



CITY OF LESLIE

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Phone: 517-589-8236 • Fax: 517-878-6868 • Web Site: www.cityofleslie.org

**LESLIE COUNCIL GOALS AND OBJECTIVES WORKSHOP
7:30 PM TUESDAY, MARCH 16, 2021
LESLIE CITY HALL, 602 W. BELLEVUE STREET**

Meeting to be held as a Virtual Meeting due to the COVID-19 pandemic, under the authority of PA 267 of 1976 Open Meetings Act as amended by 2018 PA 485 and PA 228 of 2020.

AGENDA

1. ROLL CALL.
2. PLEDGE OF ALLEGIANCE.
3. APPROVAL OF THE AGENDA.
4. PUBLIC COMMENT.
5. GOALS AND OBJECTIVES WORKSHOP.
6. MOTION TO ADJOURN.

ITEMS TO CONSIDER DURING GOALS AND OBJECTIVES MEETING

DPW

- Snowplow truck will need replacement in the next year or two.
- Look at DPW building capital improvement needs.

Water System

- Replacement of lead service lines.
- Replacement of 4" water lines.

WWTP

- Plant renovation.
- Collection system upgrade/replacement.

Infrastructure

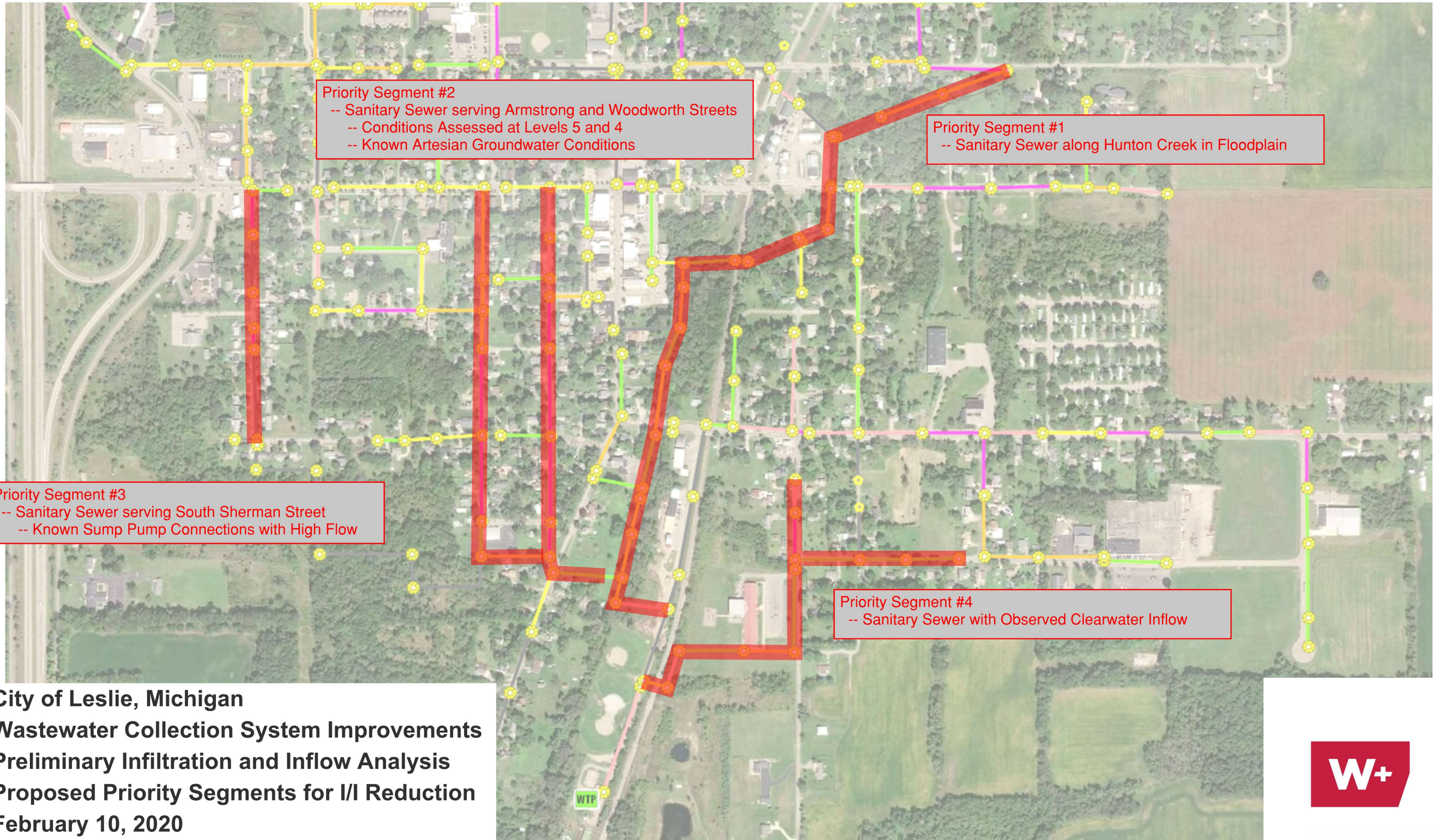
- 80% of roads in poor shape according to PASER ratings.
- Create a Transportation Asset Management Plan (TAMP) to qualify for MDOT funding that would cover 80% of eligible costs.

