

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: June 12, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Abitz, Gisselman, Kellbach, Mielke

Also Present: Marquardt, Lenz, Wesolowski, Gehin, Wagner

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:30 p.m. Chairperson Rasmussen called the meeting to order.

### **Public comment on matters appearing on the agenda**

Romey Wagner, Alderperson for District 2, stated a proposed timeline for the Thomas Street project was included in the packet. The first thing is to make a decision on the direction. This project is still three years out and in order to move forward a decision needs to be made tonight. He reminded the committee that they cannot make everyone happy but what has been done for the past 12 years has made no one happy.

Tom Kilian, 133 East Thomas Street, provided information regarding contamination in the area of Thomas Street. He was under the impression when the GRAEF plan was approved it was just to move forward and other options would be discussed in the future. That may have been misleading as there are two options on the agenda. He distributed information regarding contamination of pentachlorophenol from Crestline that started in the 1940's and lasted into the 1980's. The maps were completed by TRC and paid for by Waleco. A 2011 article indicates that the levels are dwindling, but according to the maps that is not the case. Penta in the area is at 10,000 parts per billion, which is a catastrophic level. In Michigan there was a law suit that was 6,000 parts per billion. In Minnesota penta problems are described as severe at 8,000 parts per billion. The DNR estimates the contamination at 22 feet to 28 feet below ground. However, TRC has estimated it at 15 feet. The DNR has said it is not a concern as it is underground. However, years ago several people sued Waleco because of health problems in the neighborhood, in fact there were over 30 cases of cancer. The Tlusty Law Firm has indicated there was a confidential settlement. This is also a TIF effort and the whole basis of TIF is development. The city is under obligation to disclose contamination. No soil samples have been done in the neighborhood. Samples were taken on the Waleco site and DRO was found at higher than justified levels at 14 to 15 feet below ground. He believes there should be soil samples done even though the DNR said it is not necessary. Rasmussen asked if his concerns are with potential redevelopment, road construction, or potential for hazardous material exposure to contractors. Kilian stated it is all of the above and the contamination is not well documented as the DNR did not have the authority or budget to do so. Mielke questioned when the Tlusty settlement was awarded. Kilian did not have an exact date but believes it was within the last few years.

Boyd Gustke, Connexus Credit Union, appeared regarding the realignment of Bridge Street. He stated they were late in getting the information regarding the realignment as they are the owner of the building but not the land. Connexus is asking for an additional 60 days in order to work with City staff.

### **Approve minutes of the May 8, 2014 meeting**

Mielke moved to approve the minutes of the previous meeting. Kellbach seconded and the motion carried unanimously 5-0.

**Discussion and possible action on Thomas Street regarding the following:**

- a. Approve 2 lane/4 lane or 4 lane/4 lane cross section**
  - b. Approve purchasing right-of-way only for cross section selected or purchasing additional property based off of original five lane cross section**
  - c. Determine which half to construct first.**
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Rasmussen explained that this item is broken into three decisions. Gisselman questioned the role of the Coordinating Committee as he thought they were going to oversee the plan. Rasmussen stated the plan was to have the Coordinating Committee meet before CISM but the goal was to forward these three items to CISM as this is the committee that has jurisdiction over road design. Gisselman stated Kilian mentioned economic development. He questioned if development of the TIF would be affected if developers are reluctant because of the soil. This project depends upon economic development and that may be challenged because of the quality of the soil. Rasmussen stated the original design included an expensive environmental survey; however, once federal funding was eliminated that study was no longer required. Marquardt explained a Phase I environment assessment was completed. The Phase I recommended areas where Phase 2 and 2.5 reports needed to be done. The environmental study Rasmussen mentioned incorporated more than contamination. It takes into account other factors such as race and economics. Contamination can be an issue, but it can be cleaned up for development. Currently there are 17 acres on riverfront property that are being cleaned up. According to the DNR, in most cases the best thing to do with contamination is to cap it, which is what would be done with a road. The portion that was talked about earlier regarding contamination is from Waleco to the River. That leaves 3<sup>rd</sup> Avenue to 17<sup>th</sup> Avenue to look at for economic impact. Rasmussen stated the original design did not show a change for land use on the Waleco site. The core redevelopment effort, economically speaking, is from 3<sup>rd</sup> Avenue west. There is not a plan for building development at the Waleco site. Gisselman stated there was some development in the GRAEF plan between the river and Cleveland Avenue. Abitz believes they were looking at apartment complexes in that area and would be changing the road to the park. Marquardt stated the plan just showed general commercial development in the area between Emter and Cleveland Avenue. GRAEF has recommended two lanes on the west half and four lanes on the east half due to the traffic counts. The 94' right-of-way is narrower than the 110' that was previously approved by Council.

