

**Public Works Committee/**

Tom Rayome, Chairperson

Ryan Austin, Secretary

Dennis Polach

Mayor Blaser

Notice is hereby given of a meeting of the Public Works Committee to be held in the **Council Chambers** at City Hall, 444 West Grand Avenue, Wisconsin Rapids, at **5:00 p.m. on Tuesday, May 2nd, 2023**. The meeting will be streamed live on the City of Wisconsin Rapids Facebook page and will also be broadcast live on Charter Cable Channel 985 and Solarus HD Cable Channel 3. If a member of the public wishes to access this meeting live via Zoom audio conferencing, you must contact the City Clerk at least 24 hours prior to the start of the meeting to coordinate your access. This meeting is also available after its conclusion on the City's Facebook page and Community Media's YouTube page, which can be accessed at www.wr-cm.org. It is possible that members of the Committee may appear remotely via video or audioconferencing for this meeting.

Agenda

1. Call to order
2. Review Engineering & Street Department Monthly Activity Report.
3. Review and consider approval of Change Order #1 for the 2023 Concrete Contract for Reconstruction Projects.
4. Review and consider modifying the parking ordinance on the east side of 16th Street South between just south of Pepper Avenue to East Riverview Expressway.
5. Review the Wisconsin Rapids Rail Feasibility Study.
6. Review referral list
7. Set Next Meeting Date
8. Adjourn

Tom Rayome, Chairperson

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The City of Wisconsin Rapids provides access to meetings to all citizens. If access to this meeting through video or audio means is not possible due to a disability, notification to the City's IT Manager at 715-421-8288 at least 48 hours prior to the scheduled meeting is encouraged to request accommodations.



PUBLIC WORKS DEPARTMENT

1411 CHASE STREET
WISCONSIN RAPIDS, WI 54495
(715) 421-8218 FAX (715) 421-8281

April 2023

Refuse and Recycling

- Garbage Collection estimate 325.35 tons (2022 315.25 tons)
- Recycling Collection estimate 98.65 tons (2022 95.44 tons)

Construction

Lyons Park Flood Levee (1681 2nd Ave to Lyon Park)

Items to complete in spring:

- Asphalt trail tie in at river wall (North and South)
- Finish rake and seed earth berm and disturbed areas
- Asphalt trail tie in at Woodbine and 2nd Ave
- Asphalt patch between wall and back of curb

9th Ave North (West Grand Ave – Freemont Street)

- Restoration of green spaces from West Grand Ave – High Street

Freemont Street (7th Ave N – 10th Ave N)

- Preparation for sidewalks

Items to complete:

- Concrete sidewalks and curb ramps
- Asphalt patch driveways

Oak Street (East Jackson Street – 16th ST N)

- Removed existing pavement, curb and gutter, sidewalk and black dirt from 3 city blocks
- Installed 814' of 12" Sanitary
- 3 – Sanitary manholes
- 8 – 4" or 6" services
- 1 Storm manhole
- 5 – catch basins and leads
- Installed 675' of 12" Watermain

Streets Maintenance

- Patched city streets with cold patch
- Building Maintenance
- Sanitary manhole repairs
- Swept chipseal streets, downtown business areas and highways to remove some winter dirt
- Assisted Waste Water with flushing of dead end manholes
- Worked on snow plow damage from early and late snow events

- Assisted Waste Water with Sewer interceptor cleaning
- Working on Spring cleanup of debris removal of islands and dirt from Winter on streets
- Service Equipment
- Review and replace SDS sheets for stockroom
- Graded gravel roads
- First monthly brush pickup
- Flagger Training
- Work with Wood County and Mastic East Riverview Expressway, STH 34/13 and Baker Street
- Gravel patch holes in 3rd Ave Parking Lot
- Catch Basin Repair 5th Ave and Harrison, 4th Ave and High Street
- Dig footing for Prairie Dog exhibit at the Zoo
- Remove hazard trees on City property
- Prepared for crushing at City Pit

