



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation or Sub-unit thereof.

Notice is hereby given that the INFRASTRUCTURE AND FACILITIES COMMITTEE of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:	INFRASTRUCTURE AND FACILITIES COMMITTEE OF THE CITY OF WAUSAU
Date/Time:	Thursday, March 13, 2025 at 5:15 p.m.
Location:	City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS
Members:	Chad Henke, Lou Larson, Michael Martens, Tom Neal, Sarah Watson

AGENDA ITEMS FOR CONSIDERATION

1. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the February 13, 2025 and February 20, 2025 meetings.
 - B. Action on Stormwater Maintenance Agreement with 210 Developers, LLC at 225 South 18th Avenue.
2. Discussion and possible action on parking restrictions on Hamilton Street between 10th Street and 12th Street.
3. Discussion and possible action on parking restrictions on 12th Street between Hamilton Street and Steuben Street.
4. Discussion and possible action on bicycle use on sidewalk on Randolph Street and Burek Avenue.
5. Discussion on collaboration with NTC for the development of a Burn Tower.
6. Update on the proposed Fleet Maintenance Facility and possible location.

Adjournment

CHAD HENKE - Committee Chair

Members of the public who do not wish to appear in person may view the meeting live over the internet, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at <https://tinyurl.com/WausauCityCouncil>. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@wausauwi.gov with "Infrastructure & Facilities public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, if agendaized, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 03/07/25 @ 8:30 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

It is possible that members of and possibly a quorum of the Common Council and/or members of and possibly a quorum of other committees of the Common Council of the City of Wausau may be in attendance at this meeting to gather information. No action will be taken by any such groups at this meeting other than the committee specifically referred to in this notice.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Becher Hoppe Associates, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Property owners on Hamilton Street between 10th Street and 12th Street, Property owners on 12th Street between Hamilton Street and Steuben Street.

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: February 13, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Lou Larson, Michael Martens, Tom Neal, Sarah Watson

Also Present: Eric Lindman, TJ Niksich, Jillian Kurtzhals, Dustin Kraege, 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 Henke called the meeting to order.

CONSENT AGENDA

A. Approve minutes of the December 12, 2024 meeting

B. Action on Final Resolution to levy special assessments for 2024 Street Construction Projects

C. Action on Easement with Wisconsin Public Service for underground utility facilities at 1506 East Cherry Street

Neal moved to approve the consent agenda. Larson seconded and the motion passed 5-0.

Discussion and possible action on parking restrictions on North 10th Street between Franklin Street and McIndoe Street

Neal brought this forward responding to a constituent's concern. The family lives one block further north off of 10th Street on Adams Street. By 930 Franklin Street, heading north, there is a thick bunch of bushes and you cannot easily see traffic on 10th Street until you are into 10th Street. It is a bus line. If you are making a turn off of Franklin onto 10th Street and there are cars, you could be stopped and have nowhere to go. Heading further north on 10th Street there is no parking on the east side of the street. Heading south on 10th Street, the street widens. He supports the request from the constituent as it is a very valid concern.

Larson moved to approve the parking restrictions as proposed. Neal seconded.

Henke asked if there are driveways in the area. Neal said there are none; the driveways are around the corners.

There being a motion and a second, motion to approve the parking restrictions as proposed passed 5-0.

Discussion on 2025 Street Reconstruction Projects

Henke asked for this item because public comment was received inquiring about what goes into street designs, especially around schools, bike lanes and walking paths.

Niksich believes the main question was regarding Randolph Street because of the elementary school. The reconstruction plan was brought to the Bicycle and Pedestrian Advisory Committee in January, and they agreed with the plan. Staff used the Safe Routes to School plan as a template. We will be adding an urban shoulder for the entire length of Randolph Street. A shoulder marking will be 7' off the face of the curb. Cars will be able to park in the area, but it will also be used as a bike lane. Because the school is there, there are a lot of parking restrictions during the day. The Safe Routes to School Plan suggested using an urban shoulder and a combination of bike lanes. Otherwise there would be a lot of jogging in and out where there are parking restrictions, which would create confusion. There will be a centerline down the middle of the road, which will narrow the field of traffic and calm traffic.