Abitz explained there are several developments taking place on Thomas Street. Thunderlube's new location will be opening the week of June 23<sup>rd</sup> and the current building will be torn down with plans for a new service station on that site. There is going to be a new development on the corner of 10<sup>th</sup> Street and Thomas Street. There are other plans for future developments within the next year to two years. The businesses feel a four lane road is necessary, they do not want on-street parking, and are hesitant of bicycle lanes. Homeowners would also like a four lane road. The intersection of 17<sup>th</sup> Avenue and Thomas Street was developed to go with a four lane road. If the four lane design cannot be approved, Abitz would like to be able to purchase buildings for future needs of a four lane road. Rasmussen stated this subject has been a sore one between the Economic Development Committee, the Finance Committee and this committee. GRAEF's proposal represents a hybrid design and a compromise. The four lanes on the eastern half does resolve the concerns that CISM had regarding the bridge. When the bridge life span expires there would be a potential to have the bridge reconstructed as four lanes. At least half the Council favors the narrower lane configuration on the west half. She believes we need the area to be expandable if it becomes necessary. The two lane/four lane design is where all meet in the middle. If we go forward with a hard line stance on four lanes, she fears a cut off of all funding. Mielke questioned the number of years of life for the bridge. Marquardt replied the life span was estimated at 20 to 25 around 2004. Mielke understands the logic for building 3<sup>rd</sup> Avenue to Grand Avenue as four lanes; however, it will still create a bottleneck on the bridge. Rasmussen stated the life span of a bridge is longer than road pavement. We have to consider the bridge's future. The bridge and the east half of the project carries a lot of traffic. There are lower traffic counts between 3<sup>rd</sup> Avenue and 17<sup>th</sup> Avenue. Abitz indicated that traffic is always backed up. It is very difficult for garbage trucks, emergency vehicles and busses. With the addition of bicycle lanes there is still not the width for emergency vehicles to go around. She believes keeping two lanes is a health and safety issue. However, in order to move forward she would agree with the two lane/four lane option, but would like to purchase property with the four lane design in

mind. Rasmussen questioned if part of the current traffic issue is attributable to the absence of turn lanes. If we approve the two lane configuration on the western half and add turn lanes it has to flow better than what is there today. It currently is a 60' right-of-way so there will be twelve extra feet of travel lane space. The concept from GRAEF is a 72' right-of-way but it does not mean we cannot recommend wider. Abitz stated it is hard for her to understand the width of the bicycle lanes on Grand Avenue and questioned what would be the recommended width on Thomas Street. Lenz indicated it is hard to compare to Grand Avenue as bicycles will be sharing the lane with vehicles. Thomas Street would have a designated bicycle lane. Generally 4' wide would be the minimum for a bicycle lane. The 72' width would include the travel lane, median, bicycle lane, sidewalk, and boulevard. Rasmussen stated if the land purchase is on a larger scale, it would open the door for wider design elements. Abitz questioned when the skin patching would take place. Marquardt replied DPW hoped to start next week but that may be delayed until after the 4<sup>th</sup> of July. Abitz believes when the skin patch is completed it will change the traffic pattern and people will begin to use Thomas Street again. The existing traffic counts are not true as people have been avoiding the road due to the current condition.

Abitz moved to approve the two lane/four lane concept with four lanes on the eastern portion and two lanes between 3<sup>rd</sup> Avenue to 17<sup>th</sup> Avenue with turn lanes. Kellbach seconded.