Paint and Signs

- Replace seasonal banners
- Repairing damaged signs due to winter plowing and poor driving
- Continue to replace Speed limit Signs, 25 mph – 40 mph, waiting on more Stock to replace 30” Stop signs
- Supplied signs for West Jackson Street Construction Project
- Removed No Parking Signs on 3rd Street (Grand Ave – Oak Street) per Public Works Committee request
- Changed Permit Parking on 1st Ave South from 11 spots to 4 spots per Public Works Committee request

Shop and Repairs

- Routine service work fleet trucks
- Off Season Equipment maintenance (Sweeper, Screen Plant)
- Service Police and Fire’s fleet
- Rebuilt Hydraulic Cylinder in Garbage Truck
- Rebuilt Packer floor in Garbage Truck
- Remove winter equipment and prepare for summer season
- Prep new vehicle for use



ENGINEERING DEPARTMENT
444 West Grand Avenue
Wisconsin Rapids, WI 54495-2780
 Engineering (715) 421-8205 FAX (715) 421-8291

ENGINEERING DEPARTMENT Monthly Activity Report

April 2023

Permits & Degradation

- 15 Permits/Licenses (12 last month) for asphalt paving (0), driveway grades/concrete pour inspections (4), storm water (0), excavating (6), Street Privilege (0), storm connection (0), permit parking (0), banner (0), environmental testing well (0), contractor licenses (5)
 - This year – 72 permits & licenses
- 204 Diggers Locates for Storm Sewer & Sanitary Sewer (134 last month)
 - 3 Emergency locates (during work hours)
- Degradation fees - this year = \$21,883.83
 - This month = \$9,041.76 (\$5,431.15 last month)

Traffic

- Vision Triangles
- Stop Sign / Yield Sign Requests
 - Traffic studies for the following intersections will be completed in February.
 - 13th St N & Prospect St – 10/6/22
 - Data gathering is complete. Initial review of the data confirms that all intersections except for 14th St N & Avon St are suitable as uncontrolled. We have further reviewed 14th St N and Avon St due to a series of accidents since 2014 that may justify increasing traffic control to yield. Report is attached.
- Traffic Study
 - Request to allow right turn no stop for westbound traffic on Two Mile Ave at 1st St S. Some preliminary research has been done to gather guidance documents. A traffic study has been completed.
 - Lincoln St and Daly Ave traffic accident audit is complete
 - Turning movement counts, thru counts and speed data has been collected on Lincoln St.
- ITS Standalone Signal Grant
 - ITS Standalone Signal Grant – Chase St and High St was awarded to the City.
 - 2023 Project
 - Material/equipment supplies are creating some challenges and schedule creation is pending.
 - Bid awarded to Pember Companies. Contracts are signed and Notice to Proceed has been issued.



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- Bid opening was Dec. 8th at 10am.

- Signal complaints
 - FYA request for WB left traffic on Expressway at Plover Road
 - Signal adjustments requested at 8th St and Expressway for NB lefts
 - A request for traffic signals at 16th St S and Expressway to switch quicker for vehicles heading north and south on 16th St S AND for the green to stay on longer.
 - Request to make 3rd St / Market St / Jackson St intersection an all-way stop.
 - STH 54 & CTH W – too few cars can get through (9/20/2022)
 - Chestnut & 8th St – too few cars can get through (9/20/2022)
 - W Grand & Expressway – left turn coming on when it shouldn't (9/30/2022)
- Signal Equipment
 - Met with Gridsmart 3/29 to replace a damaged camera at Plover Rd and Baker St
 - Spare cabinet is ordered and is expected to arrive in September or October.

Project Designs/Construction underway:

Maintenance Projects

- Sidewalk and Curb & Gutter Maintenance – A contract is out for bid with a bid opening of May 11th.
- Sidewalk Cutting with Safestep. They have completed their inspection and are scheduling the cutting work.

