

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 13, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, McElhaney, Abitz

Also Present: Mayor Mielke, Lindman, Groat, Wesolowski, Sean Gehin, Graham, Peckham, Nutting

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. Chairman Gisselman called the meeting to order.

Public Comment for matters not appearing on the agenda

No one came forward to offer public comment.

CONSENT AGENDA

- A. Approve minutes of the September 8, 2016 meeting**
 - B. Action Authorizing Downtown Snow/Ice Removal**
 - C. Action on Stormwater Maintenance Agreement for NWA Holdings LLC at 2130 Northwestern Avenue**
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McElhaney moved to approve the consent agenda items. Kellbach seconded.

Lindman stated that even though the City Council did not approve the plan for 2130 Northwestern Avenue, approval of the stormwater maintenance agreement can move forward. That way if the developer comes back with a revised plan for Council approval, this portion of the process has been completed.

There being a motion and a second, motion to approve the consent agenda items carried unanimously 4-0.

Presentation on the proposed Wheel Tax

Mayor Mielke explained that a wheel tax is proposed because Wausau, like many local governments in Wisconsin, is at a breaking point for funding resources, especially for maintenance of roadways and infrastructure. He noted that the state of Wisconsin continues to balance State priorities on the backs of local governments. While income tax revenue has increased over the past 5 years, at this point the City has lost over \$1.3 million in shared revenue from the State since 2011. This is money that citizens from the city of Wausau have already paid into State funds and should expect a portion to come back to us in the form of paying for roads and infrastructure. The city of Wausau has seen a decrease in State transportation aid of \$188,343, State shared revenue payments decreased \$726,242, and State grants to Police and Public Safety decreased \$311,506. Mayor Mielke stated the only reason the City of Wausau is asking its residents for support of a Wheel Tax is because of these State cuts. He explained that even with Marathon County now implementing its own Wheel Tax beginning January 2017, the County will not allocate to the citizens of Wausau their fair share of the revenue generated by the County. Our police and public safety needs and especially our road improvements have only increased, but our fair share of the resources from either the State or the County has not. Even after we have already paid or will be paying into those road budget funds. He further explained that this is not at all a new idea and that at this point in order to receive funds to fix or replace roadways, this is the only option that many cities and counties throughout Wisconsin have at their disposal to enact. Within the last two years, communities such as Appleton, Beloit, Fort Atkinson, Gillette, Janesville, Kaukauna, Milwaukee, Prairie du Sac and even Tigerton, as well as the counties of Chippewa, St. Croix and Iowa have approved the action of imposing a wheel tax on its citizens because of the lack of State aid. Also, Green Bay and La Crosse are now seriously considering doing the same. Wausau residents, as being both Wisconsin and Marathon County taxpayers, have paid into both of those funding pots but the funds are not coming back to the City for our local needs. Marathon County has experienced many of

the same declines in State revenue, but through a combination of the current sales tax revenue, which has increased for the County since the recession ended, and enacting their own wheel tax means the County will be able to receive more funding to pay for their needs. However, the County will not be sharing the revenue generated back to the city of Wausau. The proposed wheel tax is being brought forward for Wausau residents to consider. Unlike all of the other communities mentioned before, we are letting the residents decide by voting in a referendum. We have road projects that are several years behind. There are residents whose vehicles are popping tires, breaking struts and shocks. The problem is now being addressed because it has been put off for so long by both previous and current local and state government leaders and now has to finally be addressed in a realistic and honest way. The proposed wheel tax will be a charge of \$20.00 per vehicle and not for motorcycles, bicycles, trailers or vehicles over 8,000 lbs. It will be starting in January 2018 for a period that will last for three years for a total of \$650,000 per year. This will only be used for road improvements and road construction in the city of Wausau. The date of January 2018 was put into the referendum for residents to prepare for such a fee and to see if Marathon County abides by what they stated when they passed their wheel tax that was to be set-up in a sunset clause which means it is good for only one year. By setting it up in a sunset clause, the County does not have to share revenue with surrounding communities.