Library

- HVAC system needs replacement.
- Parking issues, need more space for parking.

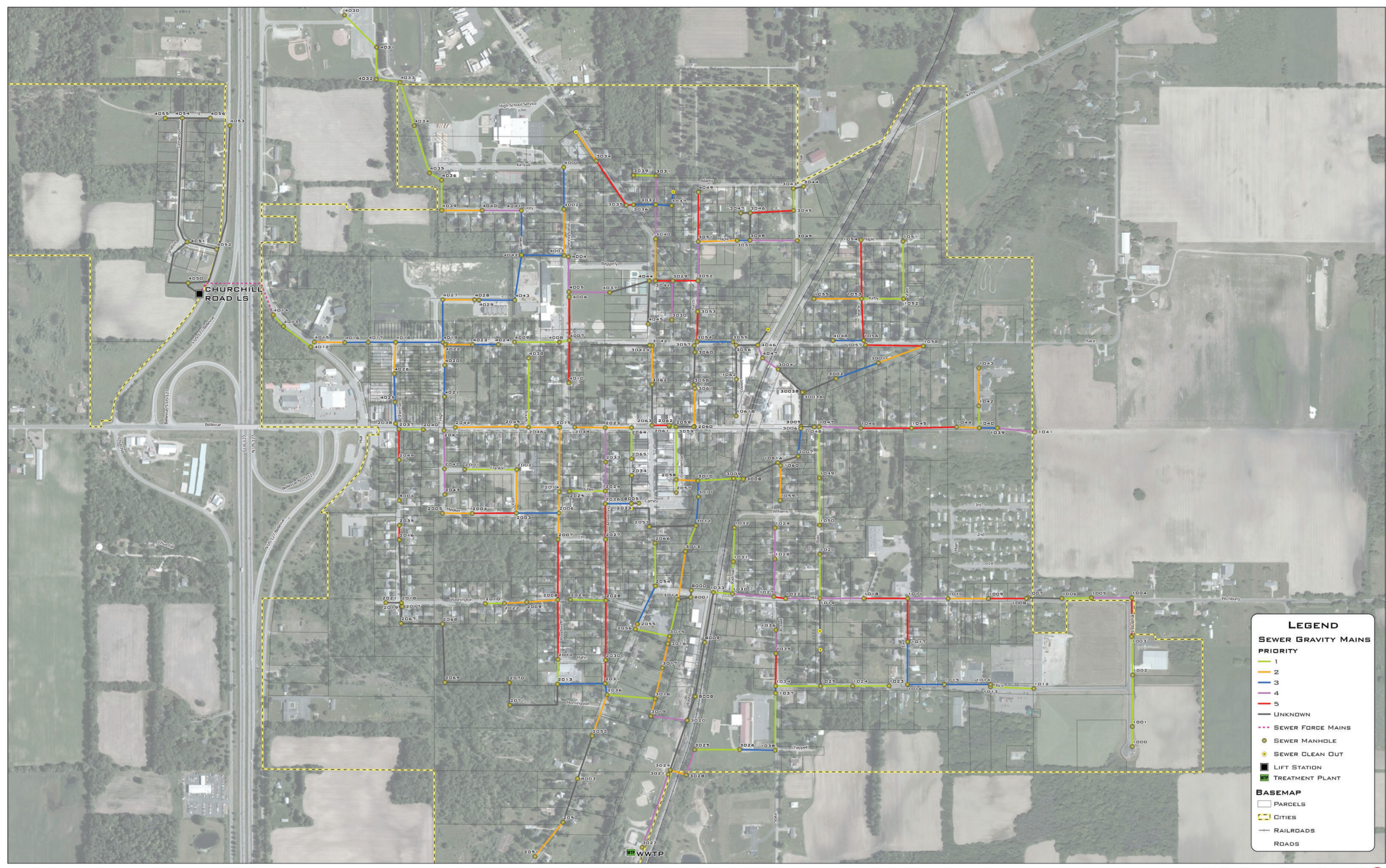
Possible Revenue Streams

- Water/Sewer Rate Increase.
- Road Bond.
- Millage increase.
- USDA loan.



**City of Leslie, Michigan
Wastewater Collection System Improvements
Preliminary Infiltration and Inflow Analysis
Proposed Priority Segments for I/I Reduction
February 10, 2020**





LEGEND

SEWER GRAVITY MAINS PRIORITY

- 1 (Green line)
- 2 (Orange line)
- 3 (Blue line)
- 4 (Red line)
- 5 (Purple line)
- UNKNOWN (Black dashed line)

SEWER FORCE MAINS (Black dashed line)

SEWER MANHOLE (Yellow circle)

SEWER CLEAN OUT (Black square)

LIFT STATION (Black square with 'L')

TREATMENT PLANT (Green square)

BASEMAP

- PARCELS (White outline)
- CITIES (Yellow dashed line)
- RAILROADS (Black line with cross-ticks)
- ROADS (Grey line)



Asphalt PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

	Asphalt 10	Asphalt 9	Asphalt 8
Good	New construction No defects Less than 1 year old Only a "10" for 1 year <u>Recent base improvement</u> <i>No action required</i>	Like new condition No defects More than 1 year old <u>Recent overlay with or without a crush and shape</u> <i>No action required</i>	◆ Occasional transverse crack >40' apart ◆ Crack width tight (hairline) or sealed Few if any longitudinal cracks on joints <u>Recent seal coat or slurry seal (*see below)</u> <i>Little or no maintenance required</i>
	Asphalt 7	Asphalt 6	Asphalt 5
Fair	◆ Trans. cracks 10'-40' apart ◆ Cracks open < ¼" Little or no crack erosion Little or no raveling Few if any patches in good condition <u>First signs of wear</u> <i>Suggested Action</i> <i>Maintain with crack seal</i>	◆ Trans. cracks less than 10' apart ◆ Initial block cracking (6'-10' Blocks) ◆ Cracks open ¼" – ½" Blocks