

- Prepare hydraulic calculations for the addition of the fourth pump
- Develop plan sheets for the installation of the fourth pump
- Develop a plan for incorporating the fourth pump in to the supervisory control and data acquisition (SCADA) system
- Prepare bidding documents, specifications, and opinion of construction cost
- The design of the 4th RAS pump addition was included in the 2024-2025 CIP budget and the updated 2025 CIP budget

The estimated cost to complete the design for the fourth RAS pump based an hourly rate basis plus expenses is \$36,000. \$55,000 was budgeted in the CIP.

Staff recommended a motion to approve Strand Task Order 25-04, WWTP Return Activated Sludge (RAS) Pump Addition, with the compensation changed from lump sum to an hourly rate basis plus expenses.

Majkrzak would like an update on the pump efficiencies at the next meeting.

Motion made by Board Member Majkrzak to approve Strand Task Order 25-04, Wastewater Treatment Plant Return Activated Sludge (RAS) Pump Addition, Seconded by Hicks.

Voting Yea: Board Member Smith, Board Member Majkrzak, Board Member Hicks

Voting Nay: None

7. Discussion and Possible Action regarding pedestrian safety crossing W. Main Street.

Marquardt stated this item was requested at a previous Public Works Committee meeting to be placed on a future agenda for discussion.

Hick's stated he asked about getting a cost of moving the flashing light crossing set up (at Mulberry Glen) to the west between Walmart and the Aldi parking lot. Marquardt stated he was going to see what kind of comments he received and review in May/June. At this point, he has not received any comments. Hick's thinks now it might be best where it's at. Marquardt stated if you start moving the crossing light further to the west, you start incorporating additional driveways and more conflicts with turning movements.

Hick's does have a concern with the intersections at Tratt and Prince. However, it may depend on what happens with the referendum in April. If the referendum passes and the WUSD and the City can work out the additional SRO, that would help with a crossing guard at Main Street. That would help parents who do not want to send their kids to cross Main Street by themselves. If it doesn't pass, he doesn't know what the next step would be to make Main Street safer for kids to cross.

Smith was looking for a brainstorming session because the subject has been brought up a lot. Can there be something done proactively on the City's part? There have been concerns about Starin Road with professors having offices facing Main Street. They hear semi brakes because people are trying to cross the road. At this point, Smith wondered what the next steps should be. Just talking about it, is a good start. Marquardt stated he would need more information regarding the semi brakes, since there is only one other street that doesn't have some sort of signal. That means people are crossing at an intersection where they should not be crossing.

Majkrzak stated he struggles with this topic. There isn't one solution that is going to fix all of it. In previous discussions about this, it was mentioned to increase the enforcement regarding Jay walking. He has seen in other communities the up and over. He doesn't think that's the magic bullet either. They are incredibly expensive and it forces people to cross at place they may or may not cross

at. More stoplights are not the answer either. Marquardt commented on the Jay walking and that it has to be consistent. If you are going to do it in one area, it must be done everywhere.

Marjkrzak asked if changing the speed limit to 15 mph would help. Marquardt stated that becomes an enforcement issue then. Hicks would be in favor of trying this for a couple of weeks. Marquardt doesn't think by lowering the limit to 15 that drivers would follow it based on what type of street it is. A four-lane road is designed to move traffic.

Hicks stated there are four sets of traffic lights between Tratt Street and Prairie Street. If this continues to be a problem, could Strand do a study to see how to adjust the lights to more red lights or longer red lights; therefore, slowing down traffic on Main Street. Marquardt stated when it's the busiest times, you could be stopped on red at every light because of the traffic coming up on the side streets.

Committee members would be interested in bringing this discussion back in May or June. Marquardt stated he will bring it back in May 2025.

FUTURE AGENDA ITEMS

8. Adding turns on southbound Prairie Street at W. Main Street – March 2025

There were no other future agenda items to be added at that time.

ADJOURNMENT

Motion made by Board Member Majkrzak to adjourn the Public Works Meeting at 5:45 p.m., Seconded by Board Member Smith.

Voting Yea: all via voice (3)

Voting Nay: None

Respectfully submitted,

Alison Stoll

Alison Stoll, Administrative Assistant
Department of Public Works

*Minutes approved on: March 11, 2025