

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: April 11, 2024, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lou Larson, Doug Diny, Gary Gisselman, Lisa Rasmussen, Chad Henke

Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso, Jill Kurtzhals, Dustin Kraege, Chad Abbiehl, Lori Wunsch

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 5:15 p.m. Chair Larson called the meeting to order.

Approve minutes of the March 14, 2024 meeting

Henke moved to approve the minutes of the previous meeting. Rasmussen seconded and the motion passed 5-0.

Discussion and possible action on parking restrictions on Troy Street between Maple Hill Road and Evergreen Road

Wesolowski was contacted by a resident on the west side of Troy Street who had called to complain about the parking restrictions. Wesolowski looked into the ordinance and found there is no parking on the west side from 8:00 to 9:00 am and 3:00 to 4:00 pm; however, the area is posted no parking, standing, or stopping. If it was posted the way the ordinance reads, the resident would be fine with the restriction. Parking restrictions are posted on the east side but are not in ordinance. The signs indicate there is no parking during school hours. Wesolowski recommends putting no parking on the east side between Maple Hill Road and Evergreen during school hours into code. He spoke with Ryan Urmanski of the Wausau School District who is in favor of keeping no parking during school hours. It is just a matter of putting this into ordinance.

Rasmussen feels this makes sense. We had issues around other schools especially where visibility and pick up and drop off are a problem. It started at a couple of other schools where we were trying to restrict parking in front of the school. We did not want unknown, unattended vehicles left near a school. Having parking restrictions is helpful for pick up and drop off traffic and bus traffic and during school hours makes sense. Alfonso noted that it is better if specific times are placed in ordinance. We have had speeding during school hours and it can be a fight from people saying they did not see children or did not know it was school hours. She believes it is best if a time is included because then it is clear. Wesolowski added that on the other side there is no parking until 4:00 pm. Larson would like to keep the area consistent and 4:00 pm would cover people coming out late.

Rasmussen moved to approve with the times being codified to define the school day, Monday through Friday from 7:00 am to 4:00 pm. Diny seconded.

Diny asked if this would satisfy the complaint from the neighbor. Wesolowski stated it will as the area will be signed the way it is in code. Diny believes most of the parking is on the east side during drop off. The west side is no parking, standing, or stopping. He questioned the difference. Wesolowski indicated that is not the way the ordinance reads. We will take off the no parking, standing, or stopping. The signs will read no parking from 7:00 am to 4:00 pm. Rasmussen said no parking, stopping, or standing signage was due to people pulling up on the wrong side. Kids would cross mid-block into traffic and principals were concerned about students being hit.

Gisselman asked if staff checked with the school. Wesolowski indicated they want no parking to stay on the east side and would like it placed into code. Gisselman asked if this will help the situation with drop off and pick up. Wesolowski stated it would not change anything; this will put into code what is already signed. There were no other issues at the school according to Ryan Urmanski.

There being a motion and a second, motion to approve with the times being codified to define the school day, Monday through Friday from 7:00 am to 4:00 pm carried 5-0.

Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at Sturgeon Eddy Road

Wesolowski applied for grants several years ago and we have been waiting for the State/Municipal Agreements. This would replace the signals at Sturgeon Eddy and Grand Ave. It is a connecting highway, but the City owns the signals. This State/Municipal Agreement is a 90/10 cost split and includes design of the signals.

Rasmussen moved to approve. Seconded by Henke and the motion carried 5-0.

Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at CTH N (Townline Road)

Wesolowski indicated this agreement is a 90/10 split. It would go out for design shortly and hopefully built in 2026. Larson asked where the money would be coming from. Wesolowski will have to budget for this in 2025-2026. Gisselman noted the apartment complex coming in and asked if there was sense on what a retrofit would mean. Wesolowski explained that the current signal posts in the center of Grand Ave are constantly being hit. Those would be removed and replaced with arms over the top. Staff would look at the timing of the signals and would coordinate the signals to maximize the traffic through the intersection. There will also be pedestrian push buttons with audible signals wherever there are crosswalks.

Henke moved to approve. Seconded by Diny and the motion carried 5-0.

Discussion and possible action on proposed 2025 Street Construction Projects and 5-Year Plan

Wesolowski brings the 5-year plan to committee every year. This year adds projects for 2029, which includes his recommendations of Brown Street from 5th Street to 13th Street, Forest Street from Bellis to 12th Street, 12th Street from Forest to Jackson, and Garfield Ave from Marathon Park to 3rd Ave. The staff report shows the pavement ratings and condition of the utilities. All streets included rate from 2 to 4 with water and sewer utilities from the early 1900's.

Henke noticed that 28th Avenue is on the list in 3 years and asked if there was a design. Wesolowski plans to bring design alternatives to committee as early as next month. He wanted to wait until the new committee was in place. Based upon which alternative is chosen, 28th Avenue may shift on the list. Henke went up 28th Ave the other day and it is very bad. He feels the sooner the better. Rasmussen questioned if the alternatives include options the committee looked at where the road goes out and around to eliminate the hill. Wesolowski confirmed.

Diny moved to accept the 2025 Street Construction Projects and 5-Year Plan. Seconded by Rasmussen and the motion carried 5-0.

Discussion and possible action on purchase of steel drum roller and auto grade control for paving operations

Lindman explained that Streets has been trying to shift operations to do more paving inhouse. A couple of years ago we replaced the paver with a larger one to do more work and expand operations. We have increased the hot mix budget over the last few years. We have purchased equipment to make our own hot mix. We are trying to do longer term fixes when it comes to potholes. The next step is to do full blocks of overlay. This equipment will help allow us to do that. Staff is proposing to add the equipment to the fleet to help with operations as we move forward. Staff put in an ARPA request for an addition \$1 million. Finance has approved \$500,000. Staff is proposing to use \$120,000 of that to purchase this equipment to do some of the work inhouse.

