

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: September 8, 2022, at 5:15 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Niksich, Cord Buckner, Andrew Lynch, Tom Kilian, 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 August 11, 2022 meeting**

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Gisselman moved to approve the minutes of the August 11<sup>th</sup> meeting. Henke seconded and the motion carried unanimously 5-0.

### **Discussion and possible action on parking restrictions on 3<sup>rd</sup> Street between East Wausau Avenue and Bridge Street**

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Liz Hauser, 2106 North 3<sup>rd</sup> Street, said parking is a problem every year when the Woodchucks play. People park on both sides of the street. It is a truck route and trucks come straight down the middle. People park over her driveway. She calls to complain but nothing gets taken care of. She would like no parking on her side of the street. She has difficulty getting out when there is a game going on and it is dangerous.

Per Wesolowski, there is no parking posted on odd days on the west side and even days on the east side. There are no signs between Lincoln and Humboldt on the west side of the street. There is no parking posted between Chicago and Bridge Street on the west side and a limited amount of parking on the east side. He recommends posting no parking on both sides between Chicago and Bridge Street due to turning movements off and onto Bridge Street. Letters were sent to the owners along the street. Only one other call was received, which was from Carly Schwanz of 2108 North 3<sup>rd</sup> Street. She does not feel there are any issues with the existing parking and would like it left as is. Hauser stated Schwanz works at night and is not there when there are issues. Wesolowski also indicated that the posted parking restrictions are not in the code. Hauser added that on the other side of the road there is no parking here to corner; people always park there. She suggested adding yellow markings on the curb.

Rasmussen noted the east side of the street has driveways off the alley. She feels the odd/even parking is confusing. Since one side of the street is different than the other, it does not make sense to mess with odd/even. She suggested restricting the side with the problem, which is the west side. She would think there are issues with snow removal and trash pickup as well. Wesolowski does not think there is a parking issue other than during the Woodchuck games. Hauser said during the games people park on both sides. If a truck comes down the middle, vehicles coming from the other direction must stop. Since there are no access issues on the east side and no sight lines issues getting in and out of their driveways, Rasmussen suggested restricting parking on the west side. Wesolowski clarified that there are some driveways further south on the east side. Rasmussen believes the parking problem is worse the closer one gets to Athletic Park. Lindman feels it makes sense to understand what residents want and get their feedback, but it should be as simple as possible.

Rasmussen moved to amend the signage to show no parking this side of street on the west side of 3<sup>rd</sup> Street, and no parking on both sides of the street from Chicago to Bridge Street. Seconded by Gisselman.

Per Gisselman, this issue came up a while ago. He agrees with this but in conjunction suggested adding yellow markings to help with issues.

Wesolowski would like to keep the no parking here to corner on the east side by East Wausau Avenue. Rasmussen added that to her motion. Hauser asked about yellow markings. Rasmussen said that could be looked at as part of the Pavement Marking Project.

There being a motion and a second, motion to amend the signage to show no parking this side of street on the west side of 3<sup>rd</sup> Street, no parking on both sides of the street from Chicago to Bridge Street, and no parking here to corner on the east side by East Wausau Avenue carried unanimously 5-0.

#### **Discussion and possible action on parking restrictions in the 700 block of Grant Street**

A request was received from the owner of the distillery at 720 Grant Street for no parking on the north side of the street. The resident at 708 Grant is also in favor of no parking in front of her property. Parking has been this way for a long time. This would take away parking for the Hiawatha. Larson said with the businesses there, there are always cars lined up the street. Rasmussen mentioned a similar situation by Bull Falls Brewery. With parking on both sides, it is difficult for emergency vehicles, snowplows, and garbage trucks. If the business owner is requesting restricting parking on one side leaving parking on the other, it makes sense.

Rasmussen moved to approve no parking on the north side of the 700 block of Grant Street. Seconded by Gisselman.

Diny asked who owns the area north of 720. Wesolowski responded the street right-of-way ends and 720 Grant owns the area.