Mayor Mielke reiterated that this is not being done because we want to further burden residents with more taxes or fees. We are now in this situation because of a lack of help from both state and county governments in receiving our fair share of money that we have already paid into. We are not looking for a handout as we have paid or will be paying into those funds and cannot get our money back while in the meantime our roads are further deteriorating. This is now being addressed in an open, honest and transparent way for residents to understand the situation we are in and how we got here as taxpayers.

There have been some objections to this proposal because it is not a progressive tax, meaning that low-income people pay the same per vehicle as someone who could better afford \$20.00. Mayor Mielke does not like that part, but no one has come up with a better way to raise money to get us back to where we should be in terms of maintaining our streets that are so costly to replace as well as being something that everyone uses. Mayor Mielke hopes that everyone can appreciate that he cannot let this issue just go away. He feels we have to hold the County and State accountable to the City taxpayers. A vote for the referendum should tell them that this unfair system has got to change and that if they do not share it gives us zero choice but to raise the funds ourselves.

At this point Lindman provided a PowerPoint presentation explaining details of the need for the wheel tax. There are 210 miles of paved road with 41% of those roads rated at or below a 7. There are 194 miles of sidewalk and 13 bridges. Roads are reviewed every couple of years by City staff. Lindman stated most bridge maintenance is deferred because of funding shortfalls. There have been increased costs for materials. Lindman showed the difference in costs between the City and County for road paving and construction. The City's costs per mile are much higher due to more constraints and design that the County does not have to deal with, such as utilities and curb and gutter. He stated a road should have a life of 40 plus years. He explained annual maintenance needs to go into a road to meet the 40 year life. Maintenance dollars on a 45 year road versus a 30 year road come out to about the same; however, a 30 year road provides less life. This means reconstruction more often, more capital dollars spent, and higher costs to the taxpayer. For a 45 year road, approximately \$32,000 per mile needs to be budgeted annually for maintenance and reconstruction. For a 30 year road, it is approximately \$48,000 per year. Wheel tax funding would be used for a maintenance budget, such as sealcoating, to maintain the surface. The needed maintenance is approximately \$1.6 million annually. There is about 158 miles of roads needing maintenance, meaning roads that are rated between 4 and 8. This creates a funding shortfall of approximately \$800,000. The proposed wheel tax would provide an estimated \$650,000. Abitz questioned the number of miles maintained per year. Lindman replied this depends upon the type of maintenance. A microseal would provide 1.5 miles per year and a rejuvenation may provide 2 to 3 miles per year. Lindman explained procedures being done that have saved money, such as the use of brine versus only salt. Leaf pickup this year will be bailed. This should reduce hauling miles by 30%. Stormwater grates cost \$18,000 on the market. These are now being manufactured at DPW for approximately \$5,200.

Lindman explained there are approximately 10 miles of County road in the City with the annual cost per mile of \$32,000. The annual revenue share for that would be \$323,000. Wausau has 29% of the County's population. With what the County will generate with their wheel tax in 2017, an equal revenue share based upon population would be \$870,000. However, none of this will be coming to the City. Groat added that this does not come back in a revenue share nor do our streets get maintained by the County. So the County is using their wheel tax to maintain County highways, but the County highways located in the City will not benefit from the County wheel tax. City of Wausau residents paying the County wheel tax will not receive any benefit. Lindman went on to say the City does have failures which are typically due to delay of maintenance. Maintenance has been deferred until issues become nearly catastrophic.

Abitz questioned if there are new construction methods to make storm sewers last longer. Lindman explained that everything has a design life. He noted that there is infrastructure underground that is over 100 years old and still functioning. The underground utilities are typically the driving force to which roads are reconstructed. Wesolowski stated in the past we have decided not to replace a watermain from the 40's or 50's and it has had a negative effect. In the past several years the Utilities have decided to replace watermains during street projects. This will help in the future as a brand new street will not have to be dug up for utility replacement. Abitz asked if there has been any word from the State on changes in the budget. Mayor Mielke stated the Governor has proposed increased aid to communities for the 2017-2019 budget. He noted this is just a proposal and if the City does receive increased aid, the earliest would be 2018. He indicated enough communities across the State have complained and he hopes the State does take action.

