

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: July 13, 2023, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lou Larson, Chad Henke, Gary Gisselman, Doug Diny (Lisa Rasmussen was excused)

Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Jill Kurtzhals, Tara Alfonso, Dustin Kraege, Andy Lynch, Becky McElhaney, 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.

### **Approval of minutes of the June 8, 2023 meeting**

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Diny moved to approve the minutes of the June 8<sup>th</sup> meeting. Henke seconded and the motion passed 4-0.

### **Discussion and possible action on parking restrictions on the east side of Riverview Drive from 3736 Riverview Drive north to Evergreen Road**

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McElhaney, DPW and Inspections receive complaints every year regarding the parking of trailers on the east side of the road. The east side has city right-of-way and railroad property. There are no houses on that side. Inspections sends letters and then goes back, which uses a lot of staff time so there was talk of restricting parking. McElhaney received feedback from one who is worried about parking for things like graduation parties or bigger events. McElhaney does not want to micromanage and wants the committee's input on how to manage this. By having no parking or no overnight parking, we would eliminate Inspections and it would become a policing action. She said most of the neighbors are for it; they just do not want to lose the ability to park on the side of the road at times.

Lee Kelly has lived at 4010 Riverview Drive since 1990. He approves of restricting trailer parking. Restricting parking on the east side would inhibit people from parking for bible studies, parties, etc. He questioned how it would be enforced and communicated and stated it would be a problem if they cannot park on that side of the road. He is also in favor of trying to fix the problem of people dumping yard waste. There are other issues with living in this area, but he will address those with McElhaney.

Paul Buch has lived at 4030 Riverview Drive since 1998. In the time he has lived there, he cannot recall not being able to get in and out to 6<sup>th</sup> Street. It does get tricky in the winter with cars parked because it is a narrow street. Plow drivers do an excellent job pushing the snow as far to the east as possible. If people are parked on both sides, one has to go down to idle speed, but it is never any issue getting in and out. If anything there is an icy condition problem because of the large pine trees on the street. He had to call twice last winter, but spot sanding does not quite work. The department was quick to respond and did the whole street, but snow gets packed down and is not scraped clean. He provided and discussed pictures showing brush and yard waste. Larson reminded Buch that this item is regarding parking. Buch feels the brush issue is related because when things are not cleaned up properly people park further out into the street. He asked if this was regarding long term parking or parking for an event at someone's house.

Lindman stated that most streets have curb and gutter. When this road is reconstructed, it will get curb and gutter. Parking is restricted to the street; the hard-surfaced area. By ordinance, parking needs to remain on the street. On the east side, the city only owns about 6' off the blacktop; everything else is railroad property. Regarding curb and gutter, Buch noted that the right-of-way is basically the width of the road on the west side for the first southern half. The city would have to buy 10 to 15 feet of people's properties to widen the road. Lindman is willing to talk with Buch after the meeting as these items are not on the agenda. Buch does not feel there is a problem with parking, but occasionally there is an event. Larson asked how often events take place where parking is needed on the east side. Buch said it is not a regular occurrence, but restricting parking on the east side would stretch out parking down the street and is not as convenient. He does not see a need to restrict parking vehicles but agrees with restricting long-term parking of trailers.

Diny asked if we could restrict parking overnight to discourage long-term parking. This item is more complicated with debris and the railroad property, but simple no overnight parking signs would prevent the long-term parking. Larson asked if that would give the Police Department the authority to remove trailers parked on the grass. Kurtzhals said parking on the grass is typically an Inspections issue. If a trailer was parked in a no parking zone, the Police Department would have authority. Diny was contacted by two people. Their biggest concern was the parking of trailers and ancillary equipment; they were not as concerned with cars.

The calls McElhaney receives are about extended parking of trailers, utility trailers and boat trailers. She has not received complaints about cars. She does not want to micromanage but would like to fix the constant problem of trailers. Larson asked if they are parking on city land. Lindman noted the picture in the packet where a boat is parked beyond right-of-way on railroad property. McElhaney added that the railroad does not like that and people have been fined by the railroad. This happens every year and then Inspections sends a letter, McElhaney gets calls until the 30 days given in the letter are up and then the trailer gets moved. Lindman indicated we could restrict overnight parking, which would give the Police Department the ability to enforce. We could also post no yard waste dumping.

Buch noted that there is a several week time period in the spring and again after Labor Day when people are putting in and pulling out their boats. It is more of an issue in the fall of the year when people are waiting to get their boats winterized. He believes there are already ordinances in place. If we are not enforcing the current ordinances, he does not think it is necessary to add more. Henke stated we do have ordinances, but we are trying to get away from the inspection process and the 30 day wait period. If parking was restricted, it could be enforced that night.

Gisselman moved to restrict overnight parking on the addresses noted from midnight to 4:30 am including appropriate signage regarding dumping. Henke seconded and the motion passed 4-0.