2023 Reconstruction Projects

- Design for 2023 Projects
 - Oak St (E Jackson St to 16th St) – 100%
 - Shorewood Terrace (1st St N to Termini) – 100%
 - Apricot St and Broadway St – 100%
- 2023 Contracts
 - Crushing Contract – Contract Documents are signed. Estimated start date is June 1st. Bid date was 3/2/2023
 - Asphalt Contract – Contract Documents are signed. Bid date was 3/2/2023
 - Concrete Contract – Contract Documents are signed. Bid date was 3/2/2023
 - Sewer Lining Contract – 10%

2024 Reconstruction Projects

- Preliminary Survey for 2024 and 2025 Projects
 - Lincoln St (Expressway to Peach St) – 100%



ENGINEERING DEPARTMENT

444 West Grand Avenue

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- Wylie St (8th St N to 10th St N) – 100%
- 14th Ave N (W Grand Ave to Fremont St) – 5%
- 15th Ave N (W Grand Ave to High St) – 5%
- McKinley St (8th Ave to 14th Ave) – 5%
- Design for 2024 Projects
 - 9th St S (Peach St to Chestnut St) – 60%
 - Lincoln St (Expressway to Peach St) – 25%
 - Turning movement counts performed at Chestnut and Dewey 4/3 and 4/4
 - Design Meeting held April 6th
 - Preliminary scoping has been underway along with traffic counts and initial feedback from Public Works and Community Development.
 - Preliminary concepts were reviewed at the March meeting.
 - Information will be posted on the Engineering website.
 - Wylie St (8th St N to 10th St N) – 70%
 - 14th Ave N (W Grand Ave to Fremont St) – 0%
 - 15th Ave N (W Grand Ave to High St) – 0%

Projects Involving Grants

- 8th St S and Wood Ave - Highway safety Improvement Grant (HSIP).
 - Grant application was submitted in March and has been approved.
- Grand Ave Bridge Rehabilitation
 - Bridge Rehabilitation Report is complete and submitted to Bureau of Structures.
 - A meeting was held on April 18th with the DOT bridge inspector to review the Grand Ave bridge.
 - The DOT will perform a follow-up inspection and then discuss with us further.

Storm Water Utility

- One Mile Cr. – All easements for the project are now secured.
 - Dredging Permit – The DNR's pre-application process is complete. A low hazardous waste exemption from DNR on dredged materials has been applied for. After which, work will continue on the dredging permit application.
 - An update will be provided to the property owners in May.
 - Dam Permit – DNR Review staff have been unable to get to the review, but are continuing to update us on the latest review schedule. Their review is expected any day.

Transportation Utility

- April: 0



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- March: updates included 2 accounts
- February: updates included 26 accounts

Capital Improvement Planning

- Annual CIP review process and updating will begin in April

Other Highlights

- Seasonal Engineering Technician will start May 8th.
- Rail Feasibility Study –
 - CN – reached out to the government affairs employee at CN. They provided other contacts to reach out to regarding the rail study.
 - DOT – conversation with Jordan Kelbley on March 29th to discuss the rail study. He will get back to me once he discusses with other DOT staff.
 - Alternative route signage related to the Rail Study – BIL Carbon Reduction Grant. A grant application was prepared in March for submission on April 7th.
 - A follow-up meeting was held with Patrick Engineering on February 21st to further discuss the report and answer some preliminary questions.
 - A final report was delivered Feb. 6th. The document has been posted on the City's website and provided for those interested in reviewing the report.
 - Rail Study Kick-off meeting was held on 9/29/2022. Data collection began on October 12th.
- W Jackson St Update
 - Final restoration work is complete.
- Downtown Riverwall project scoping
 - No new updates

Avon Street and 14th Street North Intersection Study

Background

Location

The intersection of Avon St and 14th St N is an uncontrolled intersection of two local roads. The speed limit on both streets is 25 mph. The primary concern raised about this intersection is drivers failing to yield and causing accidents. A traffic study has been conducted to address these concerns.

Accidents

There have been 5 right angle accidents at the intersection in the past ten years.

- 2020 Eastbound vehicle fails to yield.
- 2019
 - Westbound vehicle fails to yield.
 - Westbound vehicle fails to yield.
- 2017 Northbound vehicle fails to yield.
- 2014 Southbound vehicle fails to yield.