Nutting asked for a remainder of the miles of County roads in the City. Lindman replied approximately 10. Nutting questioned the reasoning behind the difference in cost of constructing a road in the City versus in the County. Lindman explained that roads reconstructed in the City in 2016 cost approximately \$927,000 per mile. The County paid approximately \$208,000 per mile in 2015. The City has more considerations through design, such as stormwater, curb and gutter, sidewalk, and boulevards. A rural road in the County is typically just a mill and asphalt overlay. Mayor Mielke added that in addition to maintaining the 10 miles of County roads, snow removal and salt costs also add up.

Discussion and possible action on realignment of Curling Way

Gehin indicated Kraft Foods is present to speak on behalf of the project. Gisselman read a letter from Peter Knotek, Assistant Director of Wausau Park, Recreation and Forestry Department, indicating the Park Department's support of the realignment of Curling Way. The intersection of Townline Road and Curling Way serves as one of the two entrances to the Eastbay Sports Complex, which has been described as the best natural turf soccer complex in the State. The Park Department feels the realignment will improve access and safety of the entrance to this complex which experiences over 124,000 visits annually.

Jeff Dzurka, Plant Manager of the Kraft Heinz facility on Townline Road, appeared on behalf of Kraft Heinz in support of the realignment of Curling Way. To show their support, Kraft Heinz is intending to purchase the property that the road would be realigned through. Based upon their location, they have realized first hand some of the safety concerns that the current situation possesses with both their incoming and outgoing trucks and employees. If approved, Kraft Heinz will continue to work with the City to come up with the best solution possible for the realignment.

Gehin explained that in February staff approached CISM with the need to look at the realignment of Curling Way at Townline Road due to the poor angle of the intersection and the close proximity of the railroad tracks. Staff is proposing to realign Curling Way and improve the angle of the intersection from what it is now at 40% to 90%. In order to accomplish this, the intersection needs to be moved to the west. This will also improve the distance of the railroad tracks to the intersection. Under the current configuration, it is extremely hard to look east to see a

westbound vehicle. Another concern is that vehicles at this intersection are right up to the railroad tracks. A vehicle making a left hand turn to turn south is stuck between two railroad tracks. Staff feels by realigning the intersection, safety will be improved. Graham has reviewed the crash history report over the past nine years. There have been four accidents with one injury. While this may not seem significant, the City and DOT feel traffic will increase on Townline Road due to future development. Knotek has stated that there are over 124,000 visits annually to the soccer complex. Along with the Curling Club on Curling Way, the Park Department is proposing a park and there are other residential developments proposed east of Townline Road. Traffic over the next 20 years is projected to increase by 1,000 vehicles per day. The realignment of Curling Way will require the acquisition of property. Staff had found out from Kraft Heinz last week that they are interested in purchasing the property needed for the realignment. Currently there are three parcels for sale. One parcel would be needed along with a small silver of another parcel. Gehin provided a cost estimate of \$650,000 which includes real estate acquisition and in-kind services. This was prepared before Kraft Heinz had indicated their interest in purchasing the property. Kraft's interest in the property for a potential parking lot would significantly reduce the City's costs. Plans are currently at 30% and we need to get to 60% so we can begin to complete the DOT design environment reports that are necessary when federal and state funding is involved. If the realignment is approved, staff will further refine the design to accommodate truck traffic. As of now, the conceptual layout consists of two 11' foot lanes, 4' bicycle accommodations on each side, and sidewalk on the south side.

Abitz moved to advance the design process as proposed. Kellbach seconded.