Dan Weber, 720 Grant Street and 3824 North 14<sup>th</sup> Street, explained there is a lot of aggressive traffic that comes through what used to be St. Paul Street. People still continue to use the area as a road. There are issues with excessive speed, no stopping and traffic backing up. Ultimately, he is leaning towards closing McClellan Street access to the property, making Grant Street the only access. He has a standing lease with Hiawatha for the next 5 to 6 years. The lot to the south is owned by Sun Printing. He has secured an agreement to use this for auxiliary parking at no cost to him or the Hiawatha. He feels this is a public safety issue. It will cost about \$100,000 to repave his lot in the next few years and to have the municipality use it as a throughway would be detrimental to his investment. He knows it could create some confusion but ultimately, he believes it is in the best interest of the businesses and the residents.

Henke noted that one has to be very polite to get through this area at times and is in favor. Larson feels that not having no parking on one side of the street would allow two east/west cars down the street. Gisselman thought St. Paul Street from Scott Street north was a thoroughfare. Wesolowski said it was treated as a street but is there is no right-of-way there. The right-of-way ends at the end of Grant Street.

Weber said information provided to him was that there was a discrepancy between the previous owner and Hiawatha. There was misunderstanding because the area was paved by the City and labeled by the City. It is shown as a road on advisory maps. The City has been firm that it is his property and responsibility. St. Paul Street runs from Scott Street to McClellan Street. His lot starts at McClellan Street.

There being a motion and a second, motion to approve no parking on the north side of the 700 block of Grant Street carried unanimously 5-0.

#### **Discussion and possible action on an easement for 1100 Highland Park Boulevard**

Bill Hebert, Dave Huempfer, and Wesolowski met on site where an outdoor tea garden was built on a section of City right-of-way that has never been used. The owner of 1010 Everest Boulevard is not happy with the building. Originally staff looked at vacating the right-of-way. However, when researched all the land would revert to 1100 Highland Park Boulevard. When this was discussed with the owner of 1010 Everest Boulevard, they would object to vacating. Either an easement would need to be granted or orders would be given to remove the structure.

Rasmussen said there are similar situations like this. She feels an easement makes sense as it is a small portion of right-of-way. The easement would carry a caveat that it would have to be removed at the owner's expense if it becomes necessary. We have done this when people put landscaping or sprinkler systems in the right-of-way. An investment was made, it blends with the property, and there is no immediate public use for the area.

Rasmussen moved to approve. Seconded by Henke.

Larson is torn. If we start allowing people to put things on City property it would open a can of worms. There is already one objection to it, and he is not sure he can support it. Henke asked if they got a building permit. Wesolowski indicated a permit was not obtained. These types of situations are handled on a case-by-case basis. We have allowed retaining walls and such in the right-of-way. Larson feels this is neighbor against neighbor and questioned who should be sided with. Gisselman asked if the area is paved. Wesolowski explained it is undeveloped. One would never know there was right-of-way there. People treat the area as their backyard. Gisselman asked if it would be split between the properties if vacated. Wesolowski said in this case all of the right-of-way would go to 1100 Highland Park. The easement would be written where it would be their responsibility to take down if needed. The easement would also include a hold harmless agreement, which is typical for an easement for items in the right-of-way. Discussion followed.

There being a motion and a second, motion to approve carried unanimously 5-0.

#### **Discussion and possible action on sale of a portion of 1300 Cleveland Avenue**

Lindman explained this is a strip of land along West Thomas Street, on the north side of St. Vincent De Paul. He recently found out this strip of land has its own address of 123 West Thomas Street. St. Vincent De Paul asked if the City would be willing to sell this property as this is where their sign is located. The staff report outlined the process to sell property; the first step is to get CISM approval.

Rasmussen said the size and shape of the property is reminiscent of a remnant parcel. Since it has its own address, she asked if it would require us to resurvey and replat 1300 Cleveland. If St. Vincent De Paul purchased it, Lindman assumes the piece would be combined with 131 West Thomas Street.

Rasmussen suggested holding this and acting on it next month with the Thomas Street address. Kilian agreed as having the proper address would be less confusing for the public. The committee agreed by consensus to bring this back next month with the proper address.

#### **Discussion and possible action authorizing downtown snow/ice removal**

Wesolowski explained the downtown snow removal is hired out and assessed to property owners based on actual costs. Larson mentioned the variance between amounts per foot in previous years and asked how the rate is determined. Wesolowski said that is mainly due to Mother Nature. The cost depends on the amount of snow, how many times they have to clear snow, and the bid price. Lindman added that this work is bid out per hour. After the season staff converts it to lineal feet of sidewalk that is cleared. It is easiest to bid out as an hourly rate.

