

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: October 8, 2015, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Lindman, Wesolowski, Gehin

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.

### **CONSENT AGENDA**

- A. Approve minutes of the September 10, 2015 meeting**
  - B. Action on an initial resolution to hold a public hearing to vacate a portion of 77<sup>th</sup> Avenue**
  - C. Action authorizing Downtown Snow/Ice Removal**
  - D. Action on a petition for annexation – Eau Claire River LLC, South 60<sup>th</sup> Avenue (076-2907-323-0977, Town of Stettin)**
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Gisselman requested the removal of Item D from the consent agenda to obtain background information.

Mielke moved to approve consent agenda items A, B and C. Kellbach seconded and the motion carried unanimously 5-0.

Dan Higginbotham, 156 Kent Street, stated he works for PGA, Inc. The owner of PGA also owns Eau Claire River LLC. They purchased about 100 acres of property in January of 2013. Of the 100 acres, approximately 30 acres were located within the City of Wausau. This is the Murray Machinery building and associated property. They did not purchase the Murray Machinery building but purchased the surrounding property. The acreage consists of some upland and some low land along the Rib River with 70 acres located within the Town of Stettin. They are looking to incorporate this land with the upland already located within the City of Wausau.

Gisselman moved to approve the petition for annexation for Eau Claire River LLC on South 60<sup>th</sup> Avenue. Kellbach seconded and the motion carried unanimously 5-0.

### **Discussion and possible action on Real Estate Services Contract for right-of-way property acquisitions required related to the Thomas Street Project**

Rasmussen indicated that proposals were sent out and MSA surfaced to the top as the company to assist with real estate negotiations. Lindman added that MSA has provided a contract with costs of \$276,625 for services to prepare for acquisitions. This amount does not include the purchase of properties or relocation services. Lindman and Jacobson have reviewed the contract. Minor edits, which were mostly grammatical and not regarding the content of the contract, were requested. Jacobson will take one more look at the contract before final approval. This is intended to go to Council on October 27.

Abitz questioned if the additional five properties for acquisition would be included in this contract. Rasmussen confirmed that the properties are included.

Mielke moved to approve the Real Estate Services Contract for right-of-way property acquisitions required related to the Thomas Street project, contingent upon final legal review. Abitz seconded.

Lindman stated if the State guidelines are followed when purchasing the properties there is a cap on relocation services. If we follow just the State guidelines, future Federal funding could not be applied for the remaining Thomas Street corridor. An option is to follow the Uniform Federal guidelines, which does not have a cap on relocation costs. This would be more expensive but would allow the City to pursue future Federal funding. Abitz indicated it would be better to follow Federal guidelines for this section of Thomas Street and allow the opportunity to apply for Federal funding for the east section of Thomas Street. Rasmussen explained that staff met internally this week with MSA to discuss the steps of the acquisition process. Lindman and Jacobson are in the process of developing a document showing what will happen and when, which committees they will go to and in what order. This will insure that the process is the same for everyone. Lindman will have an outline of the process prepared when this item goes to Council on October 27<sup>th</sup>. Additionally, a public informational meeting is proposed for November 4<sup>th</sup> or 9<sup>th</sup>, which will be the first step in starting this process.

Gisselman wanted the committee to understand that for some properties there will be appraisals for full property acquisition and for strip acquisition. This would be a future Council decision. Abitz questioned if the Finance Committee has the information they requested so they can vote on the additional five properties. Lindman explained that the information requested by Finance is incorporated in the MSA contract.

There being a motion and a second, motion to approve the Real Estate Services Contract for right-of-way property acquisitions required related to the Thomas Street project, contingent upon final legal review carried unanimously 5-0.