Study

Method

The traffic data for this study was collected using both an automatic traffic counting device and in-person observation. A traffic counting device was installed at the intersection and collected data on both streets over a period of two weeks.

Observation

The intersection was examined for line-of-sight obstructions within the vision triangle. Vision triangles are areas in the corners of intersections where objects could obstruct a driver's view of cross traffic. These areas should be kept clear of plants or objects between 2 ½ to 10 feet tall. Because Avon St and 14th St N are both local roads the legs of the vision triangle extend 20 feet out from the intersection of the right-of-way.

Minor vision obstructions were identified in 3 of 4 corners of the intersection. In the northeast corner there are rows of shrubs along both streets located within the ROW. In the southwest vision triangle, there are two small trees. In the northwest corner there is a tree with low branches in the ROW.

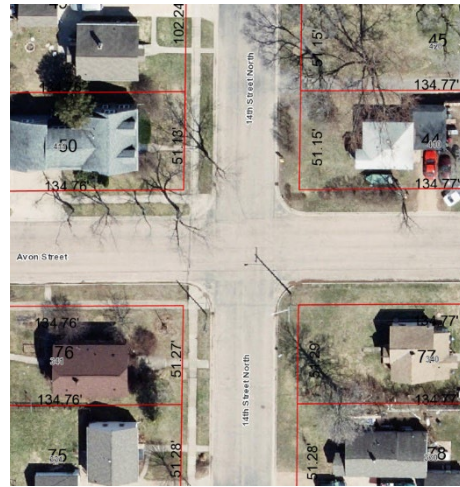


Figure 1 Intersection of Avon St and 14th St N

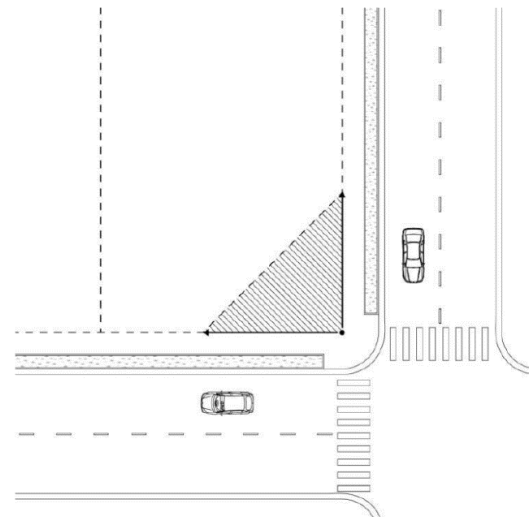


Figure 2 Vision Triangle



Figure 3 Avon St Westbound



Figure 4 Avon St Eastbound



Figure 5 14th St Northbound



Figure 6 14th St Southbound

Results

An automatic traffic monitoring device recorded vehicle volumes and vehicle speeds. Traffic counts are reported as the number of vehicles per hour averaged over the eight-hour interval with the highest traffic volume for the day. Vehicle speeds are reported as the 85th percentile speed which is the speed the fastest 15% of vehicles exceeded.

Table 1 Traffic Count

Traffic Count (Vehicles Per Day)	
Avon Street	72
14 th Street North	104

Table 2 Traffic Speed

85 th Percentile Speed (mph)	
Avon Street	23
14 th Street North	24

Recommendation

The City of Wisconsin Rapids has adopted a policy to determine when additional traffic signage is necessary (Table 3). This policy is based on the Manual of Uniform Traffic Control Devices (MUTCD), a book of traffic standards created by the Federal Highway Administration, further supplemented by the WisDOT and adopted by the City of Wisconsin Rapids in Chapter 340.

The intersection of concern is an uncontrolled intersection, therefore the next level of control is yield signs. The recommended combined traffic volume for a yield-controlled intersection is 1000 vehicles per day. The recorded traffic volume was 176 vehicles per day. Another factor that is considered is visibility. There are multiple trees and shrubs within the vision triangles and ROW near the intersection. All vision obstructions should be removed by the city or property owners. Improving visibility may reduce traffic accidents. There have been multiple right-angle accidents recorded at the intersection within a 12 month period, which means yield controls may be necessary.