Due to the pause before the motion was seconded, Abitz questioned the committee members thought on the design. She stated this has been delayed since 2002 and the committee seems hesitant to even approve the two lane/four lane concept. Rasmussen indicated if the committee does not compromise this will not move forward. Abitz would like four lanes because that is what the area wants but she is compromising. The Economic Development Committee has overstepped their bounds and spent money that did not need to be spent. We could have already been purchasing homes. She feels if there is any further delay there will be no further growth potential. Gisselman stated he has concerns over some of the revelations brought forward tonight. He believes contamination would affect economic development and economic development would help trigger the TIF funding for the area. Abitz stated there are two new businesses that will be built and possibly another one. There is growth potential long before the street will be completed. She does not know where the problem is regarding the TIF if there are businesses staying and growing. The contamination will be covered by pavement. The City did not have plans for the riverfront but was still able to apply for the grants. Gisselman believes the first step should be soil sampling to determine what is there. People are living there and working the soil so the City has to be concerned. Mielke stated he is hesitant because of the possible soil contamination and the residents he has talked to between 3<sup>rd</sup> Avenue and Grand Avenue do not want four lanes. It bothers him that it seems the City never listens to the residents, especially those whose lives are impacted. Rasmussen stated the other consideration is that the street is used by a far larger population than the neighborhood. The same people that said earlier they wanted four lanes are now saying they just want a road. The residents need closure and closure is more important than the number of lanes, as long as what we build flows. Abitz stated if a two lane is built and later on a four lane is needed, it will cost more time designing and money. This is the chance to do it right the first time. She has never been in a City where you have a four lane though fare that goes down to a two lane and then back to a four lane. If you want traffic to the downtown, than take Thomas Street out as a truck route. Rasmussen said we should not be going backwards at this late stage. She can respect that Abitz is willing to compromise. A two lane eastern half will not serve anything. It would get us a two lane bridge ten years from now and continued flow problems. The west half is the hard part with the amount of acquisition. Marquardt reminded the committee that we do not design for now, we design for the future. Traffic counts are projected to be up to 20,000 in the future.

There being a motion and a second, motion to approve the two lane/four lane concept with four lanes on the eastern portion and two lanes between 3<sup>rd</sup> Avenue and 17<sup>th</sup> Avenue with turn lanes passed 3-2.

Rasmussen stated GRAEF laid out the option to allow for the purchase of property to widen the corridor. With a wider right-of-way, we have the option to expand if necessary, it also gives flexible with amenities, and will make good on promises. Abitz stated she would like to have a wider right-of-way because of the commitments previously made to the residents. There is an elderly lady Abitz would like bought out this year

if possible. Rasmussen does not want to have to go back years later and acquire an extra portion of property as we had that situation on Bridge Street.

Mielke moved to approve the purchase of additional property for the purpose of either future expansion of the roadway or economic development. Kellbach seconded.

Gisselman asked if all properties on the north side of Thomas Street would be acquired. Abitz replied not all. Gisselman stated there are still a lot of properties on the north side of the street that the City will have to acquire so we do not end up on people's porches. Rasmussen stated a wider right-of-way allows more room and people may change their mind and want to stay. Gisselman feels the Thomas Street neighborhood will be decimated. Abitz noted that all businesses are staying. Gisselman questioned the residential areas. Abitz stated some have been looking for homes already, some want to remain in the neighborhood, and some had planned on retiring and leaving the area. There are only four businesses she has been concerned with, two have been resolved and one would like to move to 3<sup>rd</sup> Avenue. Five businesses approached her at the Business Expo and they want to be in the area within the next five years. Rasmussen noted that Gisselman's concern is not with a reduction of tax base but what will be razed. The GRAEF proposal indicated that acquisition does not always mean demolition. Lenz questioned if we are talking about property acquisition for right-of-way or economic development. The original design is a wide right-of-way. If the City already owns the right-of-way, we can make a future choice to include it as a redevelopment effort.

There being a motion and a second, motion to approve the purchase of additional property for the purpose of either future expansion of the roadway or economic development passed 4-1.

Rasmussen stated 3<sup>rd</sup> Avenue to 17<sup>th</sup> Avenue is the larger portion and more difficult with acquisition and demolition. Marquardt stated the DOT is looking at reconstructing 1<sup>st</sup> Avenue from Stewart Avenue to Thomas Street in 2018. The Thomas Street timeline proposes one half in 2017 and the other half in 2018. It may make sense to defer this item to allow staff to talk with AECOM regarding traffic detours and timing. The committee agreed to defer this item to July.

**Discussion and possible action on Amendment to the Official City Map to establish the new exterior lines of the realignment of Bridge Street from Westwood Drive to 28<sup>th</sup> Avenue and Pine Ridge Boulevard from Plaza Drive to Bridge Street**

Rasmussen stated this was postponed from last month. Last week she walked the property to see the impact. The front lawn slopes to Pine Ridge Boulevard and the road would run through the flat section of the lot.

