

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: February 11, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Gisselman, Kellbach, Abitz, Mielke (arrived at 5:35 p.m.)

Also Present: Nagle, 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 December 15, 2015 and January 14, 2016 meetings**
 - B. Action on a Stormwater Maintenance Agreement for the Wausau School District at 1018 South 12th Avenue (GD Jones School)**
 - C. Action on a Stormwater Maintenance Agreement for the Wausau School District at 500 West Randolph Street (Thomas Jefferson School)**
 - D. Action on a Stormwater Maintenance Agreement for Wausau and Marathon County Parks, Recreation and Forestry Department at 500 West Randolph Street**
 - E. Action on a Stormwater Maintenance Agreement for Highland Community Church at 1005 North 28th Avenue**
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Kellbach moved to approve the consent agenda items. Gisselman seconded and the motion carried unanimously 4-0.

Future agenda items for consideration

This item was taken out of agenda order.

Pat Peckham, 1618 Emerson Street, asked the committee to consider placing on the next agenda the consideration of asking City staff to gather and furnish information on electrical usage and how the City pays electrical rates (whether there is a demand charge or per kilowatt charge) to provide to a solar energy expert in Stevens Point and possibly share with the Midwest Renewable Energy Association. They would provide, at no cost to the City, a preliminary estimate on the potential for solar power on City properties. He feels there is a lot to be said for potentially moving that way.

Discussion and possible action on petition for annexation from the Town of Maine: Johnson (petitioner) – 4306 and 4702 County Road K and adjacent property to the west

Kellbach moved to approve the petition for annexation from Johnson for 4306 and 4702 County Road K and adjacent property to the west. Gisselman seconded.

Abitz questioned if this piece of property would become an island property to which Lindman replied no.

There being a motion and a second, motion to approve the petition for annexation from Johnson for 4306 and 4702 County Road K and adjacent property to the west carried unanimously 4-0.

Discussion and possible action on petition for annexation from the Town of Maine: Waldvogel (petitioner) – Merrill Avenue

Abitz moved to approve the petition for annexation from Waldvogel for property along Merrill Avenue. Kellbach seconded and the motion carried unanimously 4-0.

Gisselman requested a map be provided as this item moves forward to Plan Commission and Council showing where the properties are situated in relation to previous annexations. Lindman stated staff has an ongoing map that will be provided.

Discussion and possible action regarding a Warranty Deed from 720 Grant Street for street purposes

Lindman explained that a small piece on the corner of this property is used as a road but is not in the right-of-way. This would grant a deed for that portion of the property.

Kellbach moved to approve the Warranty Deed from 720 Grant Street for street purposes. Abitz seconded.

Abitz questioned the intent for the property. Lindman replied it will be public right-of-way for the road and will be maintained by DPW.

There being a motion and a second, motion to approve the Warranty Deed from 720 Grant Street for street purposes carried unanimously 4-0.

Discussion and possible action on an Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond

Gehin explained in 2005 during the design and construction of the Hwy 51/29 Improvements, the DOT, along with input from the City, put together a Stormwater Memorandum of Understanding (MOU). Four ponds were constructed in conjunction with the highway project to store and treat runoff from the highway project, handle future development within the project area, and address existing deficiencies in the storm sewer. Approximately a year ago, O'Malley's informed the City of their intent to redevelop their parking lot and asked to grade in the pond east of the O'Malley Dealership, west of Menards, and south of Stewart Avenue. At the time, the City did not have ownership of the pond. The DOT indicated that before O'Malley's could grade or place fill in the pond, the City would have to take ownership. In order to do that, the MOU from 2005 needed to be amended. The original MOU had transfer of real estate ownership and maintenance of the pond to the City after full development of the Ghidorzi property bordered by Hwy 52, 28th Avenue, and Stewart Avenue. It has taken a while to work through the process with the DOT. Before the City agreed to take over early ownership and maintenance responsibilities, the City had a consultant prepare a stormwater study to review the pond capacity. It was discovered that a liner does not exist under the wet basin, along with other deficiencies. The DOT is willing to offer the City a lump sum payment of \$336,941 to address the issues.

Abitz moved to approve the Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond. Mielke seconded.

Abitz asked if further development could occur in the area of the pond. Gehin replied not between the O'Malley site and the pond. The area of the pond parcel that abuts the O'Malley property consists of wetlands. Abitz stated flooding occurs every so often and asked how the excess water off of the parking

lot would be handled. Gehin indicated the pond is sized to handle stormwater runoff from the O'Malley property, along with specified future developments within the watershed. It was sized to handle the stormwater flows from a two, ten and one hundred year stormwater event.

There being a motion and a second, motion to approve the Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond carried unanimously 5-0.

