

**VILLAGE OF FRANKLIN
VILLAGE COUNCIL SPECIAL MEETING
WEDNESDAY, SEPTEMBER 25, 2019, 6:00 PM
FRANKLIN VILLAGE HALL – BROUGHTON HOUSE
32325 FRANKLIN ROAD, FRANKLIN, MICHIGAN 48025**

WORKSHOP

I. CALL TO ORDER

The meeting was called to order by President, Pamela Hansen, 6:04 PM at the Franklin Village Hall, Franklin, Michigan.

II. ROLL CALL

Present: Fred Gallasch, Brian Gordon, Pam Hansen, Bill Lamott, Mike Seltzer, Ed Saenz, Mira Stakhiv

Absent: None

Also Present: Jim Creech, Village Administrator
Eileen Pulker, Village Clerk
Jamie Burton, P.E. Vice President, Hubbell, Roth & Clark, Inc. – Village Engineers
Ed Zmich, Hubbell, Roth & Clark, Inc. – Village Engineers

III. ADOPTION OF AGENDA

Motion by Seltzer, seconded by Seltzer to approve the agenda, as presented.

Ayes: Gallasch, Gordon, Hansen, Lamott, Saenz, Seltzer, Stakhiv

Nays: None

Absent: None

Motion carried.

Hansen commented that her expectation of this meeting was to leave this meeting with a plan to address the concerns Council had with the roads, unless Council wanted differently. HRC would be telling Council what the logistics were to accomplish those goals. She felt that since Council had been discussing these issues at several meetings she wanted to verify that everyone was “on the same page”.

IV. PUBLIC REQUESTS AND COMMENTS

Police Chief Dan Roberts, Franklin Police Department, thought it appropriate to address and discuss the sign issues at the same time as talking about roads. Citizens have been complaining about the street signs in many aspects. He suggested that HRC, or some other outside independent firm, do a formal survey of the signs in the Village. As Chief for seven (7) years, in his opinion there were too many, some of which were out of code. He hoped the survey would reflect the State regulations which change all the time. He also hoped this would be part of the discussion and the budget as it related to roads and streets.

Gallasch inquired whether municipalities have any authority over signs or did the State have control? Roberts explained that municipalities do; however, in some circumstances the Police Departments could assess a problem and make a determination on its own, unless there was a

major problem. He personally contacted other communities to find out how they handled such situations.

Stakhiv questioned the existing signs in the Historic District, to which Roberts acknowledged that the wooden signs in the District might not meet the state's standards, i.e. reflectivity.

Hansen confirmed that Roberts was looking for an assessment of all the signs and creating some guidelines for a uniform policy.

V. Consider Road Quality Assessment and Preservation Plan for the 2017-2018 Road Improvement Program.

Creech provided some background information regarding the condition of the roads; i.e. cracking in the roads, as well as the warranty of the roads, and what, if anything could be done about the situation.

Jamie Burton, P.E., Vice President, Hubbell, Roth & Clark, Inc., introduced Eddie Zmich from HRC, and a representative of Cadillac Asphalt. He referred to the letter dated August 8, 2019, Re: Road Quality Assessment and Preservation, 2017-2018 Road Improvement Program. In his letter he prepared a synopsis of the project background which included the project scope and design, the changes in the scope of the work, and recommendations for the road preservation. For this particular meeting he narrowed down the scope of this discussion to the topic of the nine (9) specific roads with the most cracks and included photos of before and after. He also noted that if any restoration work were to be pushed into 2020 the prices may increase as Cadillac price bids were held through 2019.

Regarding the specific nine (9) roads with cracking, at the minimum, every crack would be crack sealed by the end of this year. If a mill and overlay were needed it would be done in the spring. He personally has driven these roads, looked at the pictures, met with the field/engineer staff, and has not seen any structural failures in the roads, even in those roads with cracks. If any were found, the warranty would pay for it. He also emphasized the need and importance of a maintenance plan for the future.