#### **Discussion and possible action on State/Municipal Agreement for Grand Avenue from Lakeview Drive to Kent Street**

Gisselman moved to approve the State/Municipal Agreement for Grand Avenue from Lakeview Drive to Kent Street. Diny seconded and the motion passed 4-0.

#### **Discussion and possible action on Revocable Occupancy Permit for Parcel 1 (7255 Stewart Avenue) of Project ID 6999-09-02, Stewart Avenue**

Henke moved to approve the Revocable Occupancy Permit for Parcel 1 of Project ID 6999-09-02, Stewart Avenue. Diny seconded and the motion passed 4-0.

#### **Discussion and possible action on Revocable Occupancy Permit for Parcel 3 (7120 Stewart Avenue) of Project ID 6999-09-02, Stewart Avenue**

Henke moved to approve the Revocable Occupancy Permit for Parcel 3 of Project ID 6999-09-02, Stewart Avenue. Diny seconded and the motion passed 4-0.

#### **Discussion and possible action on Revocable Occupancy Permit for Parcel 12 (7019 Stewart Avenue) of Project ID 6999-09-02, Stewart Avenue**

Diny moved to approve the Revocable Occupancy Permit for Parcel 12 of Project ID 6999-09-02, Stewart Avenue. Henke seconded and the motion passed 4-0.

#### **Discussion and possible action on Revocable Occupancy Permit for Parcel 47 (5000 Stewart Avenue) of Project ID 6999-09-02, Stewart Avenue**

Diny moved to approve the Revocable Occupancy Permit for Parcel 47 of Project ID 6999-09-02, Stewart Avenue. Henke seconded and the motion passed 4-0.

### **Discussion and possible action on Revocable Occupancy Permit for Parcel 51 (4901 Stewart Avenue) of Project ID 6999-09-02, Stewart Avenue**

Gisselman moved to approve the Revocable Occupancy Permit for Parcel 47 of Project ID 6999-09-02, Stewart Avenue. Henke seconded and the motion passed 4-0.

### **Discussion and possible action on accepting the study for the rerouting of STH 52 and Business Hwy 51 in the City of Wausau**

Diny asked if there were any surprises in the study. Henke noted Grand and Thomas and expanding the southeast corner of the intersection. He thought the southwest side would have been expanded.

Wesolowski said the main thing is that they do not expect a lot of traffic diversion just because it is signed differently. The majority of the traffic is local traffic; no matter how it is signed they will take the route they want. Someone from out of town may continue on but it would be a relatively small amount according to the study. Diny noted the storm sewer issue on the east side of Thomas Street and asked if that is related. Lindman stated it is not related to the traffic study. The reason for expanding the intersection is to allow trucks to turn from Grand Avenue to Thomas Street. The storm sewer does cut across that corner. If there is work to be done, Diny asked if it could be coincidental. We do not know how much additional right-of-way is needed to expand the road; we may not be able to widen the road at this point.

Gisselman inquired about the next steps. Wesolowski explained the next step would be an environmental report. This is not for the soils but for social impacts or adverse impacts. The DOT did fund the traffic study but is requesting the city fund the environmental study. The DOT was asked for an estimate, but they are not sure because they don't do reroutes very often. We would have to put out an RFP and see where it comes in at. We do not anticipate it being a huge amount as we are not acquiring right-of-way or moving people. Because the diversion of traffic is relatively minor, Wesolowski does not expect great impacts. Lindman said the study will be an assessment of the reroute and impacts. It will be a lot of desktop work and getting feedback from other agencies.

Henke asked if the RFP would come back to CISM. The proposal would go to Finance for a budget request. Staff would write the RFP and the results of the assessment would come back to CISM.

Henke moved to approve the study. Diny seconded and the motion passed 4-0.

### **2022 MS4 Annual Report and Compliance Update**

Niksich mentioned the highlights of the DNR submittal. There were 14 active construction sites throughout the past year. An active construction site is a site that has groundbreaking activities of 1 acre or greater. 41 inspections were completed with 14 written up to make different improvements. We have 73 ponds that collect stormwater and help filter out sediment and phosphorous. All ponds were inspected last year. There were 10 which needed improvements. 6,500 tons of debris was collected through street sweeping, catch basin cleaning, or storm sewer cleaning. This was filtered through and used as beneficial reuse. With a lot of these activities there is a dollar amount attached. This is a rough idea from DPW of what they keep track of for maintaining the ponds, cleaning storm sewer, education, and outreach. An estimated \$1,950,000 was spent to maintain our MS4 program.

A couple months ago Niksich brought forward a proposal from Strand to help us with a planning grant to update our MS4 program modeling and stormwater feasibility study. We applied for the grant in April and earlier this week we were notified we were awarded the grant. The grant is a 50-50 match with the DNR up to \$170,000; \$85,000 for the city and \$85,000 for the DNR. We were 1 of 19 communities that received the grant and 1 of 2 that received the full grant amount.

### **Discussion on annual road maintenance/reconstruction and annual funding allocations for the same**

Gisselman raised this issue as this committee deals with the state of the infrastructure and roads. He is wondering where we are. Every year there is only a certain amount of budget for this and the state of streets is a concern within his district.