Larson feels the more we can do inhouse the better off we are, but he asked how this would be paid for. Lindman said the \$120,000 is for two pieces of equipment. The first option would be to use additional overlay money through ARPA. Larson asked if we could look into money that was saved from not having to snowplow this year. Lindman added that is another option or it could come forward to CIP.

With approving the \$500,000, Rasmussen believes Finance's intent was to maximize the amount of asphalt overlay that can be done. She would like to find another source other than ARPA for the equipment. She would like the entire half million to go to asphalt so we can get more roads done and would like to consider using carryover or surplus for the equipment.

Rasmussen moved to approve the acquisition of the equipment and send a recommendation to Finance to find an alternate fund source other than ARPA to pay for the equipment. Seconded by Diny and the motion carried 5-0.

Discussion and possible action on Asphalt Overlay Program and future budgets

Larson has recently become an Uber driver and has found that there are many side streets that need to be done. The map Wesolowski handed out has Pine Ridge Boulevard. That would be the last road he would want to overlay this year. Wesolowski noted that the map in the packet shows the streets that will be repaved this year with the \$600,000 Council approved in the budget. These streets include 48th Ave, 32nd Ave, West Wausau Ave, 6th Ave, 13th Street, 8th Street, 6th Street and 10th Street. Under the Asphalt Overlay Project, we are just milling West Wausau Ave, 6th Ave, and 10th Street and DPW will pave. This makes the budget go further. The map handed out today is what was put together for the \$1 million ARPA request. Finance approved \$500,000, which has to go to Council yet. About half the streets would have to be trimmed. Pine Ridge Boulevard is expensive because it is 4 to 5 lanes wide. If that was taken off the list we would not have to trim as many. The next meeting he can bring back the streets with budget numbers. He tried to spread it throughout the city on streets that do not have lead services or have copper services. There may be streets in worse condition but we do not want to overlay streets that have lead lines.

Larson feels Pine Ridge Boulevard should be one of the last streets done as there are so many side streets and one block streets that desperately need overlay. Rasmussen agrees with Pine Ridge as it is largely a commercial section and with ARPA dollars we are looking for neighborhood impact. We can find other ways to work Pine Ridge into future budgets if necessary. She travels 12th from Randolph to Merrill a lot, which is the street in front of the Urban West Building. She believes there are streets that are worse in this area and mentioned 4th Ave from Randolph to Merrill. The 1100, 1200, and 1300 blocks have craters. She asked to compare 12th Ave to 4th from the Blue Willow to Jefferson Elementary. There is an area on the east side where they did two large patches that are holding well, but the rest of the street is terrible. If there is a future plan for a second Urban West building, they could ruin the new street during construction. She would wait on 12th Ave if we can. Wesolowski indicated the committee can email him if there are other streets they would like him to look at.

Gisselman stated an issue in the northeast side is the lead service line. Before he would suggest streets that need work, he would like a map. A street where lead service lines might be dealt with in the next 5 years would come off his list. He could then let the neighborhood know that they have to wait due to the lead service lines. Wesolowski has the advantage of GIS. He can turn on street ratings and water lines and can see where they overlap. Gisselman can meet with Wesolowski so he can bring the information back to the neighborhood. Wesolowski indicated it is time to start talking budgets. The asphalt budget increased to \$600,000 this year and he hopes that can be kept.

If we acquire this equipment, Larson asked how much further our paving dollar would go. Wesolowski said it depends on how much money is put into the DPW asphalt budget. Every road we mill, DPW would have to pave. DPW is increasing efficiency with the roller and will get a better-quality product. There is a cost savings as we would buy the asphalt and not pay a markup for a private contractor to lay it. Wesolowski does not believe DPW could do all the asphalt work, but it would be a good tool to have.

Diny asked about the historical average of the budget. Wesolowski said there were years the budget was over \$1 million, some years we used TID money. He will work with Groat and see if there is any TID money. This year we are using \$300,000 worth of TID money for concrete pavement repair. When the budget was balanced in the past, asphalt overlay was easy to cut. He feels \$600,000 is a good place to be.

Rasmussen agrees that \$600,000 is a good place to be and does not want to fall below that. She would like to see it higher someday but we would have to find savings in other areas. If we start to see more in transportation aid

and shared revenues that may be possible. She asked if we knew roughly what the markup is for doing this inhouse versus contracting it out. Wesolowski can bring back what it costs per ton when we buy it compared to what a contractor charges on our projects. With the software DPW has, Lindman feels DPW does a decent job with job costing and we can try to figure out a comparison. Rasmussen believes that would be help so people can understand what it costs to get a block or two done.

Update on connecting highway recission and designation for rerouting STH 52 and Business Highway 51 in the City of Wausau

Wesolowski stated this has been finalized and signed by the DOT and the Mayor. The DOT will be marking the new routes on the highway and through the city. With the change of STH 52, Gisselman asked if we would be changing the name of Business 52 Parkway. Wesolowski said it could be left as is or changed. Gisselman feels it is odd as we named it 52 Parkway because it was part of Hwy 52 and now it is not.

Bridge Street is now going to be a state highway and Stewart Ave used to be. Henke asked if that was the reason for the difference of speed limits, and if Bridge Street would become 35 MPH. Wesolowski indicated changing the speed limit has not been proposed and he does not anticipate it.

Larson is thankful for being able to serve on this committee the past two years. He thanked the committee for having him as Chair as it has been an honor.

Adjourn

Diny moved to adjourn the meeting. Henke seconded and the motion carried 5-0. Meeting adjourned at approximately 6:00 p.m.