Lindman noted that initially when the property was proposed to be transferred over, the DOT offered approximately \$80,000. Gehin dug deeper and the offer ended up being over \$300,000.

Discussion and possible action on the Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81, STH 52 (Stewart Avenue)

Wesolowski stated this revision adds signal upgrades at the intersection of 1st Street and Scott Street to add a left hand turn signal for northbound traffic and additional signal heads. The DOT has agreed to design this and pay for the design costs. The cost of installation will be the City's responsibility. The revision also includes a small amount of CSS funding to be used for two benches that will be placed by the peace sculpture. For the benefit of those in attendance, Rasmussen explained that CSS funding is money received from the DOT for aesthetics or amenities. Wesolowski added that it has to be spent on items for beautification or pedestrian facilities. This is a small amount because the project is an overlay project and not a full reconstruction. He has been informed this may be the last CSS funding received as it will be cut in the future.

Abitz stated the intersection of 1st Street and Scott Street was an issue before Parking and Traffic. Wesolowski explained the signal upgrades will allow a left hand turn lane for northbound turn lane traffic on 1st Street. Currently the signals are not set up for this. Signal heads will be added that will support the turn arrows and there will be a dedicated left hand turn lane for northbound traffic on 1st Street.

Abitz moved to approve the Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81, STH 52 (Stewart Avenue.) Mielke seconded and the motion carried unanimously 5-0.

2016 Street Construction Projects: Discuss public hearing results and make recommendation

Rasmussen explained that the committee members have received a vast amount of feedback from residents in the Kent Street area. The emails and phone calls have been well received. The committee has also received comments from Alderman Nagle who represents the district. The concern is with the assessment rate per foot. The increase in the rate was not a move by committee or Council to "stick it" to the residents. As part of the budget process, every year this committee and Council approves the per foot rate for special assessments for this type of project. In the past the value fluctuated but has never historically fluctuated by this much. The reason for the increase was because when the committee discussed the rates there were two different rates, one for new street construction and one for reconstruction. Through a review with staff, it was found that one of these rates did not adequately account for the cost of engineering and inspections so the recommendation was made to consider making the two rates the same. This was implemented as part of the 2016 budget. In the meantime, letters went out to the residents that this rate is subject to change by the City Council but the current rate was \$22.80. While residents could possibly accept a small rate increase, doubling the rate seems to be more than what the residents can bear. In response to the resident's concerns, she had asked Lindman for options on the rate.

Lindman explained that in the past the street reconstruction rate, which is what Kent Street would be, was assessed at 60% of the street improvement rate. Last year the street improvement rate was \$38, making the reconstruction rate \$22.80. The rate was approved at \$42 per foot for 2016. If keeping with the 60% formula, the reconstruction rate would be \$25.20. If the full \$42 rate was assessed, special assessments are estimated at \$193,900. Using 60% of the full rate, \$25.20 per foot, the assessments are estimated at \$116,340, which would be a reduction of \$77,560 in revenue. New letters would be sent out to the property owners if approved by Council. Rasmussen stated making the rates the same could be an option to consider for 2017 projects and would give time to get the word out to residents. Wesolowski noted that this would also affect Chicago Avenue. Community Development Block Grant funding will be used to give residents a reduced assessment rate, but the businesses do not. Rasmussen stated this would affect a fairly small amount of commercial properties and if businesses received the same letter it seems that would be fair. Wesolowski believes there are approximately eight commercial properties. He added that Ashland and Meadowview are street improvement projects and would remain at the \$42 rate. Rasmussen indicated further discussion will be held on those streets and asked if any residents from Kent Street would like to speak.

Heather Haupt, 824 Kent Street, asked if this affected drive approach rates as that rate was also doubled. Wesolowski explained that rates for the approach are based on bid costs.

Nagle stated if the drive approach costs are reflective of the actual bid costs it might not be double. Wesolowski noted that there has been an increase in the cost of the sidewalk section. Therefore, staff estimated an increased drive approach rate so residents were not surprised, but the assessed rate is the actual bid cost. Haupt indicated her sidewalk was replaced just a couple of years ago. Wesolowski stated if sidewalk was recently replaced and has to be removed and replaced during the project, the home owner will not be assessed for it. Nagle stated he appreciates the action the committee is about to take. Going forward he feels the County should be asked to contribute towards maintenance and/or reconstruction because Lakeview, Kent and Sturgeon Eddy take so much abuse due to the Health Care Center.