Lindman pulled the information from the last 5 years which noted what we are budgeting from the levy every year and how important TIDs are to our infrastructure. As TIDs are doing well and development happens, they contribute a lot of money. A lot of our street matching funds with DOT projects come from TIDs, such as Stewart Avenue from 48<sup>th</sup> to 72<sup>nd</sup>. This will be reconstructed next year and includes a multiuse path. There is a lot of infrastructure that will be paid for out of the TID to match the DOT funding. If this was on the levy it would be a heavy burden. Last year was the highest levy amount we have had within the last 5 years, about \$1.9 million. In 2024 it may be cresting that or more.

Larson asked about neighborhood streets and said there are a slew of “19<sup>th</sup> century” streets that are in bad shape, no curb and gutter, and no drainage. The 5-year plan looks more like a 100-year plan. He asked if there was any way in the future to tap TID money to get more neighborhood streets fixed. Lindman explained the neighborhood has to be within the TID or the ½ mile boundary, and the TID has to have money within it.

Diny is not familiar with how we have allocated in the past and asked if there was a linear percentage that we try to do. We know we have X number of streets; if we attack so many per year as a percentage of our levy, we could predict what kind of turnover we can have on road repair. He asked if there was a way to put that into our budget or strategy or if we back into it knowing what we can get done in a year. Wesolowski takes a couple of streets with the highest need and fits them into the budget. Lindman stated in 2017 or 2018 we looked at the infrastructure budget and what was coming out of the levy. We were at approximately \$1.5 million for streets out of the levy. We looked at our cost for a local mile of street and found we would need \$4.1 million annually out of the levy just to maintain and not fall further behind. There is a significant burden for the city to overcome.

Diny recommended looking at the 5-year plan again and set a goal. If we know what we are up against, we can better long-term plan. Wesolowski indicated the streets will be rated this year and he feels there will be more that fall into the 3 to 4 category. Ratings are 1 to 10, with 10 basically being a brand-new road and 1 being gravel. A 3 to 4 rating would be considered for reconstruction. The concrete pavement repair project this year had a \$650,000 budget, with TID funding of \$350,000. That contract should be able to stay in the \$650,000 range the next several years. Another area he feels could be increased is the asphalt overlay. During the budget process when cuts need to be made, this budget gets cut. It is hard to cut a street construction project from the budget but easy to cut from asphalt overlay. In 2019 we had a \$100,000 asphalt overlay budget. This gets you 1 to 2 residential blocks in the city. One increase that would provide a big bang for the buck would be asphalt overlay. He noted in the early 2000’s there were years where we had over \$1 million for asphalt overlay. This has been continuously cut over the years. This year we are overlaying the inside lanes of Merrill Avenue by NTC, which took the \$350,000 budget. We had to break the project up into 2 years because there wasn’t enough budget. The price per foot for street reconstruction has about doubled in the last 10 years. If we keep money in concrete repair and more money in asphalt overlay it would help.

Gisselman said when certain streets start to fall apart they should be on the short list. Wesolowski explained that we also struggle because we are an old city and the infrastructure under the road is not the greatest. We do not want to overlay a street with bad utilities. We will also have to balance the upcoming lead service line replacements.

Johnathan Smith, 400 River Drive, wanted to uplift the focus of this and the budget. The city is doing a lot with very little. We are on a cycle of turnover for reconstruction that is not feasible. It is interesting to see the various things that are going on at the same time. He thinks the city is re-envisioning what we can do. Any re-envisioning or redesigning thoughts when it comes to ped and bike improvements can feel like a waste at times when budgets are lean. These are the things that will help us continue to go forward into the future. He thanked the city for doing what it can with the budget we have. He wants the re-envisioning and the ability to think into the future to continue on.

Diny talked of deferring streets and noted that when maintenance is deferred it costs more down the road. He asked if there was any type of study on what deferral really costs in the end. Deferring feels good in the moment but it will still cost us and will cost more. Wesolowski stated the more we defer, prices keep going up. We will pay more later, and the road becomes in worse shape. The recommended pavement design is to mill and overlay a street at 15 years. That is not happening in the city. We are trying to preserve our streets with sealcoating and preservative methods. If you do not do a mill and overlay at 15 years the roadway will deteriorate beyond the overlay point. Diny related it to buying a new car and driving it 30,000 miles before changing the oil.

Henke asked if the lead service line replacement project will come to this committee. Wesolowski stated that will be handled through the Water Commission. The amount of lead services will overwhelm street reconstruction. As an example, he said there could be 30 lead service line replacements in a block. This would leave 30 holes in the street. Now you have an old street with 30 patches.

Wesolowski will bring back the 5-year plan and list of additional streets needing reconstruction.

### **Adjourn**

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Henke moved to adjourn the meeting. Diny seconded and the motion carried 4-0. Meeting adjourned at approximately 6:15 p.m.