

BOARD OF PUBLIC WORKS

Date of Meeting: January 5, 2022, at 4:00 p.m. in the Council Chambers

Members Present: Eric Lindman, Maryanne Groat, Anne Jacobson

Also Present: Allen Wesolowski, TJ Niksich, 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.

PUBLIC HEARING: 2022 Street Construction Projects

Bugbee Avenue from Burek Avenue to the east termini

4th Street from McClellan Street to Scott Street

4th Avenue from Bridge Street to Knox Street

Lindman explained the purpose of the meeting is to take comments from property owners regarding special assessments. The comments received are forwarded to the Capital Improvements and Street Maintenance Committee (CISM) which will meet January 13, 2022 at 5:15 p.m. CISM will approve, disapprove, or modify the plans or assessments for the project and forward a recommendation to the Common Council. It is anticipated the Common Council will take action at the January 25, 2022 meeting. There were no objections to dispense with the reading of the official hearing notice.

Lindman indicated the 2022 assessment rate is set at \$42 per foot. The sewer lateral is \$500 if replaced. Drive approach replacement is estimated at \$6.00 per square foot. Replacement of defective sidewalk is estimated at \$8.00 per lineal foot and installation of new sidewalk is estimated at \$16.00 per lineal foot.

Lindman stated staff from the Engineering Department will be available after the public hearing if there are specific questions about individual properties or the work to be done under the project.

At this time, Lindman opened the public hearing and asked for persons in attendance who wished to speak regarding special assessments to come to the podium and give their name, address, and comments.

Bugbee Avenue from Burek Avenue to the east termini, 4th Street from McClellan Street to Scott Street, 4th Avenue from Bridge Street to Knox Street

Charlotte Doescher, 1005 Bugbee Avenue, asked if sidewalk was proposed for Bugbee. This is a dead-end street and she does not feel there is a need for sidewalk.

No one further came forward for comment and the public hearing was closed.

Wesolowski stated sidewalk is addressed on projects based on need. CISM will ultimately decide, but at this point staff will not be recommending the installation of sidewalk on Bugbee.

PUBLIC HEARING: 2022 Alley Paving Project

Alley bounded by Cedar Street, Spruce Street, North 9th Avenue and North 10th Avenue

Lindman explained the purpose of the meeting is to take comments from property owners regarding special assessments. The comments received are forwarded to the Capital Improvements and Street Maintenance Committee (CISM) which will meet January 13, 2022 at 5:15 p.m. CISM will approve, disapprove, or modify the plans or assessments for the project and forward a recommendation to the Common Council. It is anticipated the Common Council will take action at the January 25, 2022 meeting. There were no objections to dispense with the reading of the official hearing notice.

Lindman indicated the 2022 assessment rate is estimated at \$15 per foot.

Lindman stated staff from the Engineering Department will be available after the public hearing if there are specific questions about individual properties or the work to be done under the project.

At this time, Lindman opened the public hearing and asked for persons in attendance who wished to speak regarding special assessments to come to the podium and give their name, address, and comments.

Alley bounded by Cedar Street, Spruce Street, North 9th Avenue and North 10th Avenue

Wesolowski received a call from John Smigelski of 311 North 10th Avenue. He is in favor of the alley paving as long as we take care of the drainage issues and install storm sewer.

Bobbi Jo Balz, 718 North 4th Avenue, asked to speak regarding the 4th Avenue project. The street is like a highway and a short cut from one side to the other. There is one stop sign and traffic races to it. 5th Avenue has stop signs that slow traffic so people go to 4th Avenue and fly through. When installing stop signs, Wesolowski indicated staff looks at the major and minor street. Stop signs are typically installed on the minor street with less traffic. Stop signs are not typically installed to control speed. Traffic calming measures or enforcement are more common ways to control speed.

No one further came forward for comment and the public hearing was closed.

Jacobson moved to adjourn the meeting. Seconded by Lindman. Meeting adjourned at approximately 4:10 p.m.