Yield signs are typically installed on the street with the lower traffic volume called the minor street. The traffic counts indicate Avon St is the minor street. Another factor that determines sign placement is visibility. The most significant vision obstruction is in the northwest corner of the intersection. A row of bushes obstructs westbound vehicles view of southbound vehicles. In 2019 there were two reported accidents where a westbound vehicle failed to yield and collided with a southbound vehicle. Based on the accident history and traffic volume the most appropriate location for yield signs would be Avon St to control east/westbound traffic.

Table 3 Wisconsin Rapids' Policy on Installation of Regulatory Signs

		NO CONTROL	YIELD SIGN	STOP SIGN, 2-WAY	STOP SIGN, 4-WAY	TRAFFIC SIGNAL
1	Avg Vol/hr for 8 hour period	< 100 veh/hr	> 100 veh/hr	> 250 veh/hr	300/hr - Major 200/hr - minor 500/hr - both	Meets warrants of the MUTCD
	Volume for 24 hours	< 1000 veh	> 1000 veh	≥ 3000 veh	5000 balanced volumes	
2	Visibility	No obstructions in the vision triangle	Minor obstructions in the vision triangle	vision triangle obstructed	blind intersection	
3	right angle accident in a 12 month period	no accidents	≥ 2	≥ 3	≥ 5	≥ 5
4	Street classification	local/local	local/local, thru/local, collector/local	thru street collector/local, arterial/local	collector/arterial, arterial/arterial	arterial/arterial
5	Other factors			T-intersection		meets pedestrian and school crossing
**Two of five items are required to be considered for increasing the regulatory signage						
** Other considerations that need to be considered are Section 2B.04 of the MUTCD and Intersection Control pg 654 AASHTO 2004						

Option 1: Remove vision obstructions.

Option 2: Remove vision obstructions and add yield signs on Avon Street



Public Works Committee

Date of Request: May 1st, 2023

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Review and consider approval of Change Order #1 for the 2023 Concrete Contract for Reconstruction Projects.

Background information:

The change order document and change order policy is attached.

In summary, these are the changes:

- Radial Detectable Warning Fields were not included in the original bid. The change order would incorporate them into the contract. (Add \$11,090)
- Three bid items had incorrect units. This change order would correct the units of measure. (Add \$12,600)
- Add a colored concrete item for the work along 2nd Ave S with the paver replacement. This was previously approved in December of 2022. (Add \$32,110)

Options available:

Action you are requesting the committee take: Consider approving the change order.

How will the item be financed? Public Works Construction Fund for the radial detectable warning fields and unit adjustments.

CHANGE ORDER # 1DATE OF ISSUANCE: 4/17/2023EFFECTIVE DATE: upon signature

PROJECT (21-07) Oak St - E Jackson St to 16th St S; Concrete Pavement Patching; Misc. Undistributed	
CONTRACT 2023 Concrete Contraact for Reconstruction Projects	DATE OF CONTRACT 3/22/2023
CONTRACTOR SD Ellenbecker	PROJECT NO 2023-02

THE CONTRACT DOCUMENTS ARE MODIFIED AS FOLLOWS:

DESCRIPTION OF CONTRACT CHANGES

ADD to BID ITEM under SECTION 2 - (21-07) Oak St - E Jackson St to 16th St. S
-ADD Item Code 16A; Radial Detectable Warning Field @ 8th St; SF; 108 SF; \$65/SF; ADD \$7,020.00
-ADD Item Code 16B; Radial Detectable Warning Field @ 11th St; SF; 118 SF; \$65/SF; ADD \$7,670.00
-DEDUCT 8 Ea. of Item 15 Standard Detectable Warning Fields(2x5) @\$450/ea. = (\$3600.00) DEDUCT

Modify BID ITEM under SECTION 4 - Concrete Pavement Patching
-Item Code 26; Full Depth Concrete Pavement Saw Cutting; Change Unit of Measure from SF to LF
-Item Code 27; Remove Curb and Gutter; Change Unit of Measure from SF to LF