are large and stable Slight to moderate polishing or flushing No patches or few in good condition Slight raveling <u>Sound structural condition</u> <i>Suggested Action</i> <i>Maintain with sealcoat</i>	◆ Secondary cracks (crack raveling) ◆ Moderate block cracking (1' – 5' blocks) ◆ First sign of longitudinal cracks at edge ◆ Cracks open >½" Patching/wedging in good condition Moderate raveling Extensive to severe flushing & polishing <u>Sound structural condition</u> <i>Suggested Action</i> <i>Maintain with sealcoat or thin overlay</i>
	Asphalt 4	Asphalt 3	Asphalt 2
Poor	◆ Longitudinal cracking in the wheel paths ◆ Rutting ½" - 1" deep ◆ Severe block cracking: <1' blocks Severe surface raveling Multiple longitudinal & transverse cracks with slight crack erosion Patching in fair condition <u>First signs of structural weakening</u> <i>Suggested Action</i> <i>Structural overlay >2"</i>	◆ < 25% alligator cracking (first signs) ◆ Moderate rutting 1" - 2" deep ◆ Severe block cracking (Alligator) Longitudinal & transverse cracks showing extensive crack erosion Occasional potholes Patches in fair/poor condition <i>Suggested Action</i> <i>Structural overlay >2"</i> <i>Patching & repair prior to a major overlay</i> <i>Milling would extend overlay life</i>	◆ > 25% alligator cracking ◆ Severe rutting or distortion >2" Closely spaced cracks with erosion Frequent potholes Extensive patches in poor condition <i>Suggested Action</i> <i>Reconstruction with base repair</i> <i>Crush and shape possible</i>
			Asphalt 1 Loss of surface integrity Extensive surface distress <i>Suggested Action</i> <i>Reconstruction with base repair</i>

General TAMC PASER Rating Tips

Rate surface distress, not ride quality. Be aware of cracks in the wheel path, they can be hard to see and don't affect the ride.