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

#### **Discussion and possible action on establishing assessment rates for 2023 construction projects**

It has been the City's policy to assess 60% of the cost of the roadway to include curb, gutter, pavement, base course, and excavation of the street. This does not include storm sewer, water, or sewer. This year the rate was \$42 a foot, which has not been raised in a couple of years. With current costs to build a road, the rate would have to be raised to \$100 a foot if we want to assess 60%. The policy of 60% was decided by CISM years ago; it is not an ordinance and we do not have to assess 60%. If the rate stays at \$42 a foot, we would be assessing about 25% of the cost of the road.

Rasmussen believes raising to \$100 in one step is impossible. If one has a 100' lot, the assessment would jump from \$4,200 to \$10,000. People cannot afford that, and it is not feasible with the way the economy is. While it is a good goal to get back to 60%, we should step into it. If we want to raise the rate, we could consider \$55 a foot and then each year look at where we are economically. Right now, bids are incredibly high. Each year we should make a decision if we want to get closer to the 60% but doing it all in one year is too much for people. Wesolowski noted that he was not recommending \$100; that is a big jump. He just wanted to show the comparison. Gisselman feels \$55 is a good suggestion as there is a need for some kind of raise.

Gisselman moved to raise the assessment rate from \$42 a foot to \$55 a foot. Rasmussen seconded and the motion carried unanimously 5-0.

#### **Discussion and possible action on Transportation Project Plat for Project 6999-09-02, Stewart Avenue, 72<sup>nd</sup> Avenue to 48<sup>th</sup> Avenue**

This Transportation Project Plat was completed by EMCS. During design they identified properties that need a TLE, PLE and a few small right-of-way acquisitions to complete the project. Approving the plat allows the real estate consultant to start negotiations.

Larson asked which side of the road would get hit the most. He noted that West Side Auto is close to the road; taking 10 to 15 feet off that side of the road would hurt their business. Other businesses would be in the same predicament. Wesolowski said there are not a lot of permanent takings. The most significant is on the far west end near the Crime Lab and FedEx to construct ditches for stormwater. Most are TLE's; there is not a huge taking on any parcel. TLE's are for a couple of feet of property for the length of the lot. We are not taking any parcels in full and there is no relocation. These are simply strip takings.

Rasmussen said TLE's are made to access properties during construction and restore it after. If this is approved, the real estate firm negotiates with property owners. If there is an unnecessary encumbrance upon a business, that would be flushed out. Lindman added that most would be on the Nominal Payment Parcel Report because they are small. There are a couple where we will be restoring blacktop and some small pieces have permanent takings. Offers would be presented to Finance, Finance would approve making offers, and costs would come back if there are any negotiations.

Rasmussen moved to approve. Gisselman seconded.

Gisselman asked about bike and pedestrian accommodations. Wesolowski said the current design has bike lanes on both sides of the road plus a 10' wide multiuse path on the north side. Wesolowski added that some parcels are in the Town of Stettin. This would only approve the parcels in the City of Wausau. The Town of Stettin is taking their parcels to the Town Board.

Henke mentioned Whiskey River. Wesolowski said Whiskey River will be impacted because some of their parking is in the right-of-way. There will be curb and gutter installed, and Whiskey River will have a defined driveway onto Stewart Avenue.

There being a motion and a second, motion to approve carried unanimously 5-0.

#### **Discussion and possible action on revised State/Municipal Agreement for Business Campus Trail – 72<sup>nd</sup> Avenue**

This is an updated State/Municipal Agreement (SMA) due to change in the scope. The project has been shortened due to price in came in at. The original bid came in at roughly \$3 million, far over the budget. Staff looked at ways to save costs. One way was to reduce the scope and remove a portion of the project south of Stewart Avenue to Packer Drive. The other was to change construction dates. A lot of contractors did not have the time available to build it and only one bid was received. With this SMA the project limits were changed, and this will be rebid with advertising beginning next Tuesday with construction next year. Rasmussen does not want to lose sight of the south portion that was removed and hopes it can be constructed in a future phase.

Henke moved to approve. Diny seconded and the motion carried unanimously 5-0.