Abitz noted this may affect a business and a home. She questioned if there has been any contact with the resident on how this may affect her or if there has been contact with the business on changing their entrance. Gehin spoke with Jeff Davis, the owner of the property with the business, at the informational meeting. Gehin is unsure if Davis has talked to his business tenants. Since there has not been approval for the realignment, staff has not spoken in detail to the neighbors. Gehin noted the proposed realignment would not affect the residential property. Abitz wondered if some type of sound barrier could be placed along the residential property due to the amount of traffic to events at the soccer complex. Gehin indicated if the realignment is approved, the intersection would probably be pushed east to accommodate truck traffic. Abitz is also on the County Board for the railroad and wants to make sure safety implementations take place. She feels it is a great idea to change the angle to 90 degrees to increase safety. Gehin noted that a driving factor for Kraft to purchase the property is to move their parking lot from the north side to the south side of Townline Road, which would eliminate the mid-block crossing on Townline Road.

There being a motion and a second, motion to advance the design process as proposed carried unanimously 4-0.

Update on Phase I of the Thomas Street Project

Lindman stated this project is moving forward with full acquisitions. There are accepted offers on all and are waiting on closings for three properties. Abatement and demolition has begun on some of the houses that could not be moved. Community Development is looking to move a couple of houses to City lots. We are currently waiting on appraisals for strip takings. Once received, the appraisals will be taken to Finance for consideration and then offers will be made.

Bruce Gerland, AECOM, explained they are making good progress on preparing the final plan. He provided an exhibit showing an aerial and plan sheets from 17th Avenue to 4th Avenue. He indicated the street lighting will be in the median and consist of 30' poles with 6' mast arms and LED lights. The signal plans at 11th Avenue are completed. The cross section has been completed with the exception from 15th Avenue to 13th Avenue on the south side. The plans completed to date are the pre-final plans for paving grades, cross section plan and profile, water and sanitary sewer plans, and storm sewer plans. The next step on the utility plans is to meet with staff to review locations. He anticipates having final plans completed in mid to late December with the hopes of opening bids in late January.

Abitz was surprised to see two homes already torn down on Thomas Street and feels the process is going smoothly and quickly. She indicated the businesses are looking forward to finalizing and moving forward. She has not received any more calls questioning the status and feels MSA and City staff have done a good job.

Nutting asked if there was a manufacturer's recommendation regarding the spacing of the street lighting as it seems the intersections are oddly lit. He noted that in other areas of the City there is a light standard on both sides of the intersection. It does not appear to be the case on this plan and he is concerned the lighting is uneven. Gerland explained that City staff provided the LED luminaire to use so it is consistent with other luminaires. AECOM's street lighting engineers designed the street lighting system using photometric lighting requirements for this type of roadway. The street lighting was laid out down the middle using 30' poles with 6' mast arms. The photometric calcs show where the lighting pattern is and what gets lit by that. This determined the spacing of the standards. It does not matter if a standard is on an intersection or not, it still should be lit. This plan was submitted to City staff for review by the Electrical Department. Lindman added that based on how the light casts down, the lighting should be even. Nutting added that the lighting on Stewart Avenue is not even and he does not want to duplicate that.

Abitz stated between 15th Avenue and 11th Avenue there are a lot of trees. She understands that the overhead wires will be placed underground during construction. Some of the trees are currently deformed because of the overhead wires. She questioned if any of the trees would be removed. Gerland has not looked at any trees specifically other than related to the purchasing of properties. Lindman added that those decisions have not been made but feels they will be made in early spring.