Wesolowski explained the road would come up to their parking stalls, approximately 60' in front of the existing building. Rasmussen stated Connexus is in the planning stages to determine their three to five year future as they have acquired a number of properties. They need to determine internally if they will stay at this location or rebuild someplace else. Wesolowski stated the road would not impact the existing parking stalls. Rasmussen stated the right-of-way that would be coming close to the parking stalls is not a travel lane, it would be sidewalk. Marquardt explained the reason for the Official City Map is so people will know where to build in the future. If this is not placed on the Official City Map and Connexus builds, the City would have to purchase land or redesign Bridge Street to the south, which would affect Aspirus. He understands the concern but no matter what is done it will affect someone. Rasmussen stated the typography to the south, on the hospital property, drops off a considerable distance. Shifting the road to the south could be costly for the City. Wesolowski indicated the design now does show a retaining wall on the south side to preserve as many parking stalls for Aspirus as possible. If a retaining wall is not built, Aspirus would lose a lot of parking stalls. Mielke questioned if this item could wait another 30 days. Gustke added they were hoping for 60 days. Wesolowski stated this project is not an urgency. Abitz questioned the possibility of Connexus adding a second story. Gustke added they have a design for building closer to the road and to build a level above the drive thru. Rasmussen is troubled by the fact that this project has been discussed since 2009. Connexus attended

the public informational meeting in 2009 and their original concern was regarding the construction of an external drive thru building.

Mielke moved to table this item to July. Gisselman seconded and the motion carried unanimously 5-0.

**Discussion and possible action regarding drainage at Maple Hill Road and River Hills Circle**

Wesolowski was contacted by Terry Mathie of 1215 Maple Hill Road. Between River Hills Circle and Briarwood Avenue there are homes where the back yards are a drainage swale. The west side of Briarwood slopes to the back yards and sump pumps run constantly. 1215 and 1225 Maple Hill have streams running in their yard and across the sidewalk. Wesolowski met with Mathie and her concern is from 4119 River Hills Circle. The owner was having water issues and installed drain tile to the back yard, which brings water to Mathie's back yard. Mathie believes her neighbor should divert the water to River Hills. However, if he did divert the water to River Hills, there would still be 5 to 6 pumps running to the back yards. Staff proposes to extend storm sewer up Maple Hill Road with the hope to run drain tile up the back yards. This may be difficult as it would require approval from the property owners. Staff could possibility hold a neighborhood meeting to try to resolve some issues. 1225 Maple Hill is owned by Gary Klingbeil, former City Clerk and Alderperson. His sump pump runs almost constantly and drains down the sidewalk. Rasmussen questioned if property owners are assessed for the installation of storm sewer. Wesolowski replied typically no and indicated this would also take a drainage easement. Rasmussen believes a neighborhood meeting might be a good solution. Marquardt stated the area also has issues with icing in the spring on the sidewalk and street. For similar situations, we have extended a drain into private properties on the back side of the sidewalk to catch water. He is not sure about extending storm sewer to the south to help private individuals. Extending storm sewer and putting an inlet behind the sidewalk would make sense to start. Wesolowski indicated the issue will be funding as well, but it could be planned in next year's budget.

This item will be deferred until the July meeting.

**Discussion and possible action on the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive**

Marquardt stated this agreement is a 50/50 cost share for construction. The City would be responsible for the design, which could possibly be done in-house. The estimated cost share is \$699,625.

Mielke moved to approve the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive. Kellbach seconded.

Abitz questioned if this would affect the railroad. Marquardt replied there will be coordination with the railroad. Wesolowski indicated the railroad does not share in the design or construction cost.

There being a motion and a second, motion to approve the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive carried unanimously 5-0.

**Discussion and possible action on the State/Municipal Agreement for South 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue**

Marquardt stated this agreement is a cost share with the City's portion estimated at \$797,000. This project, along with Townline Road, was approved for STP Urban funds. Rasmussen indicated these projects were submitted for grant funding in lieu of the Thomas Street project; otherwise we would have had to borrow for these projects. Gisselman questioned if consideration will be given to the design of 1<sup>st</sup> Avenue regarding 3M truck traffic. Marquardt replied the City will hire an engineering consultant due to the fact that part of 1<sup>st</sup> Avenue is sloping toward the river. The consultant will take into account the truck traffic. Also to be considered is a multi-use path on the east side of the street that would tie in Oak Island and 1<sup>st</sup> Avenue. Abitz

questioned if there would be changes regarding the power plant. Marquardt hopes not because the City would be responsible for that cost.

Mielke moved to approve the State/Municipal Agreement for South 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue. Kellbach seconded and the motion carried unanimously 5-0.

#### **Discussion and possible action on the dedication of 80<sup>th</sup> Avenue**

Wesolowski displayed a map showing the extension of 80<sup>th</sup> Avenue that will serve Wisconsin Lift Truck and the south side of the property purchased by Wausau Coated. Wausau Coated now owns both sides of 77<sup>th</sup> Avenue and is proposing to expand across 77<sup>th</sup> Avenue. The right-of-way would be dedicated to the City.