### **Discussion and possible action to consider site selection for a new Fleet Maintenance Facility**

Staff has been working with our consultant, Barrientos, to look at sites city-wide. The staff report outlined what was done for rankings and sites that still seem to be viable for a new facility. One site is not connected to the City and we would have to take some of the county highway to get the parcel annexed. The parcel on County Z does not seem to be ideal for location and there was no response back from the owner. County N did not score as high and we have not spoken with the owner. A tour took place of the old Iron Works site on West Street. The office space has been fully remodeled. There are a lot of large storage buildings but due to the condition they may not be very viable for our use and would likely need to be razed. There is a salt/sand storage building that could possibly be reused. The site seems to have good access to West Street and 10<sup>th</sup> Avenue. A Phase 1 and Phase 2 environmental study was done when the owner purchased the property a few years ago. The owner will send that information to Lindman. There may be some additional due diligence that we would have to do. Also, some buildings are leased out to other businesses. If the City purchases the property, leases would have to be bought out with potential relocation expenses.

Larson noted the golf cart building would not have to be razed. Lindman stated that building could be used depending on how the facility fits on the property. Rasmussen is encouraged by this, but acquisition costs and relocation costs would be a concern. She added that it is not her goal to stir up a hornet's nest but she has a problem with the meeting packet. This item was on for last month. Action was held because we did not have the entire committee. Barrientos has studied multiple sites. The decision on a site for the facility is for all of us to make and for the entire Council to make. Prior to the packet being circulated, staff was asked to revise the study and eliminate a site from our view and the public's view. She does not feel it is appropriate for the Chair of any committee to restrict the flow of information to the committee. The committee deserves and is entitled to complete and accurate information. One cannot make an educated decision without it. Even if we disagree, we have to let that discussion happen. Barrientos also studied 1300 Cleveland Avenue, but no one wants to talk about 1300 Cleveland Avenue. We did agree with the neighborhood that we want to clean it up to residential standards. Upon seeing the packet and knowing the spreadsheet had been modified, she asked staff for the right information. 1300 Cleveland was not only the highest scoring site; it is \$2 million cheaper. Rasmussen passed out the original spreadsheet.

Kilian passed out a scoring sheet he felt was equally important. In September 2021, there was a vote on this item for this particular study. Because of concerns from multiple Council members, the status of Cleveland Avenue's environmental fitness or lack of, as well as a heavy amount of feedback from the neighborhood, an amendment was brought forward to the resolution to disallow 1300 Cleveland from being part of this study. Prior to voting, Larson had asked for clarification on what the amendment meant and if the funds would still be applied to the study. The Mayor had said the study will happen without Cleveland Avenue as an option. He thought it was inappropriate to put the score of Cleveland Avenue in the packet due to the specific directive from the Council. He noted that the scoring numbers are incorrect. Cleveland Avenue is listed at 27, which would place it in a tie for the highest. But if aligned with the facts, it ranks lower on the list. The existing zoning conformance is listed at 3, which signifies best. It should be ranked as a 1, poor, because it is currently zoned residential. For a 3 it would have to be industrial. The second element is the environmental justice score. The score of 2, which indicates a neutral impact on underserved communities, is incorrect. He passed out the EPA EJ screen report. When doing EJ assessments, you want to get the highest resolution data as possible, which would be the census block group. Cleveland Avenue is at 53% people of color, 46% low income, a linguistic isolation rate of 16%, and 12% children under the age of 5. This shows a massive impact on an EJ community. Therefore, he feels that score should be 1 or 0. With factual numbers on the scoring report, the site does not have a good score. He believes the intent was crystal clear to take the site out of the study.

Rasmussen stated that Barrientos went forward with the study. The product they produced includes Cleveland Avenue and includes it with a scoring. Larson noted that as a committee we told them to go forward with the West Street property. Rasmussen said they were encouraged to pursue those alternatives to know what the numbers were but we have not settled on any location. We contracted for a study and spent the public's money

on a study. The study should be provided to the committee the way it came in. She thinks it is wrong to put staff in a position to modify the results of a study the public paid for. If the chart includes Cleveland Avenue, we can talk about the fact we do not like it, but we do not just shield from the view what the study said. She feels we need complete information. If the numbers are skewed or inaccurate, we need to fix it. Council can do and undo any decision it makes. If Cleveland Avenue gets cleaned up to residential standards and we decide we want to look at a facility on that site, the City could rezone it. If Council decided it did not want the site in the running any longer, upon receipt of new information or site cleanup, council could decide to readd the parcel into the mix. We should give all of it consideration and make an educated decision.