Disregard the shoulder. Rate only the drivable pavement, edge line to edge line.

Do not ignore reflective cracks. Rate them by assessing the type of crack they are (transverse, longitudinal, alligator...)

Rate the current surface condition. If construction is in progress (work is active), but you are driving on the old surface, go ahead and rate the new surface. Some barrels sitting on the side of the road is not construction in progress.

Rate what you see, not what distresses you think might happen in the future.

Rate roads with the same scrutiny regardless of their use, ownership or functional class

Rate the lane with the worst condition when lanes have differing conditions. For variable surface types, rate the worst lane, and select it as the Surface Subtype.

Crush & Shape - A treatment is considered a reconstruct only if the base material is replaced or rehabilitated.

Rutting - Look for visual cues such as plow scars. Get out and measure using a

straight edge and tape measure. Use caution!

Rutting Revisions – See page 8 of the TAMC PASER Training Manual for rutting measurement changes.

Composite Pavement - When a concrete pavement has been overlaid with asphalt (composite pavement) rate it based on the uppermost surface, in this case, asphalt; but note the surface subtype as composite.

Concrete Joint Repairs - The highest rating a repaired concrete pavement can receive is a 9. No other defects can be present and the condition is "like new." However, this is not what the Concrete PASER Manual says.

Sealcoat- See pages 6-7 of the TAMC PASER Training Manual for rating sealcoat pavements. Sealcoat applied over asphalt is a treatment. A sealcoat "road" is simply sealcoat over gravel.

***Proactive Sealcoat treatments** – Do not downgrade an Asphalt PASER 9 or 10 (no defects) to an Asphalt PASER 8 because of the treatment. Rate it based on the distresses that are visible (see page 9 of TAMC PASER Training Manual).

Concrete PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

	Concrete 10	Concrete 9	Concrete 8
Good	New construction No defects Less than 1 year old Only a "10" for 1 year <u>Recent reconstruction</u> No action required	◆ Joint rehabilitation, only if no other defects are present Like NEW Slight traffic wear in wheel path Slight map cracking Few pop outs <u>Recent concrete overlay</u> No maintenance required	◆ Joints all in good condition ◆ Partial loss of joint sealant ◆ No transverse cracks Minor surface defects - pop outs, map cracking or slight scaling Isolated meander cracks (cracks are well-sealed or tight) Light surface wear Isolated cracks at manholes (cracks are well-sealed or tight) Little or no maintenance required
		Concrete 7	Concrete 6
Fair	◆ Isolated transverse cracks ◆ Full depth repairs all in excellent condition Minor surface scaling Some open joints Some manhole cracks Isolated settlement or heave areas Pop outs could be extensive but sound Suggested Action Seal open joints <u>Spot repair surface defects</u>	◆ Meander and transverse cracks ¼" open ◆ Transverse joints open ¼" ◆ Longitudinal joints open ¼" Moderate surface scaling <25% of surface Several corner cracks tight or well-sealed First signs of shallow reinforcement cracks Suggested Action Seal open joints and cracks Overlay surface raveling areas	◆ First signs of crack/joint faulting up to ¼" ◆ First signs of joint or crack spalling Moderate to severe scaling or polishing between 25% to 50% of surface Spalling from shallow reinforcement Multiple corner cracks Suggested Action Grind and repair surface defects <u>Some partial depth joint repairs or patching may be needed</u>
		Concrete 4	Concrete 3
Poor	◆ Crack or joint faulting up to ½" ◆ Severe spalling on joints and cracks ◆ Multiple transverse or meander cracks Severe scaling, polishing, map cracking or spalling >50% of surface Corner cracks missing pieces or patches Pavement blowups Suggested Action <u>Some full depth repairs</u> Asphalt overlay or extensive surface texturing	◆ Severe crack or joint faulting up to 1" ◆ D-Cracking evident ◆ Many joints, transverse and meander cracks open and severely spalled Extensive patching in fair to poor condition Suggested Action <u>Extensive full depth repairs</u> Some full slab replacements	Extensive and severely spalled slab cracks Extensive failed patches Joints failed Severe and extensive settlement & heaves Suggested Action <u>Recycle or rebuild pavement</u>
			Concrete 1
		Restricted speeds Extensive potholes Total loss of pavement integrity Suggested Action Total reconstruction	