Mielke moved to approve the dedication of 80<sup>th</sup> Avenue. Gisselman seconded and the motion carried unanimously 5-0.

#### **Update on the U/K Project**

Wesolowski explained there is a commitment to the Town of Maine to pave Boot Lane and Bovine Lane by the end of this summer. There was talk of delaying this; however, the Town Board would like it paved this year. These roads have been included in the 2014 Asphalt Paving Project.

#### **Renew North Central Wisconsin Stormwater Coalition Cooperative Agreement**

Gehin explained a coalition was formed to work together to meet DNR stormwater regulations. The focus is to educate the public on stormwater. The original agreement between the coalition has expired. The annual contribution from the City is \$1,500 to fund outreach programs.

Mielke moved to approve renewal of the North Central Wisconsin Stormwater Coalition Cooperative Agreement. Kellbach seconded and the motion carried unanimously 5-0.

#### **Discussion and possible action regarding street lighting on streets proposed for construction in 2015**

Rasmussen stated the committee recently approved the installation of additional street lighting on Scott Street. Street lighting is something that should be considered when streets are reconstructed. This committee is reliant on neighborhood groups and staff to determine how roads are lit, where we are at in terms of safety and tree canopy. Wesolowski provided a list of streets proposed for reconstruction in 2015. He added that the costs for 2<sup>nd</sup> Avenue and Clark Street include street lighting. He recommends including decorative lighting on McClellan Street from 1<sup>st</sup> Street to 7<sup>th</sup> Street and on Grant Street from 1<sup>st</sup> Street to 3<sup>rd</sup> Street. This would tie into existing lighting in the area. Wesolowski indicated the proposed budget does not have a dollar amount for lighting; therefore, the budget would increase. Rasmussen questioned if overhead lights at the corners would be removed after the decorative lighting is installed. Wesolowski replied typically the overhead lights are removed. Rasmussen stated the operating costs would go down because of energy savings from LED lighting. Gisselman questioned if the lighting would end at 6<sup>th</sup> Street on McClellan or continue to 7<sup>th</sup> Street. Wesolowski stated it would make sense to go to 7<sup>th</sup> Street but left it to the committee. Rasmussen stated we could plan to budget from 1<sup>st</sup> Street to 7<sup>th</sup> Street and if it is not needed it could be pulled from the budget. She added there are safety issues along 7<sup>th</sup> Street.

Abitz asked if curb and gutter would be installed on Flieth and Park and if they would get a reduced assessment rate. Wesolowski confirmed curb and gutter would be installed. He stated the feedback he received from Community Development is that there are very few residences on Flieth Street and the area would not fit the criteria for funding. Abitz stated most residents are either retired or low income and they will not be happy with curb and gutter and will not be happy with the full assessed rate.

Mielke moved to approve the installation of street lighting during the reconstruction of McClellan Street from 1<sup>st</sup> Street to 7<sup>th</sup> Street and Grant Street from 1<sup>st</sup> Street to 3<sup>rd</sup> Street. Kellbach seconded and the motion carried 4-1.

**Discussion and possible action on the design of 1<sup>st</sup> Street from the day lighted stream north to Bridge Street**

Marquardt stated this project is on a fast track to get designed and bid out at the end of July. The design would include 10' driving lanes to try to keep the section at a slower speed and avoid cut through traffic. Parking stalls on the street would be 10' to give maneuverability for backing out and pulling in. A 6' wide sidewalk is proposed adjacent to the parking stalls and would extend south to tie in with sidewalk on 1<sup>st</sup> Street. The east side of the street could possibly have additional landscaping to create a buffer from the railroad. Abitz questioned the naming for this portion of 1<sup>st</sup> Street. Gisselman stated it should be renamed to avoid confusion with Dispatch. Marquardt added the Water Plant has an address of North River Drive and staff will look into this issue.

Abitz moved to accept the design of 1<sup>st</sup> Street from the day lighted stream north to Bridge Street as presented. Gisselman seconded and the motion carried unanimously 5-0.

**Future agenda items for consideration**

Mielke noted that the snow removal ordinance should be looked at no later than October. Mielke also noted that Callon Street and Stewart Avenue need maintenance attention and asked for the potholes to be repaired as soon as possible, especially at 8<sup>th</sup> Avenue and Callon Street.

**Adjourn**

Mielke moved to adjourn the meeting. Kellbach seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:35 p.m.