Lindman stated that at the public hearing for Ashland and Meadowview the residents indicated they did not want improvements done to the street. Rasmussen recalled from the public hearing minutes that the original idea to improve the streets came from one resident but the road is basically in good shape. Lindman said the road is rated fair to poor and was never an official constructed street. Overlay is not an option because there is not a sufficient base. Wesolowski further explained that the subdivision was built in the 1980's. At that time the policy was that the developer would install sewer and water and a chipseal street, with a new street to be installed by the City after the area was fully developed. This is one of the few remaining streets where the permanent surface was never put in. The area is fully developed and a request was received from a resident, which is why the streets were proposed for improvements. Rasmussen asked if there is an immediate harm in waiting if 40% of the residents do not want it. In Wesolowski's opinion it is a poor street and there would be more maintenance for DPW in regards to patching. Gisselman stated if it is a poor street it should be brought up to par to the rest of the streets in Wausau.

Dave Noha, 1605 Meadowview Road, stated five of the ten home owners appeared at the public hearing and they do not think the road is in poor condition. DPW may have to patch potholes once a year after winter because it is plowed poorly. If the street is improved, he feels curb and gutter is not needed. There are maybe ten to fifteen cars a day and those are from the people who live there. He feels it is ridiculous to ask the homeowners to chip in \$80,000 for the street when there are bigger priorities in the City. Rasmussen said when streets are rebuilt, curb and gutter is installed because of drainage issues. Noha indicated there are no drainage issues. He does not have a sump pump and lives at the bottom of the hill. Rasmussen noted that it will eventually have to get done at some point as the existing road was not made to last a long time. Noha stated the only one who wants it done lives at the end and does not

have a paved driveway. He feels the road does not need to be rebuilt. Rasmussen noted that she has not heard from Alderman Winters on this issue. She believes if he had received a volume of public comment he would have let Rasmussen know or would have attended this meeting.

Mielke moved to approve the rate at 60% of the street improvement rate, which would set the street reconstruction rate to \$25.20 for Kent Street. Gisselman seconded and the motion carried unanimously 5-0.

Mielke moved to delay the street improvement project of Ashland Avenue and Meadowview Road. Abitz seconded. Abitz requested that the Engineering Department reevaluate Ashland Avenue and Meadowview Road in the spring. There being a motion and a second, motion to delay the street improvement project of Ashland Avenue and Meadowview Road carried unanimously 5-0.

Gisselman questioned if this would save money in the 2016 budget. Wesolowski stated the estimated project cost is \$178,000 for Ashland and Meadowview with special assessments estimated at \$49,000. Rasmussen mentioned the savings could be used towards an overlay project or in other budget areas.

Wesolowski indicated a public hearing was held for 2nd Avenue last year and was included in the budget. A resolution should be forwarded to the Council to authorize letting of bids. Gisselman feels it was not on the agenda as such and should not be voted upon. Wesolowski stated the agenda item is 2016 Street Construction Projects; however, Gisselman is still uncomfortable with discussion. Discussion followed and it was decided to hold a special meeting prior to the next Council meeting.

Lindman stated there has been some more discussion on Kent Street regarding a bump out at Lamont Street as two residents are in favor of the bump out. Gehin indicated he was given direction to match the existing roadway width for Kent Street. However, from Emerson Street to Grand Avenue the road width is 33'. Discussion was previously held to widen this section to 37' for consistency purposes and to better accommodate the flow of traffic. The number of trees that would be removed to widen the street was discussed. Gehin had originally thought 32 trees would be removed; however, that number is actually 40. Rasmussen noted that the residents were concerned that widening the right-of-way would cause issues with snow storage, which is part of the reasoning for rebuilding in the existing configuration. There was also some concern with the bump out regarding pick up and drop off traffic at John Marshall. Gehin mentioned that as staff got further into design matching the existing roadway from Emerson to Grand; it was found that approximately 24 to 26 trees will still have to be cut down. The trees will be cut down for engineering purposes and based on the recommendation from City Forester Blaine Peterson. Rasmussen indicated she is still in favor of rebuilding in its current configuration and trees can be replaced. The residents had concerns about snow storage and issues crossing a wider street. They left the last meeting thinking the decision was to rebuild in the current configuration. She feels if the committee goes back on that now it would look disingenuous to those residents. Abitz opposes the bump out and thought there were discussions on traffic issues at Kent Street and Grand Avenue. She questioned if this area could be widened. Rasmussen stated residents did not want the street closer to their homes. The issue was traffic stacking up at the light a couple times a day. Wesolowski explained that staff did not want to leave the committee with the idea that all the trees will remain even though we are maintaining the existing width. There will be a significant number of trees cut down due to the species of the trees and location of laterals.