Contact Information

Roadsoft & LDC Technical Support: 906-487-2102

TAMC Coordinator: Roger Belknap, 517-373-2249
 e-mail: belknapr@michigan.gov

TAMC Website: tamc.mcgi.state.mi.us

Center for Shared Solutions (CSS) Framework Issues:
 517-373-7910, ask for Josh Ross

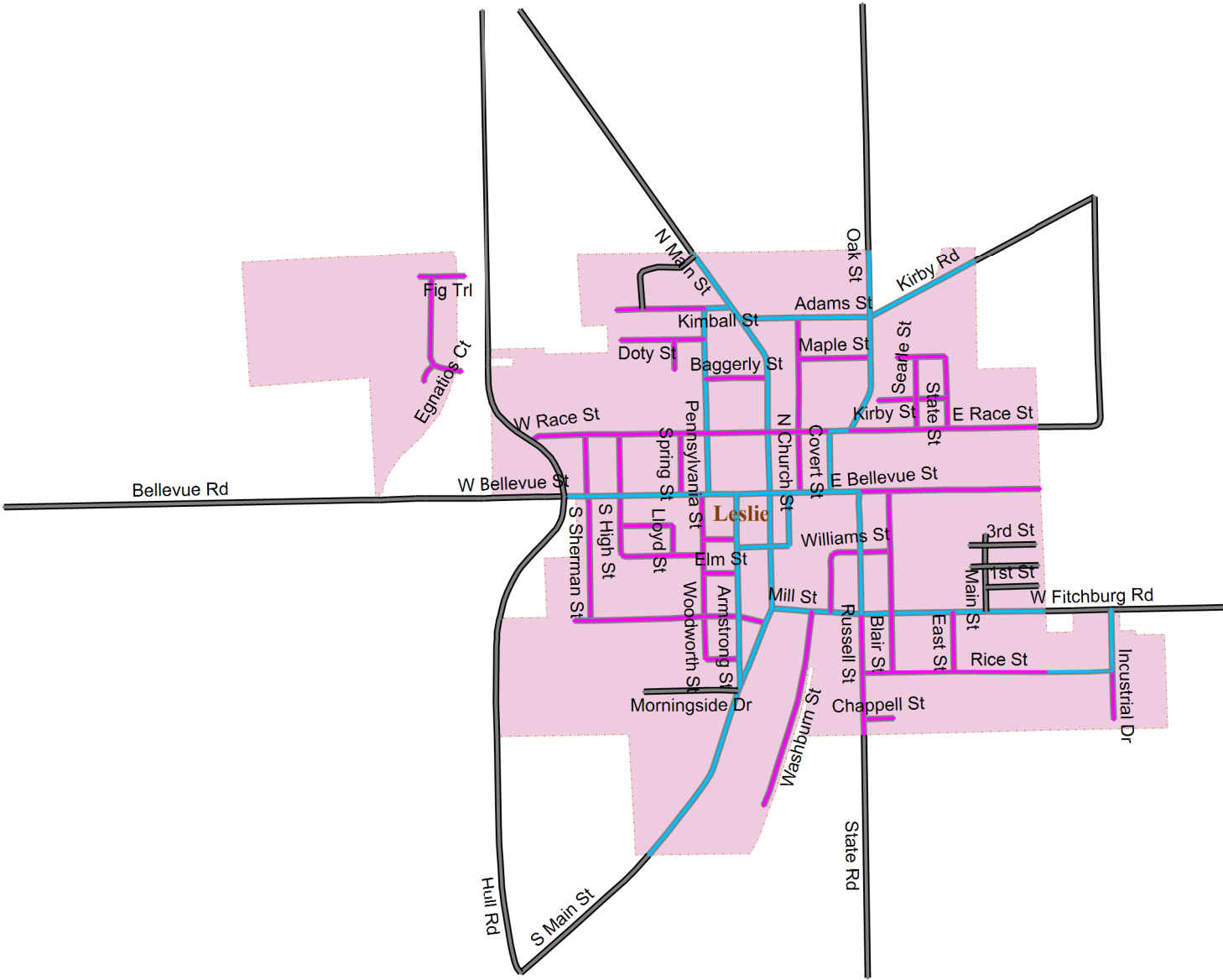
PASER Data Submission via the CSS IRT web site
<https://milogintp.michigan.gov>