Referring to the chart in his letter of the nine (9) roads under consideration, Burton explained the columns of pricing estimates of the various options. Gordon inquired about estimates of what the Village might expect for the crack fill program and the maintenance program in the future. At the minimum Burton projected a \$50,000/year for village-wide crack sealing and suggested the Village have \$100,000 for "as is" needed maintenance in the budget for every single year. Gordon was specifically interested in the maintenance of those nine (9) roads if no "re-do" was done on them. Burton estimated that, without a structural failure, by not doing anything to these roads, it might cost around \$10,000/year for on-going crack sealing. Different scenarios were discussed and priced.

Stakhiv requested a clarification on the warranty process. Burton gave background details and supported the reasons for the different handling of the two (2) phases of the project. Seltzer confirmed the nine (9) roads were in Phase 1. His concern was that next year there would be

cracks in Phase 2; however, Burton assured him that a different methodology was used in Phase 2 and he expected less.

Regarding the crack problem, Hansen recognized and was appreciative that HRC and Cadillac were a team and sharing the “pain”; however, she felt the Village was being asked to share too much of the “pain” to get this right. She was interested in what they were doing or proposing to do over and above the warranty work which they would do under contract. Burton replied that the long relationship his firm has had with the Village was paramount and he didn’t want to tarnish that so he offered to shoulder some of the costs, which he identified.

Gordon expressed his concerns about what he was hearing; the Village got what it had paid for and due to some unforeseen conditions the aesthetic quality of these nine (9) roads was not what the Village had hoped for. The key question was if there was an agreement to spend thousands of dollars on something the Village had already spent a lot of money on two (2) years ago. He was not in favor of it. The second question dealt with the contractor’s responsibility, what was the engineer’s responsibility, and what was the Village going to do with what the village has if Council decided not to do “d, e, f, and g”? These concerns needed to be addressed.

In response to Gordon’s concerns, Lamott commented that the Village should not do any mill and overlay, with the exception of N. Greenbriar Road which was a cut-through street from Franklin Road and might require it. Crack sealing would be done on the others.

Referencing his own driveway, Seltzer was concerned about the aesthetics of the crack sealing and inquired about its feasibility.

Hansen called for a straw vote of the Council in favor of replacing the nine (9) roads. Lamott – No; Stakhiv – No; Gallasch – No; Gordon – No; Saenz – No; Seltzer – No.

There was a discussion about the condition of N. Greenbriar and Burton stated he would like to look at it again before making a recommendation about it. The remaining streets would be crack sealed, probably in October. He had suggestions about a possible maintenance program and listed his responsibilities, including the inspections of all the crack sealing and monitoring the program for several years for free. Stakhiv was interested in how much the Village had to spend this year based on the warranty. Burton explained the warranty program relative to contract work.

With regards to N. Greenbriar, Gordon acknowledged the systematic cracking and questioned if those cracks would act like expansion joints in a concrete road? Would they be problematic for the next 10 or 15 years or were they more symptomatic and aesthetic? In his opinion, crack sealing the road was the solution for this road. He thought that spending a lot of money to re-do the entire road was unnecessary and there was no need. Saenz supported that opinion.

One of Council’s options was to have Burton inspect the road as he had volunteered to do so and make recommendations. However, it was noted that Council was not interested in the rebuilding of any road unless it was damaged to the point that it was crucial to re-build it; only crack sealing. Hansen and Creech would pre-approve money not to exceed a certain amount for repairs, which

they thought were warranted and based on Burton's assessment. Another option would be to merely seal the cracks. Council members agreed to the latter of crack sealing.

Lamott mentioned he had noticed a lot of wash boarding on Scenic going west down the hill between the cemetery gate and the stop sign. Burton noted that he would take a look.

VI. CONSIDER FRANKLIN ROAD CONSTRUCTION PLAN, PHASE III.

Stakhiv confirmed Cadillac would be repaving Franklin Road between Scenic and 13 Mile this fall.

Dean Moenck, Meadow Drive reported the numerous cracks on Meadow Drive which was a Phase 2 road. He had sent pictures of them to Creech. These cracks were in the same locations as when the road had been sealed previously. It was his opinion that Phase 2 needed to be looked at, too.

VII. ADJOURNMENT

Motion by Seltzer, seconded by Saenz to adjourn the meeting.

There being no further business, the meeting adjourned at 7:20 P.M.

Respectfully submitted,

Gail Beke, Recording Secretary

Eileen H. Pulker, Clerk

Pamela Hansen, President