Staff has a policy that if a project is near a school and the mid-block crossings are non-stop controlled crossings, we will put in high visibility crossings. If the crosswalk is stop controlled, we will put in the typical crosswalks.

Niksich noted the two large culverts that go underneath the road. There is a 12' driveway on the north side of the road. There are no bike lanes on Burek nor on Randolph and this is a blind corner for bicyclists. The

recommendation is to allow bikes on the sidewalk on the north side. The driveway would allow bikers using the sidewalk to come back onto the roadway where the urban shoulder starts. This recommendation will be brought back next month. It was recommended in the Safe Routes to School Plan and by the Bicycle and Pedestrian Advisory Committee.

Martens asked if cyclists traveling from Burek to Randolph would transition to the sidewalk, around the intersection and culvert, and then return to the roadway at the driveway for Jendrzejewski's property. Niksich clarified that the driveway is right at the culvert. Martens asked if cyclists traveling east on Randolph and Burek would maintain their path on the roadway, and Niksich confirmed. He clarified that the recommendation is only to allow bikers on the sidewalk on the north side when traveling west. The rest of Randolph will have an urban shoulder.

Henke asked if there are other committees besides Bike and Ped that this should be brought to for recommendations. Niksich feels Bike and Ped is the right path for items to go through.

Larson has a few things for future agenda items. He asked if WOZ has gotten back to the City about the agreement for use of the parking ramp. Lindman stated the agreement is currently with the Legal Department and will be brought forward when ready.

Larson said the Fire Department is making plans for a new building. Metro Ride wants a new building. In Larson's opinion, they have to stand in line. The DPW Facility is extremely outdated. Larson wants things to keep moving forward and would like monthly updates.

Larson noted the new description of the committee regarding disbursement of city-owned property. He would like a list of the city infill sites and possibly hire a realtor to put them up for sale. It does not seem that we can do anything with these lots unless we have some subsidized money. Henke will work with the Chair of Economic Development regarding a joint meeting.

Henke noted that there will be a special Infrastructure and Facilities Committee meeting on Thursday, February 20th at 5:15 pm to discuss some items that have come up.

Adjourn

Neal moved to adjourn the meeting. Watson seconded and the motion carried 5-0. Meeting adjourned at approximately 5:30 p.m.

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: February 20, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Michael Martens, Tom Neal, Sarah Watson

Also Present: Eric Lindman, Andrew Lynch, Jillian Kurtzhals, Dustin Kraege, 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 Henke called the meeting to order.

Discussion and possible action on detour route for 28th Avenue between Madonna Drive and West Wausau Avenue

Henke asked for this special meeting because Aspirus approached him wanting to discuss the detour further.

Paul David, Assistant General Counsel with Aspirus and Barbara Burnette, Director of System Facility Planning and Construction Management for Aspirus appeared asking for reconsideration of the detour for 28th Ave. The detour was originally established away from Pine Ridge Boulevard and west of their campus versus onto their campus. Since the detour was changed, they have noticed the traffic flow has increased substantially. At the same time the detour was changed, they also brought thousands more staff onto the campus. Their second building at corporate has been activated. At shift change there are about 4,000 people coming off the site. A lot of times the employees at corporate services need to go back and forth through the pedestrian walkways. They have noticed an increase in speeding. There has been a recent change where the ambulances go straight down Bridge Street into the emergency department area. They have seen an increase in stop signs being blown. It is not a very good situation since this is emergency traffic and it is close to the helicopter landing.

David stated Aspirus has experienced quite a bit of growth over the years. One of the results of that is a campus-type feeling and how they operate is a campus setting. Activities they engage in are causing congestion. Construction is planned for additional bed space. Detouring all this traffic through what is essentially acting as a campus is causing safety concerns and it is likely to become more significant. Helicopter and ambulance access and patient wayfinding is being interfered by turning this into a much more congested area. Part of the planning Aspirus did and worked into their future plans was based on expectations about how traffic on 28th Ave was going to continue or to be detoured. Aspirus had been provided plans in the past about an intended remodel of 28th Ave that would have it swinging over to the south and up the hill. That was taken into consideration, and they had a reliance on how that road was going to be. It allowed Aspirus to make plans to develop a campus in a way that they would be able to control some of the flow of traffic and key activities they engage in such as ambulances, the helicopter, and further construction of facilities. They do not want these things to be interfered with as it is important growth for the community. They would like to believe that growth can continue to take place. When things like this are thrown into the mix, it is a curve ball that they must take into consideration. He is hoping for reconsideration of how this is being diverted and what the long-term plans are for the road.