Leslie Road Network



Road

- City Major
- City Minor
- default

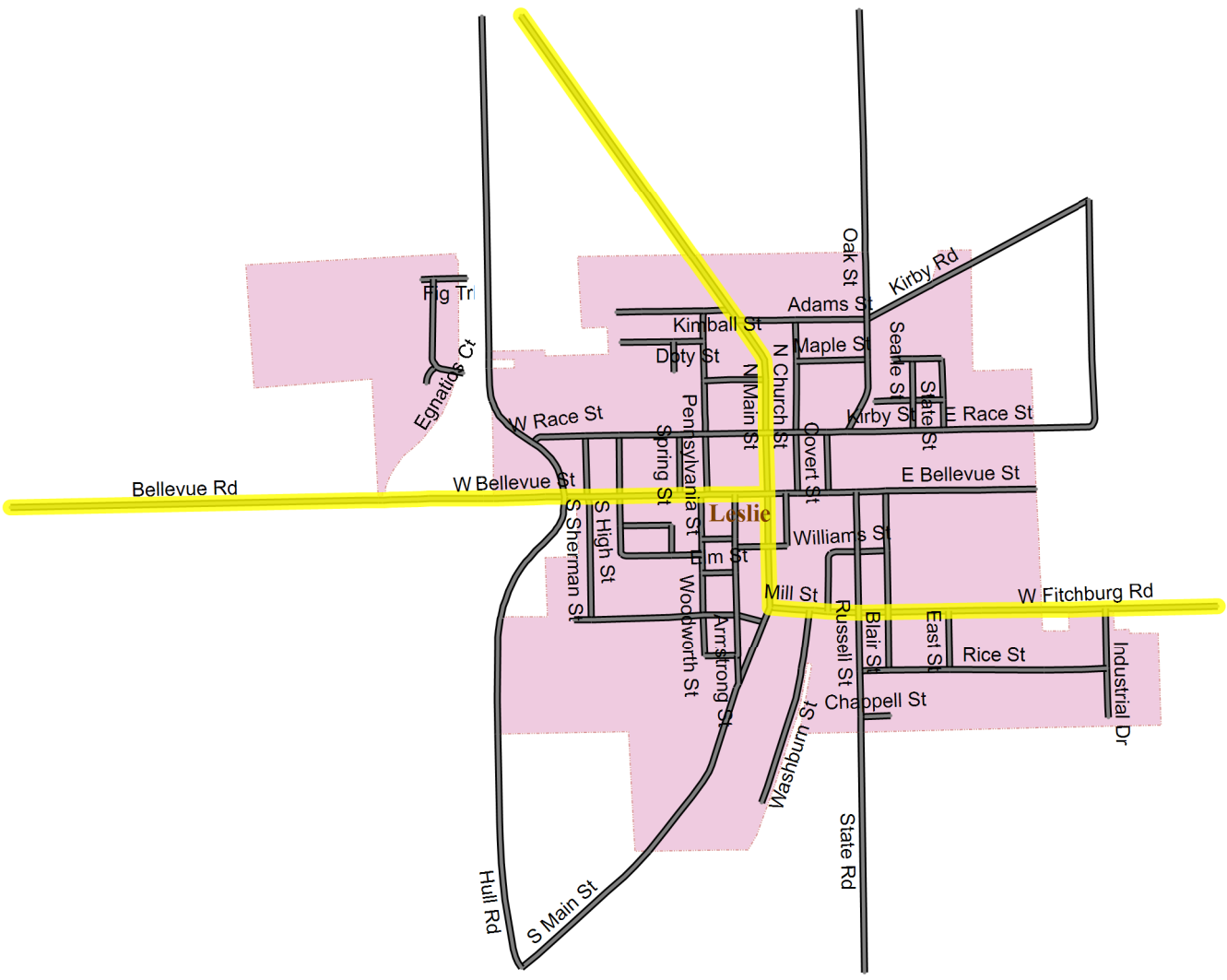


Leslie Federal Aid Roads

1500 ft

Road

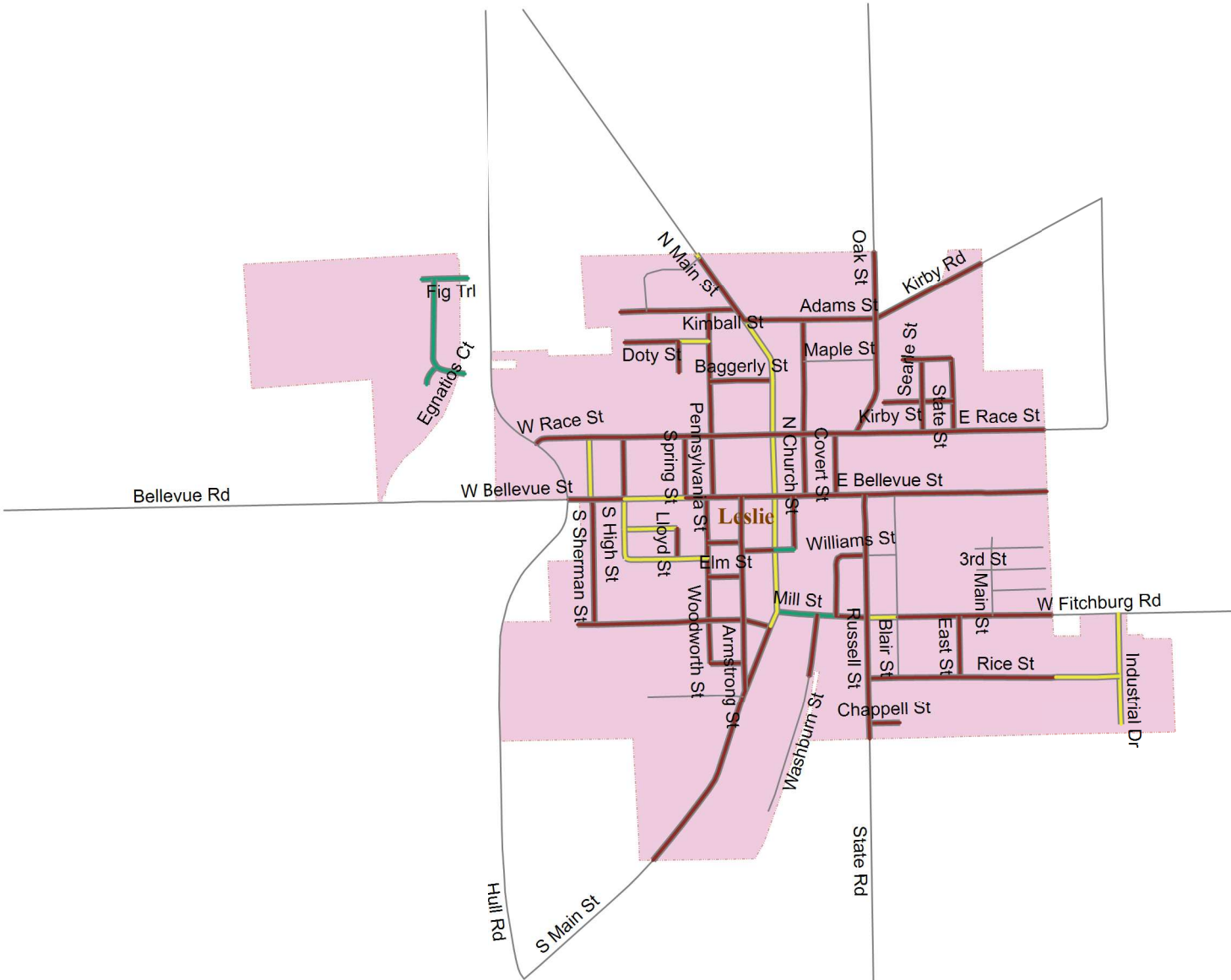
default



2020 Leslie Road Conditions



- Road
- Good (8-10)
 - Fair (5-7)
 - Poor (1-4)
 - Unrated
 - default

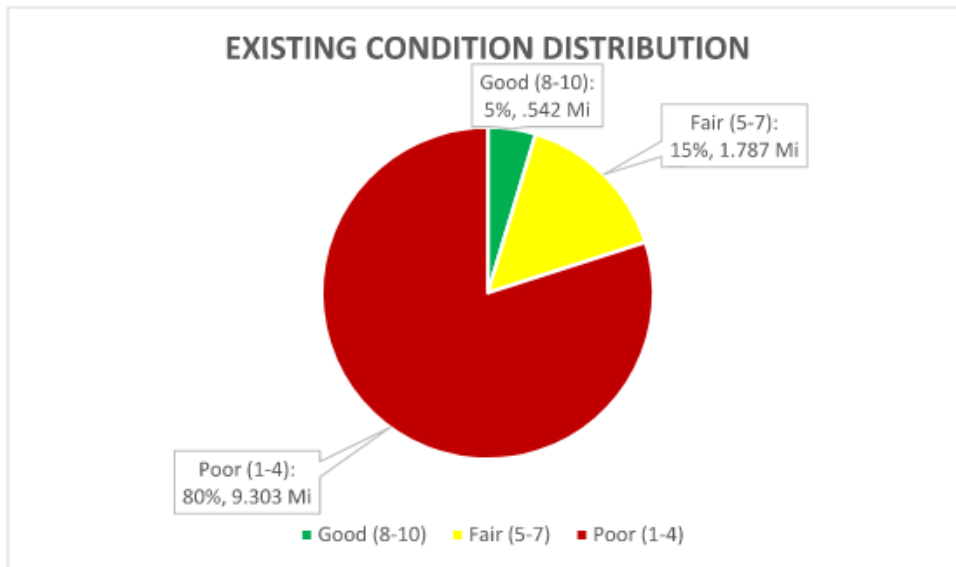


City Road Assessment

Preliminary Funding Analysis				
	Revenue	Fixed Expenses	Net	Approx. Fund Balances
Major Streets	\$157,389	\$108,505	\$48,884	\$155,755
Local Streets	\$95,973	\$54,786	\$41,186	\$68,634
Total	\$253,361.67	\$163,291.33	\$90,070.33	
Annual Available Funds			\$90,070.33	

PASER	Miles
1	2.399
2	3.559
3	2.000
4	1.345
5	1.552
6	0.235
7	0
8	0.044
9	0.377
10	0.121
Total	11.632

Condition	Miles	%
<i>Good (8-10)</i>	0.542	4.66%
<i>Fair (5-7)</i>	1.787	15.36%
<i>Poor (1-4)</i>	9.303	79.98%



ALLEGAN

▲ 1670 LINCOLN RD. (M-40)
ALLEGAN, MI 49010
○ 269.673.8465

BENTON HARBOR

▲ 2303 PIPESTONE RD.
BENTON HARBOR, MI 49022
○ 269.927.0100

KALAMAZOO

▲ 433 E. RANSOM ST.
KALAMAZOO, MI 49007
○ 269.327.3532

ROYAL OAK

▲ 306 S. WASHINGTON AVE., SUITE 200