Per Larson, the fact remains that until 1300 Cleveland is cleanup, it is off the table. Kilian said in September 2021, it was known through the vote of the Council that the directive was to take it out of the study. There is a municipal code that states to knowingly exceed one's authority is problematic. He suggested revisiting the September 2021 meeting to see what the Council voted on. He indicated it is not universally true that the City can do whatever it likes. As a recipient of federal funding, we need to make sure we are in compliance and not intentionally or unintentionally violating Title 6. In 2012 the DOT Highway Administration sent a letter to Mayor Tipple informing him that the City violated the uniform act and the rights of residents in that same census group. He will be holding a public information meeting in October. After that information meeting, it should be even more crystal clear.

Rasmussen asked how Cleveland Avenue remained in the study. Lindman explained when this first began in 2018, Cleveland Ave was part of the review. Since Council made the statement they did not want Cleveland Avenue looked at anymore, staff has not put any more resources into that site. But it is part of the original proposal that had come from Barrientos. That information has followed this report since then. In 2021 when Council said they did not want staff looking at the site any further, we haven't. We have focused on West Street. But the information that was prepared on Cleveland Avenue prior to September 2021 has been included in all the reports. The reality is that all information provided still shows this as a viable site. If Council does not want to look at it anymore, that is fine. But from an engineering standpoint, what we have looked at in the past shows it is a viable site.

Kilian said the work product is incorrect and is stunned that with a multimillion-dollar project we cannot get numerical scores correct. Lindman believes the scores were probably prepared prior to the site being rezoned. This is proof we have not gone back and done something outside of authority, and he takes offense to the accusation.

Diny mentioned that the column for Cleveland Avenue should have been left in with a footnote noting eliminated for consideration. The other spreadsheet that Kilian passed out had several other sites listed. Lindman said in the report there are notes on each site. The sites not included were determined to be not viable.

Gisselman feels the tour of West Street was good. He asked what kind of facility is needed and if all of the property would have to be razed. Lindman explained that on the southeast corner there is an office building that is in good shape. The large, enclosed facilities at first look may not work for us and may have to be razed. Gisselman thinks it is a good site and has potential for our needs.

Larson enjoyed the tour and thought it would be a fantastic location. If the County's Master Plan does not pan out, there would be land to expand. He feels the site has much potential. Diny liked the facility. One of the criteria looked at originally was to try to keep the facility complete rather than splitting operations. The least desirable option would be to pick something where we would have to permanently split facilities. Depending on the County's plan, there may be potential to obtain property all the way to 17<sup>th</sup> Avenue and have combined facility. Lindman said that would be flushed out with the West Side Master Plan. Marathon County wants to expand park services to the area where the Highway Department is currently located. Diny asked how much more work Barrientos has. Lindman would like direction from the committee. We have funding for Barrientos to do more work but we have not entered into another agreement. For the West Street site, we could try to finalize potential costs by working with owner. We could also look at a site layout to see what buildings could be salvaged. If the committee is okay with pursuing the West Street site, we would enter into an agreement with Barrientos to gather further information.

Rasmussen supports the Iron Works site but feels we need real numbers for relocation costs and supports Barrenitos looking further into this location. We do not know for sure if the County is interested in selling the Highway Department property. If they have other plans for that, it may not be an option. If it is an option, she would bet they would want to sell it at market price. We should get an idea of what market price would be. Depending on how things play out, we have to keep an open mind on the rest of the options. The existing site scored low and has its own drawbacks. We are not excited about far outskirt properties as it is a 20-minute drive across town. She feels we should pursue reliable numbers for West Street and Iron Works.

Kilian asked that any additional contracts with Barrenitos are clear that Cleveland Avenue is not to be pursued per the Council directive from September 2021. Since there is a pursuit of the highest scoring properties, he suggested cost estimates be put to sites with the highest score. Lindman asked if they wanted costs even for sites we know are not viable. Larson would like to go further with the West Street location and exhaust all avenues there. Rasmussen said a couple of sites have been eliminated as they are owned by the private sector and likely not for sale. We should not waste time or money studying stuff like that. We should focus on sites we can actually use.