Modify BID ITEM under SECTION 4 - Concrete Pavement Patching
-Item Code 28; Remove Concrete Pavement (9"); Change Unit of Measure from SF to SY.
-DEDUCT \$6,300.00 (700SF @ \$9.00/SF)
-ADD \$18,900.00 (700SY @ \$27.00/SY)

ADD to BID ITEM under SECTION 6 - Misc. Undistributed
-ADD Item Code 44; Colored Concrete; SF; (3,380 SF @ \$9.50/SF); ADD \$32,110.00

ATTACHMENTS: (LIST SUPPORTING DOCUMENTS)

CHANGE IN CONTRACT PRICE

ORIGINAL CONTRACT PRICE

\$561,462.00

(INCREASE) (DECREASE) FROM PREVIOUSLY APPROVED CHANGE

ORDERS NO. 0 TO NO. 1Increase

CONTRACT PRICE PRIOR TO THIS CHANGE ORDER

\$561,462.00

INCREASE OF THIS CHANGE ORDER

\$55,800.00

CONTRACT PRICE INCORPORATING THIS CHANGE ORDER

\$617,262.00**CHANGE IN CONTRACT TIMES**

ORIGINAL CONTRACT TIMES

SUBSTANTIAL COMPLETION

READY FOR FINAL PAYMENT

(INCREASE) (DECREASE) FROM PREVIOUSLY APPROVED

CHANGE ORDERS NO. _____ TO NO. _____

SUBSTANTIAL COMPLETION

READY FOR FINAL PAYMENT

CONTRACT TIMES PRIOR TO THIS CHANGE ORDER

SUBSTANTIAL COMPLETION

READY FOR FINAL PAYMENT

(INCREASE) (DECREASE) OF THIS CHANGE ORDER

SUBSTANTIAL COMPLETION

READY FOR FINAL PAYMENT

CONTRACT TIMES WITH ALL APPROVED CHANGE ORDERS

SUBSTANTIAL COMPLETION

READY FOR FINAL PAYMENT

RECOMMENDED:

BY _____
ENGINEER (AUTHORIZED SIGNATURE)

DATE _____

ACCEPTED:

BY _____
MAYOR (AUTHORIZED SIGNATURE)

DATE _____

ACCEPTED:

BY _____
CONTRACTOR (AUTHORIZED SIGNATURE)

DATE _____

ENGINEERING DEPARTMENT POLICIES AND PROCEDURES

SUBJECT:

Policy for Change Order

PURPOSE:

To set a policy for approval on change orders

POLICY:

PROCEDURES:

1. The Assistant City Engineer or Inspector and Project Coordinator will designate their approval on change orders which are initiated in the field.
2. The Assistant City Engineer or Inspector and Project Coordinator jointly are authorized to approve change orders up to \$1,000 provided that the sum of the change order under consideration and the previous change orders do not exceed 8% of the contract lump sum bid.
3. Change orders over \$1,000, provided that the sum of the change order under consideration and the previous change orders do not exceed 8% of the contract lump sum bid, shall be approved by the City Engineer.
4. Change orders over \$5,000 or change orders in which the sum of the change order under consideration and the previous change orders exceeds 8% of the contract lump sum bid shall be approved by the Public Works Committee.
5. Change orders which materially influence the scope of the project as well as change orders which are used to acquire additional construction, fixtures, etc., not intended in the original contract must be approved by the Public Works Committee prior to issuance.
6. Technically a change order may be challenged if not processed properly. It is recommended that those persons approving change orders be certain of:
 - a) Validity of change order
 - b) Extent of your authority to commit the City to any change order whenever it is an added cost or deduction.

POLICY DATE: _____ SIGNATURE: _____

REVIEW DATE: _____ SIGNATURE: _____

REVIEW DATE: _____ SIGNATURE: _____

REVIEW DATE: _____ SIGNATURE: _____



Public Works Committee

Date of Request: 4/26/2023

Requestor: Joe Eichsteadt (City Engineer)

Request/Referral: Add no parking ordinance on the east side of 16th Street South from Pepper Avenue to 230' south of Pepper Avenue.

