penalized, but the City needs to compensate the contractor for the wrongdoings on the City's part. He said that would be the water main being on the other side of the wires that they had to go past. Oxborough said the Water Department worked with the contractor to move the fire hydrant out of the way and that took care of that. He said also the tie-in at the end, the contractor hit a water line and the City is going to pay for that. Oxborough said he thinks the City needs to compensate the contractor another \$5,000.

Skaret said it would be about \$5,400 which would basically bring them up to what the original contract was at almost \$63,000. He explained with the liquidated damages already taken out by the City and adding the \$5,400 in compensation to the contractor, it would basically be up to the contractor's contract amount.

Cushman said he didn't need to hear from Engineer Scott LaVoy at the Street Committee meeting, but would like to hear from him at the July 17th City Council meeting in order to hear both sides of the story. He said the City Council can make the right choice at that point after hearing from both sides.

Oxborough said he has documentation of everything that has occurred associated with the project. He said the inspector also has documentation available.

Schoenrock thanked Oxborough for his work on the Torgerson Lane Water Main Project.

Skaret commended Oxborough on the notes he took during the project. Skaret said he wasn't here in Jackson yet when the project took place and noted Oxborough took really good notes. He said for Oxborough's first project, his note taking and documentation was really awesome.

NEW STREET SIGNS

Cushman said he received one complaint about the City's new street signs that they are awful small. He asked if the new signs are much smaller.

Markman said the only difference is that the new street signs are the same letter height, they just aren't all capital letters like they were before. He said most of the old street signs were a six-inch blade and that's what they were replaced with. Markman said the next size up would be a nine-inch blade.

Markman pointed out the new street signs are reflective. He said some of the old street signs could hardly be read anymore.

FLASHING STOP SIGNS AT THE INTERSECTION OF PARK STREET AND NORTH HIGHWAY

Schoenrock asked about the installation of the new flashing stop signs at the intersection of Park Street and North Highway.

Markman said the stop signs have arrived. He said the Street Department is waiting for the Electric Department to finish a project in that area. Markman said a pole is going to be removed and the Street Department didn't want to put up the stop sign, and then tear it down and put it up again.

Markman said the new flashing stop signs should be up before school starts.

PARALLEL PARKING ON SHERIDAN STREET

Cushman noted the cars are still angle parking on Sheridan Street across from the Fire Hall/Ambulance.

Markman said that area of Sheridan Street hasn't been remarked yet.

Cushman said he knows the Street Department has been busy.

ADJOURNMENT

With no further business, the Street Committee meeting was adjourned at 6:25 p.m.

David A. Maschoff, Recording Secretary