ROYAL OAK, MI 48067
○ 248.791.1371

**CITY OF LESLIE NOTICE OF ELECTRONIC MEETING
GOALS AND OBJECTIVES WORKSHOP OF THE LESLIE CITY COUNCIL
TUESDAY, MARCH 16, 2021 AT 7:30 PM**

Purpose of Meeting

Goals and Objectives Workshop of the Leslie City Council.

Reason for Electronic Meeting

Public Act 228 of 2020 amends the Open Meetings Act granting authorization of remote participation in public meetings and hearings using electronic methods. The City of Leslie must allow for two-way communication during its meetings, so that public participants can hear members of the public body and can be heard by members of the public body and other participants during a public comment period. To protect the public health, safety, and welfare and comply with Center for Disease Control and Prevention recommendations, local governing bodies may meet remotely and electronically.

Public Participation Instructions

Members of the public may view the meeting live at:

<https://cityofleslie.webex.com/cityofleslie/onstage/g.php?MTID=e2914f0da0640ef3a33536aa8c7cd1c26>

Or Dial In: 1-415-655-0001 and follow prompts.

Members of the public may submit comments to be read aloud by the City Manager during public comment by e-mailing comments (Include your full name and address) in advance of the meeting to manager@cityofleslie.org or during the public comment portion of the meeting by submitting your full name, address, and comment on the live stream of the meeting. Comments should be limited to no more than three minutes. A broadcast of the meeting will also be available within eight business days on the City of Leslie website at www.cityofleslie.org.

Public Input and Questions on Business before the Leslie City Council Goals and Objectives Workshop

Members of the public may contact the City Manager to provide input or ask questions regarding the City Council Goals and Objectives Workshop by e-mail at manager@cityofleslie.org.

Persons with Disabilities Participation Instructions

The City of Leslie will provide reasonable accommodations to individuals with disabilities who want to electronically attend the meeting with twenty-four (24) hour notice to the City of Leslie.