Background information:

We became aware, through a parking complaint, that the ordinance does not have parking restrictions on the east side of 16th St S between Pepper Ave and the Expressway.

Parking Complaint - As vehicles head north on 16th Street South approaching Pepper Avenue and the Lincoln High School parking lot entrance, the northbound lane narrows to prevent passing. The narrowing is achieved using a painted median beginning at the centerline 125 feet South of Pepper Avenue. Parking is prohibited on the east side of 16th Street for the distance of the taper.

Some drivers have said that when vehicles park on the east side of 16th Street immediately south of the painted median they do not have enough room to pass without crossing the road centerline. 16th Street is approximately 48 feet wide from face of curb to face of curb. In the area of concern there is a 12 foot driving lane and a 12 foot parking lane, see Figure 3. The width of a typical pick-up truck including mirrors is 8 feet. If a vehicle was parked 2 feet off the face of curb this would leave 14 feet of width for vehicle to pass

Presently, there is no ordinance that corresponds with the sign in place.

Options available:

- Recommendation is to approve a no parking ordinance for the east side of 16th Street. We would propose to move the No Parking sign south of Pepper Ave another 50ft south to avoid any conflicts with parked vehicles. Therefore, the no parking area would be on the east side of 16th St from 230' south of Pepper Ave to the East Riverview Expressway.

How will the item be financed? N/A



Figure 1 Parking restriction on the East Side of 16th St S, south of Pepper Ave



Figure 2 Existing Sign



Figure 3 Vehicle Parked on the East Side of 16th St S, near the start of the painted median.



Public Works Committee

Date of Request: May 1st, 2023

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Review the Wisconsin Rapids Rail Feasibility Study

Background information:

Latest Updates:

- Alternative route signage related to the Rail Study – BIL Carbon Reduction Grant. A grant application was prepared in March for submission on April 7th.
- DOT – conversation with Jordan Kelbley on March 29th to discuss the rail study. 4/24/23 email states the DOT is unable to agree to participating in costs with the alternatives listed in the study. At this time, the DOT is not in agreement nor disagreement on the overpass/underpass alternative. They are interested in continuing to communicate on alternatives selected by the City.
- CN – reached out to the government affairs employee at CN. They provided other contacts to reach out to regarding the rail study. Discussions still have to happen with them yet.

Alternative Review and Selection:

- Here is a recommended path forward:
 1. Finalize the list of alternatives. Are there any more to add? The only alternative that was not included in the report was the 'do nothing' alternative.
 2. Narrow the list of alternatives. Are there any alternatives that can be removed?
 3. Prioritize the alternatives. Regardless of dollars what alternatives fixes the problems in the way the City would be satisfied? Also, consider a more immediate plan and a long term plan.
 - Depending on alternatives selected and prioritization it may be recommended to consider services from a grant specialist that can identify grants to secure the largest stack of funding for the project selected.



4. Once grants are identified we can lay out what is needed to get grant applications submitted. Some may require preliminary plans and more detailed cost estimates.

Options available:

Action you are requesting the committee take: No action.

How will the item be financed? N/A

PUBLIC WORKS COMMITTEE REFERRAL LIST:

2023 (4/26/2023)

1. Request from Alderperson Tom Rayome to discuss the future of 8th St S. (2016)
2. Request by Alderperson Austin to consider a feasibility study for reducing noise and vehicle delays due to railroad tracks along the west side of the City at and between crossing from Gaynor Ave to High St.
3. Request from Rayome for Quiet Zones for trains on the east side of city. (Referral Attached)
4. Consider possible solutions to possible lack of sufficient overnight and extended parking for semi-trucks within the City.
5. ~~Referral by Alderperson Bemke to consider sidewalk installation on the east side of 16th St S from E Riverview Expressway to existing sidewalk 1075' south.~~
6. Review the Change Order policy and consider updates.