Abitz asked about the traffic flow during construction. She has constituents that are concerned about traffic on Bopf Street and Sherman Street, along with Kolbe and Kolbe and their truck route. Abitz also asked when staff will start looking at Phase II. Gerland stated they have not started preparing the detour route plan yet. He needs to meet with staff to review potential routes before a plan is completed, along with meeting with Kolbe and Kolbe. If 3rd Avenue is used, Abitz does not believe that Kolbe trucks will be able to make the turn at Chellis. Abitz feels there will be issues with trucks if Bopf is used. She believes Kolbe and Kolbe need to be involved in the process. Regarding Phase II, Gerland stated the City has completed traffic counts. These traffic counts have been used for projections. They have looked at the layout of the intersections of 3rd Avenue and 1st Avenue. They have also looked at two lane and four lane sections. Gerland needs to meet with staff to review this before bringing forward to CISM.

Wesolowski asked if Gerland has looked at scheduling of the project. Gerland has not looked into this in detail. Wesolowski feels that based on the length and on other construction projects, construction can be anticipated from April to November.

Discussion and possible action regarding design and funding of proposed bump out in front of the CVA along North 4th Street

Lindman reminded the committee that earlier this year the CVA asked if the City would be willing to pay for construction of a bump out in front of the CVA. The construction cost of approximately \$37,000 was approved. In that meeting, the CVA stated they would provide final design plans and specifications for bidding. The CVA has now stated they do not have additional funding to complete the preliminary design and are asking the City to provide the additional funding of \$2,400. The funding would come from TID 3 and construction would not happen until next year. One option would be to use some of the funding already approved to complete the design and go out for bid this winter. If we are still under the \$37,000 we can move forward or if it comes in over we would have to request a budget modification. Or staff can go back to the CVA and indicate they need to complete the design.

Abitz moved to approve moving forward with the design and follow up if need be. McElhaney seconded. Abitz wants to see this move forward as this was discussed at Parking and Traffic and she feels it is a safety site concern.

There being a motion and a second, motion to approve moving forward with the design and follow up if need be carried unanimously 4-0.

Discussion and possible action on proposed neighborhood signage

Lindman indicated that some neighborhood groups have asked to put signs up on the street light poles. Renderings of different styles were provided in the packet. At this time dimensions are not available nor are the number of signs to be installed. Before a recommendation would be given, Lindman would like to know the dimensions, how the signs will be installed and where. Gisselman agreed as this may set a trend for other neighborhood groups. Lindman stated more information can be gathered and then brought back. Abitz did a quick survey before the meeting of the rendering provided. Most liked the design with the curved corners and did not like the dark blue design as the wording was hard to identify. Gisselman stated another item we would be asking for is the color as this may set a trend throughout the City.

Discussion and possible action on ordinance designating no parking, standing or stopping on the north side of Kickbusch Street from a point 1,100 feet east of its intersection with South 13th Street, to South 13th Street

Graham stated staff is looking to have this language added to the City ordinance. Hawthorne Hills had a construction project and there was signage along the north side of Kickbusch Street that restricted parking on the north side. After construction was complete, the existing signage was not replaced. The principle had asked to have the signs reinstalled. Graham looked at the existing ordinance and this location was not included. Graham is asking for consideration to include this location in the ordinance as it makes it much safer for children being picked up from school.

Abitz moved to approve an ordinance designating no parking, standing or stopping on the north side of Kickbusch Street from a point 1,100 feet east of its intersection with South 13th Street, to South 13th Street. McElhaney seconded and the motion carried unanimously 4-0.

Discussion and possible action to designate the following parking stalls as handicapped parking: 400 block of Scott Street, north side, third and fourth parking stalls west of North 5th Street

Graham received a request from a representative of the Elks Club to designate two spots as handicap spaces. The representative indicated that people visiting are in need of the spaces. There is a handicap entrance to the lodge on the southwest corner of the building. Abitz asked if the boulevard area would be changed for accessibility. Wesolowski noted that for installation of the handicap space in front of City Hall a bump in was created with a flat service and ramp for accessibility. Staff would have to look if this is feasible in this area. There would be work beyond just installing a sign as it would take removal of curb and sidewalk. McElhaney asked if there was availability in front of the door. Graham explained that area is the approach to a driveway entrance to the bank. If a car is positioned in this area it would block the entrance to the handicap door. Abitz noted there is parking in the bank lot after certain hours but this area cannot be used during the day when the bank is open. McElhaney asked if there was any handicap parking provided or if it is the City's duty to provide it. Wesolowski indicated that the City typically does not provide on-street handicap parking stalls. The City has provided some, such as on 3rd Street where there is angle parking. This is easier to do as each side of the stall can be designated as the loading area for the handicap individual. Graham indicated another area he can think of is on the south side of the

