

Following is a list of backlogged items and deficiencies in the Streets Division:

Summer Construction Work

Curb and Gutter Program:

- The Curb and Gutter repair program was composed of four districts that were inspected for repairs. Repairs were based off of complaints and staff inspection of areas that were either sunk or raised, as well as areas where the curb was in poor condition. No inspections have been performed since 2012. Currently curb and gutter repair work is only performed when total failure has occurred, or if the concrete crew is in the immediate area of a complaint. We are maintaining a list of many areas in the city that are in need of maintenance and repair.

CRAFCO

- Sealing cracks and joints on streets significantly extends the longevity of the streets. By sealing cracks and joints, water is not allowed to infiltrate the area and cause undermining, which often results in cracking and potholes during the freeze / thaw cycle. Previously, the entire city was rated according to four levels of condition: red, blue, green and black, where red required immediate attention, blue next, and then green, with black requiring no action at the time of inspection. Currently we have one crew consisting of one FTE and two seasonals with most of the CRAFCO applied to the new work paving crews are performing. At most only 10% of what is identified as a need is being sealed in comparison to 2012 levels. We can see the effects of this with cracking and pieces of pavement broken out and an increase in pothole patching. Long term effects will be more pavement replacements instead of minor patching.

Sewer Repair Crew

- This program has been dormant with no ratings performed since 2012 and only totally failing structures being addressed. All inlets were inspected on a regular basis, and were then rated with an inlet and manhole repair program that was in place. A full time repair crew performed sanitary and storm sewer work (both new installation and relays), manhole and inlet repairs, and any other related sewer work. Lack of maintenance is visually evident to the public with the amount of barricades over failed manhole's and inlets for most of the spring and summer months. Inlets should be inspected on a regular basis and repaired rather than waiting for costly total failure. Each year the number of failing structures is increasing.

Sewer Maintenance

- During the summer months two FTE along with 2 seasonal summer staff will perform the jetting maintenance. During the times we do not have the seasonal staff the crew would consist of 4 FTE's. This crew has not changed but currently many times only one crew is out. During the summer months one crew performs the jetting maintenance and root cutting. Currently we are only able to clean about 75% of the city per year. It is important that this work be done as jetting can identify problems with the lines before costly backups occur, which often result in claims.

Concrete Paving Crew / Asphalt Crew / Excavation Crew

- This work used to be performed by multiple crews, but currently only one crew performs all of these tasks. This is another instance where other than the permit repairs we are only repairing failures, not maintaining as needed which is reflected by the overall pavement conditions, and the resulting complaints and claims.
- Traditionally, the excavation crew would work ahead of the concrete crew while the asphalt crew did their own excavations. With current staffing levels, in order to perform the paving work, crews have been combined and this has significantly slowed productivity.

Traffic Control

- Currently this area is staffed with two FTE's to perform sign replacement/maintenance and crosswalk/parking lot painting, whereas previously we had 4 FTE working on this program exclusively. The person performing painting with a seasonal also assists other crews that are shorthanded. In association with the federal mandate for the sign retroreflective program, a sign inventory update and visual inspection was performed in 2013. The mandated sign replacement program was scheduled to be complete this year. However, at this point we are currently only about 70% through the inventory of 1,500 signs that are required to be replaced. In addition, since the inspection was performed 3 years ago, there are now additional signs that have failing retroreflectivity and currently do not meet the federal criteria. Current total inventory of signs is 9,000.

Weed Crew

- In 2015 the Parks Department assumed the responsibilities of the weed cutting crew. We continue struggling to keep up with weed cutting and are looking at alternatives.

Winter Months

Snow and Ice Control

- To perform the minimum amount of snow and ice control we use a 10 person crew for salting. When more than 1 inch of snow accumulates 7 additional operators are called in (including Park, Cemetery and Bridge staff) to operate plow vehicles in front of the salters. There is no relief for staff performing work for extended hours any time that there is snow accumulation.
- When there are 3 inches and more of accumulation, the snow and ice control switches to a general plow. This operation plows all the city streets, alleys, sidewalks, parking lots, ped-ways, and picks up the downtown. Currently, sidewalks, ped-ways and the downtown pickup are not plowed until the second night after the storm. This operation has been taking 10 to 12 hours to complete. We receive numerous complaints every winter as to why the streets, sidewalks and alleys are not plowed by morning. We have been trying unsuccessfully to hire additional seasonals. Currently we have 4 seasonals who have worked for us for the past 5 years. A particular challenge with these seasonals is that they all work 2nd shift and they need to get sleep before their full time job so by mid-morning they are going home. This puts an additional burden on full time staff to finish the work that was not completed and it takes time to regroup and get organized to complete that work.

General Winter Work

- This work consists of tasks scheduled when the staff is not performing snow and ice control. Proactive work of removing snow from corners after large snowfalls, removing snow from island ends, widening streets due to snow windrows, clearing snow off the top storm inlets, and patrolling the outlying streets for drifting is no longer done. This work is performed when only when necessary and time permits, or in response to complaints.
- Currently, non-snow related maintenance work done in the winter is not being performed. This work is comprised of trimming trees for sign visibility, trimming trees for sidewalk and street clearance, pothole patching, clearing water way ditches of debris for spring runoff, equipment maintenance, building maintenance, filling sand barrels, remodeling projects (such as the marina bathroom and shower room), traffic counts, barricade maintenance, and traffic control sign maintenance. Currently very little of this list is being performed. Again, we can see the effects of this lack of maintenance with complaints coming in about sign clearance, sidewalk clearance, street clearance, etc.

PTO

- The current employee PTO policy only allows accumulation of up to 115%. The Streets Division only allows 3 staff off per day, which reduces regular staffing by 20%. In addition, due to snow removal activities, the bulk of PTO is scheduled during the warmer months. Most Mondays and Fridays there are the maximum allotted staff off. Tuesday – Thursday it varies between 1 and 3 staff off. This alters the work assignments everyday all season long, making it very difficult to keep full crews staffed.