Gisselman moved to proceed with the West Street location and further define issues. Seconded by Rasmussen with the understanding we want to see costs for the Marathon County Highway Shop site separate from the Iron Works site.

Gisselman believes the West Side Master Plan will be revealed soon and might be revealing of the future of the Highway Department site.

There being a motion and a second, motion to proceed with the West Street location and further define issues carried unanimously 5-0.

#### **Presentation on CIP Project Summary submitted for 2023 Budget**

Wesolowski outlined the budget submitted for 2023. DOT projects would need \$150,000 to finish plans, mainly in TID 10. Stewart Ave real estate is estimated at \$150,000. STP Urban funding was received for 18<sup>th</sup> Street from East Wausau Ave to Sell Street; the City's contribution is \$220,000. A STP Urban grant was awarded for West Wausau Ave from 10<sup>th</sup> Ave to Stevens Drive, with design costs estimated at \$200,000. The DOT has agreed to redo East Wausau Ave from 6<sup>th</sup> Street to 18<sup>th</sup> Street, with the City responsible for 25% of the design.

Henrietta Street from Bellis to 13<sup>th</sup> Street; North 10<sup>th</sup> Ave from Oak Street to West Wausau Ave; and Grant Street from 6<sup>th</sup> Street to 7<sup>th</sup> Street will be reconstructed in 2023. \$400,000 in grant funding was received for 17<sup>th</sup> Ave from Stewart Ave to Elm Street; the City is responsible for \$1.2 million. It is anticipated that TID 8 or ARPA funds would be used for this.

Other projects include asphalt paving at \$350,000, sidewalk replacement at \$150,000, and almost \$1 million for storm sewer for street projects. Niksich is working on an estimate for Bos Creek culverts that need replacement, which could be significant. The budget for concrete pavement repair is \$300,000, and pavement marking is \$50,000.

There is a ramp repair budget of \$300,000. This year a project will take place in the Sears Ramp, next year will be the Penney's Ramp and the Jefferson Ramp the following year. This is based on studies completed by Walker Parking Consultants. Diny said the ramps are not getting a lot of use and asked for more specifics. Wesolowski explained that DPW does maintenance on the ramps; this would be for physical repairs. This year's project includes replacement of doors and door frames, repair of spalling concrete, repair of post tension cables, and overhead ceiling repairs. Funds used to come from a parking fund, but we no longer have that fund. Diny asked if part of this could be considered with the WOZ project. Wesolowski believes money in this year's budget was shifted to the TID. Diny questioned if any of this work could be deferred. Wesolowski does not like to defer these repairs as it usually makes issues worse.

The total ask of the budget is a little over \$4 million. Rasmussen noted the last two years it has been the goal of the CIP Committee not to cut infrastructure because it is so far behind. This year the infrastructure ask was so high it used up the entire CIP borrowing budget. Staff was asked to survey projects that could be phased over multiple years or find alternate funding. Ordinarily we would borrow \$3.5 million for all CIP projects. With this \$4 million ask, there would be no way to do other work.

### **Construction update for 2022 Projects**

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Campus Drive and Burek Ave watermain was completed this week with final restoration items to be completed yet. Bugbee is progressing well with one more block of underground work remaining. 4<sup>th</sup> Avenue from Bridge Street to Knox Street is on schedule to be completed by the end of the month. Curb was poured today on 4<sup>th</sup> Street from McClellan Street to Scott Street with sidewalks next week and paving by the end of the month. Torney Ave has had a couple of utility delays. WPS put in new poles, and it was difficult to coordinate contractors due to the narrow right-of-way. They intend to start Monday with completion by the end of October. The Business Campus Trail will start advertising next Tuesday with the bid opening in October and construction next year.

Asphalt Overlay has been completed. Concrete Pavement Repair will start September 18<sup>th</sup> and includes one block of Grant Street in front of City Hall, 4<sup>th</sup> Street from Grant to McClellan, Bridge Street from the bridge to 6<sup>th</sup> Street, and Grand Ave from Kent Street to Lake View Drive. The Sidewalk Project has been completed.

### **Adjourn**

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Diny moved to adjourn the meeting. Henke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:05 p.m.