Grand Theater. Wesolowski stated staff can look into this and provide a drawing and cost. Gisselman noted that this may be a larger issue by starting the concept of on-street parking. Lindman said it is a great service to have but there is an expense.

The committee agreed by consensus to have Engineering staff look into this item and bring back.

Discussion and possible action on preliminary resolution for paving the alley bounded by Callon Street, Clark Street, 2nd Avenue and 3rd Avenue

Wesolowski stated this alley is a concrete alley in disrepair and due to the slope there are water concerns with the Rainbow Laundry building. The businesses would be assessed for the cost of the asphalt with the City covering the excavation and base course.

Abitz moved to approve the preliminary resolution for paving the alley bounded by Callon Street, Clark Street, 2nd Avenue and 3rd Avenue. McElhaney seconded and the motion carried unanimously.

At this time Abitz left the meeting.

Discussion and possible action on dedication of land - Hiawatha

Lindman stated this came to CISM before when the property was being transferred to the City. The Warranty Deed was filed and the next step is to dedicate the property as right-of-way.

Kellbach moved to approve the dedication of land. McElhaney seconded and the motion carried unanimously 3-0.

Update on electrical usage information provided to a solar energy expert

Lindman stated it has taken a while to obtain information from WPS. Earlier this year information regarding City Hall was given to a solar contractor. If the City were to be the sole owner of everything it is a long payback and does not appear to be feasible. There were other options of having third parties involved which would require more extensive work. Lindman has made requests for hourly meter usage data on other meters but has not received it to date. Every week to two weeks Lindman has emailed WPS for the information.

Peckham provided an update on another item that was in the meeting minutes. The 400 Block sign will be going back to the drawing board and may take a different form in a different spot. He is unsure when it will be back before Park and Rec but believes the installation will be planned for next spring.

Peckham stated that CISM acted March 10, 2016, to have Lindman begin gathering information to use to consider whether the installation of solar arrays at city-owned properties could be beneficial to the city. Those possible benefits include monetary savings, the reduction in the pollution caused by the burning of coal at the power plants serving our region and demonstrating to the owners of residential and commercial properties in the area that this is something that might work for them too. That was seven months ago. In some ways, much has happened since then, but in a key way, little has happened. The reason that Lindman has so little to report to you in the way of progress is entirely the fault of our local electric utility, Wisconsin Public Service. Lindman's contact there has been David Schneider, an account executive.

Peckham's record of that March 10 meeting is that Lindman knew that the proposal to look into photovoltaic solar was likely to be approved and he reported to the committee that he had already made an initial contact with WPS. We wanted detailed reports on electricity consumed at different hours of the day at multiple locations. We asked

for details on City Hall first, then other locations such as the public safety building, public works, the wastewater plant and the drinking water treatment plant. We have been largely waiting since then.

Mayor Mielke has taken an interest in the project and when he learned Peckham was going to the Midwest Renewable Energy Association's energy fair in Custer June 18 to learn more about this, he took part of his Saturday to also attend. Our contact person with North Wind Renewables, Josh Stolzenburg, introduced us to people from Madison with experience in another way for municipalities to approach something like this. They described a plan where a private investor installs the system in cooperation with the municipality. The private investor puts up the money and makes full use of state and federal tax credits that are not available to government entities. That investor sells clean power to the municipality at or below market rates for five to six years. Under the agreement, the city then buys the system at its depreciated value and goes on to operate the system. If things work as planned, the energy savings is greater than the payments due on the system and when it's paid off, the only cost for that electricity for the remainder of the system's expected 25-year life is maintenance.