Nagle said he has not heard sentiment about cutting trees to widen the street. He understands if they have to be cut for laterals or safety purposes. He does not believe there are safety issues because the road gets narrow. He has not heard sentiment about widening the street for the sake of matching the width. He thanked the committee for recommending a lower assessment rate. Abitz asked if Nagle has received comments regarding bump outs and he has not.

Angela Uhl, 511 Kent Street, stated the bump out was proposed in front of her house. She does not feel anyone liked the bump out idea but traffic slowing is an issue on Kent Street. She personally does not think this area is a good place for a bump out because of the bus stop, crossing guard and school buses turning. It is a narrow area to place a bump out. She feels traffic should be slowed before this point. Rasmussen stated that Ben Graham attended the last CISM meeting. He talked about proactive school zone enforcement. Sometimes proactive enforcement can solve it without wholesale design changes. It seemed like with the statistics from the street and his feedback about enforcement efforts, traffic calming could happen another way without the bump out. Uhl spoke with the Police Department at the beginning of the school year. Speed is a problem and she can tell when there are shift changes at the Health Care Center as traffic is going 40 MPH. She does not know what the solution is but something should be done to slow the traffic down. Lindman added that other things could be done, such as changing the color of the pavement for the crosswalk. It would leave the street the way it is but pronounce the area. During the 18 years Uhl has lived there, she has seen at least four vehicles totaled because of speed so it is not just a crossing guard issue. Gehin explained that a speed study was done last fall and he was surprised to learn that the average speed was 28 MPH. Uhl believes that is because the street is in such bad shape.

The committee agreed by consensus to stay with the design as it was voted upon last month. At this time Abitz left the meeting.

Update on the grant received from the DNR to update the City's Stormwater Management Plan

Gehin stated in 2015 the DNR granted the City a stormwater grant. The grant will be used to update the City's pollutant loading model for phosphorus and sediment, which will help to better align with the Wisconsin River Basin TMDL that will be completed in 2017. This will add phosphorus to the MS4 permit and standards that will have to be met in the future. A RFP was sent out and eight proposals were received. Lindman, Wesolowski and Gehin independently rated the proposals. The consultant who rated the highest was Brown and Caldwell. In the near future staff will be meeting with this consultant to negotiate a contract.

Update on the 2018 Townline Road Reconstruction Project and possible realignment of Curling Way

Gehin stated in 2018 the City will reconstruct Townline Road from Grand Avenue to Easthill Drive. The design process has just begun. The City has received STP Urban funding for this project. Curling Way (formerly known as Junction Street) has been identified as a side road that staff would like to realign to improve the angle and safety of the intersection. The preliminary cost estimate is \$330,000 to realign and purchase property, along with \$50,000 of in-kind services for demolition of existing buildings on the south side of Townline Road. Gehin spoke with the Police Department and over the last ten years there have been four accidents at this intersection. Rasmussen feels that data was most likely prior to the opening of Curling Way as the volume of traffic is now greater. Gisselman feels this is a big project, especially with purchasing the WI Box property. He questioned if the traffic is generated to the soccer fields from Townline Road or from Kent Street. Gehin stated it depends upon where people are traveling from. If coming from the east side of the state, traffic may use Northwestern to Townline Road. Rasmussen added that when wayfinding signage was talked about, it was stated that some GPS systems and mapping software brought traffic into the facility from Townline Road. Gisselman feels the City has spent a lot of money to get people to a Marathon County facility and he is hesitant. Rasmussen believes it is not a bad idea for staff to continue to plan the realignment so it is an option when the time comes to approve the project. Gehin stated construction is anticipated for 2018 but there is not a lot of time for planning. The right-of-way acquisition would have to begin soon and though the property is for sale,

staff has not approached the property owner yet. He added that the angle of the existing intersection is poor, it is difficult to see to the east, and located within feet of the railroad. He noted that this is a DOT funded project and there are steps that would need to be followed for property acquisition.

The committee agreed by consensus to direct staff to explore the realignment of Curling Way at Townline Road.

Discussion and possible action on granting an easement to the O'Malley's in the future to grade and place fill in a portion of Pond D

Gehin has been working with the DOT to amend the MOU so that the City can take over early ownership of the stormwater pond located east of the O'Malley Dealership. To help facilitate the O'Malley redevelopment, they have asked for a Temporary Limited Easement for grading purposes to grade into the detention pond. A stormwater study was completed for the MOU and the consultant looked into the impacts this would have on the pond. It has been indicated that the pond has sufficient storage capacity to serve the existing watershed, the number of specified future developments and the placement of fill.

Mielke moved to approve an easement to the O'Malley's to grade and place fill in a portion of Pond D. Kellbach seconded and the motion carried unanimously 4-0.

Adjourn

Mielke moved to adjourn the meeting. Kellbach seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:35 p.m.