#### **Discussion and possible action on right-of-way plat for the Thomas Street Project**

Lindman indicated that the proposed plat has been reviewed by Engineering staff. Staff had comments based upon the preliminary construction drawings. There may be some minor edits to the plat. Abitz asked if any properties on the north side between 12<sup>th</sup> Avenue and 15<sup>th</sup> Avenue would be affected by not having enough space in their driveway. She noted that currently there are at least three properties with vehicles parked up to the sidewalk. Bruce Gerland, AECOM, stated from 15<sup>th</sup> to 12<sup>th</sup> Avenue on the north side of the road the back of walk will be matched to the current location, with two exceptions. There is a transition on the northeast corner of 15<sup>th</sup> Avenue and the northwest corner of 12<sup>th</sup> Avenue where a small sliver of land will be acquired. This does not impact any driveways. Abitz stated there are one or two homes that have a large tree in their front yard and questioned if they would be affected. Gerland stated that will be determined as they go through the final design process. Rasmussen stated the plat mirrors the plan that the committee has been looking at for some time and the process cannot move forward in any capacity unless there is a plat approved.

Abitz moved to approve the right-of-way plat for the Thomas Street Project. Mielke seconded and the motion carried unanimously 5-0.

The public informational meeting will likely be held on November 9 at GD Jones School.

#### **Discussion and possible action on researching and implementing traffic calming measures on future road designs**

Rasmussen explained that this item came to CISM from Parking & Traffic after there was some controversy surrounding the project on Spring Street. Those residents were concerned that new roads flow faster and people travel them more and tend to travel faster. As roads are rebuilt, Parking & Traffic

would like staff to look at traffic calming measures. Lindman included pictures of traffic calming measures in the packet and noted that staff can look at incorporating these measures depending upon the street being reconstructed. Lindman added that many of these measures would increase the cost of the project. Rasmussen stated that she has driven Spring Street during different times of the day. It seems that the problem exists before and after school. This is not an issue that is unique to Spring Street and she does not know if it has to do with the design. School zones are monitored year round by the Police and this may be more of an enforcement issue. She did not see a design flaw with Spring Street as all the other new streets look the same way. Some of the traffic calming measures, such as bump outs, hinders snow removal. She would not want to commit to building these items into every street, but it is something that can be looked at as an option.

Abitz cannot remember if Parking & Traffic has asked for additional Police statistics for Spring Street. She feels it depends upon the activities taking place at the school and believes the Police should look at it and report back. It may also be due to the new school year and people trying out the area. Possibly by the end of the school year there will not be the same issues. Rasmussen noted that when she has attended a neighborhood meeting or a Police Department sector meeting, she has heard residents from all over town complaining about speeding. She noted that when standing still all traffic looks fast and it is difficult to gauge the actual speed of a vehicle. A real problem should be verified before installing measures like this. Gisselman attended Parking & Traffic as he has concerns with certain streets, especially Scott Street. He feels presenting this to Engineering so areas can be looked at is a good step. Abitz noted that once Thomas Street was overlaid the traffic flow increased.

The committee agreed that traffic calming measures will be looked at for future projects.

### **Update on 2015 Street Construction Projects**

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Gehin stated that Project A, 22<sup>nd</sup> Avenue from Nehring Street to the dead end, has been completed, with the exception of asphalt paving. Staff has been working on trying to obtain the right-of-way on the south end of the project. The road from Helmke Street to Nehring Street has not been disturbed. This segment will not be completed until the right-of-way has been acquired. Project B consists of Grant Street and 11<sup>th</sup> Street. 11<sup>th</sup> Street was completed in August. Grant Street is completed with the exception of the last layer of asphalt, which is scheduled for early next week. Project E consists of 7<sup>th</sup> Street and Crocker Street. On 7<sup>th</sup> Street the curb, gutter and drive approaches have been placed along with the first layer of asphalt. Curb and gutter has been placed on Crocker Street from 8<sup>th</sup> Street to 13<sup>th</sup> Street with drive approaches to be installed next week. The first layer of asphalt will be placed the following week. The street will be completed by the end of October. The Sidewalk Project has been completed with the exception of the walk on the north side of Bridge Street. The sidewalk has been poured and the approach work at the railroad crossing will be completed by DPW. A sidewalk shaving contract for approximately \$10,000 will be opened on October 13 with completion by November 18.

Wesolowski provided an update on the Asphalt Paving Project. Grant Street has not been completed at this time. The transformer has been set and the sidewalk re-poured. The curb can now be installed around the transformer. DPW will be adding a storm sewer inlet. Completion of Grant Street is at least two weeks out. 10<sup>th</sup> Avenue north of Campus Drive has been milled and will be paved next week. The site is being capped for the 1<sup>st</sup> Street Extension Project. It is anticipated that curb and gutter will be started on October 19. This project will run until snow falls. There is no traffic through this area and no residents.