Since then, WPS furnished the city with a PDF document showing the hundreds and hundreds of meter readings over the course of a month at City Hall. Peckham does not know if WPS expected our experts to key in all those numbers to do their analysis or what, but we asked for and received a spreadsheet in July with those numbers that was more useful. That information was sent to North Wind Renewables and a second firm that has shown interest, All Energy Solar, based in the Twin Cities and represented by Justin Arneson. Lindman renewed his request at that time for meter data from the other four locations.

Nothing was forthcoming in the rest of July or August, but on September 2, Schneider asked for meter numbers at the buildings. He had not put in the request at that point, six months after he was first asked for the information. We still don't have the information and it has been seven months. All Energy Solar wants to do a more detailed analysis with a year's worth of data before making even a rough proposal of what we could do. Peckham has not made that request because we've had such a hard time getting data from a single month.

North Wind Renewables went ahead with a rough estimate based on that single month. Because the city can't get the tax credits available to a private citizen or investor, the prospects of our going it alone are not promising. They estimate that we would not see a positive cash flow from a system on the City Hall roof for 22 years. Knowing that will not be attractive unless we could arrange a donation to reduce the amount we would have to borrow, North Wind is recommending we consider something like the City of Monona did recently with a third-party investor. All Energy Solar is holding out hope that a site can be found among city properties that would cash-flow from the start, but we will not know that until we get them the data they've requested from WPS. All Energy Solar has offered to come to Wausau and do some sort of roundtable discussion with city leaders, but again, the time for that will be after they know more.

Mayor Mielke has met Monona's mayor and he has offered to speak with a city representative about how their project is going. The initial results there are not quite as shiny as had been hoped, but we have no specifics. Peckham is willing to contact Monona for more information, but is looking to this committee for direction on what to do next to move things along. Peckham feels one possibility is that the committee could vote today to ask the Mayor to intervene with the utility to get the data we need so we can get some useful advice. After that is in hand and has been analyzed, we could take a next step, which could be to approach local foundations for start-up assistance and/or invite the two companies to meet with us to hash out our best options.

Peckham would like the committee to consider having the Mayor send WPS a letter asking for the information we have been waiting for. Gisselman stated this item was listed as an update only and a motion would not be in order but can be placed on the next agenda. Lindman will express Peckham's concerns to the Mayor and provide an update next month.

Update on 2016 Street Construction Projects

Wesolowski stated most of the brick work has been completed on 2nd Avenue. The last remaining work will be to concrete pave the intersection of Clark and 2nd and then asphalt paving. The electricians will start installing the lights and completion is expected by October 28. A lot of work remains on Stewart Avenue, which is a DOT project with a completion date of November 15. The Asphalt Paving Project has been completed. River Drive from Fulton Street to Bridge Street will be open this fall. The final surface is being held but temporary ramping of the curb will be placed as WOW is expected to be open in December.

Gehin stated American Asphalt has placed the first layer of asphalt on the east half of the Kent Street project. Integrity Grading will be adjusting manholes and valves along with finishing the landscaping. American plans to place the final layer of asphalt on Monday. Chicago Avenue is behind. While the west half has been completed, curb and gutter was placed today on the east half from 7th Street to the dead end. Next week the contractor will pour driveways and sidewalk. The following week the first layer of asphalt will be placed with the final layer placed the first week of November. The majority of the work has been completed on the Sidewalk Repair Project. This project started mid-September with work on 12th Avenue and Park Avenue completed. The contractor has various complaints to take care of and public corners to finish. Work is wrapping up on the Sewer Repair Project. They are currently working on Cherry Street. This project is anticipated to be completed the end of this month. The Pavement Marking Project has been completed.

Future agenda items for consideration

No future agenda items were offered for consideration.

Adjourn

Kellbach moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 3-0. Meeting adjourned at approximately 7:05 p.m.