Rasmussen noted that we are in a better position than last year. She believes making the projects smaller has helped. Wesolowski noted that Project A has been extended but this was by no fault of the contractor.

Abitz questioned what will happen if it snows. Gehin replied if there is snow before the end of October, the contractor will wait for it to melt and then pave. The asphalt plant is open until November 15. Gehin added that the Stinchfield Creek Project is completed with the exception of restoration work.

**Discussion and possible action on recommended supplemental budget request items and potential reductions for items requested in the original 2016 budget draft**

Rasmussen stated that the Committee of the Whole requested various committees look further at respective budgets to see if items could be reduced. Lindman indicated that DPW has four items as supplemental budget requests. Large Item Pick Up will be left to Finance. The other three items were \$2,200 for additional training funds for cross training in the Inspections Department, street sealcoating for \$57,000, and epoxy painting for streets. After speaking with Finance, it was determined that if the majority of the streets were in a TID, the sealcoating and painting could be funded out of the TID. Lindman feels this is a viable option and that would eliminate that supplemental budget request. Sealcoating could be reduced by \$33,000 and the difference made up in TID districts. In the Engineering budget there was \$10,000 for Other Professional Services. This could be removed as there most likely will be a carryover from the capital budget. There was also \$4,000 in the Engineering budget for testing services. The testing services will now be tied to the street projects. Overall the budget reduction proposed is \$47,000 and there would not be any supplemental budget requests remaining.

Abitz questioned if removing the \$2,200 for Inspections Department training meant they would not receive any training in 2016. Lindman explained that this was for cross training. There is small budget for training that Inspections will work with. Rasmussen indicated that this fund could possibly be restored mid-year if there are savings from other projects.

Gisselman questioned epoxy painting. Lindman explained it is the yellow or white striping on the streets. DPW uses latex, a water based paint, and an epoxy-based paint lasts significantly longer. Gisselman spoke earlier this year to Lindman regarding the painting around Athletic Park. People are getting ticketed for parking to close to a crosswalk. He feels that the neighborhoods that get a lot of visitors need the painting as a guide on where they cannot park. Lindman explained there is a pavement marking project under the Engineering infrastructure budget. The hope is to coordinate the two projects together. Abitz said that Parking & Traffic discussed striping of parking stalls on 2<sup>nd</sup> Avenue and questioned if that was included. Wesolowski believes that will be completed with TID funds.

Rasmussen indicated that street projects are borrowed for. If fewer streets are completed the savings may reduce the amount borrowed but do not reduce the levy amount. Abitz noted that Neal had wanted to extend the reduction proposals. Lindman stated there was one DPW item on the modification proposal and that was \$345,000 for motor pool. \$163,000 increase in motorpool contract services and \$152,000 in salaries and benefits; about 92% of the \$345,000 requested.

The committee agreed by consensus to remove the supplemental budget requests totaling \$47,000 and directed Lindman to offer this to Finance as CISM's recommendations.

**Future agenda items for consideration**

Abitz questioned when a traffic count on Thomas Street would be completed as there has been a big influx of traffic. Rasmussen agrees that traffic has increased but believes it is back to the previous amount as people had been avoiding the area. The plan from 4<sup>th</sup> to 17<sup>th</sup> has been approved and she feels it is somewhat futile to study. However, she agrees that a study should be done of the east side as there has been difficulty in convincing many that a four lane bridge and road as designed by GRAEF is appropriate.

Abitz noted that the resident at 1<sup>st</sup> and Thomas Street has a planter on the boulevard indicating he does not want people driving on his boulevard. Lindman will address this. Rasmussen stated the traffic study of the east side does not have to be placed on an agenda. Engineering staff can accomplish it during the best time of the year. Gehin indicated the City has two traffic counters and either now or in the spring would be a good time for placement.

### **Adjourn**

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Mielke moved to adjourn the meeting. Kellbach seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:20 p.m.