George Mosher, 710 N 32nd Ave, stated that when the detour was set up and went down West Wausau to 32nd Ave, traffic was horrendous. One could hardly cross the street. There is still some traffic, but it is better. Most of the traffic going down 32nd, down Westwood, or down Bridge Street is going to the Aspirus campus. When traffic was detoured down 32nd Ave, it made it difficult and there were a lot of complaints. 32nd Ave is a residential area with kids and buses.

Mary Hallgren lives on 27th Ave. She has been there 4 years. She understands there was a 28th Ave corridor mapped in 2003-2004. She works on 28th Avenue in the area of Menards. West Wausau Avenue is a nightmare. She has 2 dogs and cannot walk them on certain nights. 28th Avenue had more traffic than people thought. When it was first detoured to 32nd Ave, people would whip over on MaryAnne Lane and go up 27th Ave fast because they were angry. She is disappointed that we are avoiding the white elephant of 28th Ave. It is critical and it would be good to get some better viable options.

Bill Panzigrau, 2708 West Wausau Ave, asked what the long-term plans are for 28th Ave. After last fall's meeting it was decided nothing would be done temporarily. He has heard nothing about the long-term plans. Most of the people at a prior meeting wanted 28th Ave fixed and redone as is. It makes a lot of sense because one can take Hwy R past Menards up the hill to Hwy U. In his opinion, the best thing would be to fix it. He added that it does not need to be 4 lanes but does need ditches.

Hanke stated the plan for 28th Ave is still getting budgeted for a 2026 reconstruction project. He believes the committee will be deciding in June or July. Engineering will bring recommendations to the committee to decide what direction to go. As far as the old plan for 28th Avenue, it was supposed to be a partnership with the County. Lindman further explained that some property was purchased with the intention to veer 28th Ave to the west and then back to the north, extending into the Village of Maine. The primary reason is the DOT wanted a bypass in case the highway was closed for an emergency. The County was going to do this in partnership with the City. Four to five years ago the County decided they were no longer going to do this, and the bypass was no longer needed. Now that the Village of Maine is incorporated, they do not want the road extended to the village. The City had been deferring maintenance with the thought that the County plan was coming soon. The road has now failed in one section. The City has to take on the burden on our own. There are a few options that will be brought back to this committee with cost estimates. This is expected either late spring or early summer. The Council will make the final decision. Residents will be informed ahead of time as to when reconstruction options will be discussed.

David asked if one of the options includes reconstruction of 28th Ave and Lindman confirmed. Henke added that the options are reconstructing 28th Ave, going with the County plan of four lanes, and 2 different ways to close 28th Ave and install cul-de-sacs.

Since the meeting two weeks ago, Henke asked the Chief of Police for increased patrols in the area. There have been 19 stops in the last week and a half, which were mainly speeding and stop sign violations.

Burnette said Aspirus's bigger concern is the detour onto their campus. People are getting trained to go a certain way. After the detour goes away, people could potentially continue going onto their campus. If Aspirus decides to build the additional 72 beds, it would add another 6 to 7 cars per bed. This will also add to their supply going back and forth. Their central supply is across the street. They truck over to the hospital on a regular basis all day long. She is really concerned about pushing that traffic. People are speeding and blowing stop signs and doing it in front of ambulances trying to get into the emergency department. It is important to Aspirus to change the detour. Henke asked if Aspirus is working with the City. Burnette said they have been working with the City for about 6 months. They are looking at Pine Ridge and looking at changing the route onto Pine Ridge to make it a little more graceful onto Westwood. Henke said even if the detour is moved it may just be a Band-Aid. Burnette said the issue is people accessing the campus and getting trained to go onto their site. It is making Aspirus wonder if they should build the additional beds or take them somewhere else. It is a \$226 million project they are trying to bring plus another 400 jobs. The partnership with the City will help Aspirus make the decision. Henke noted that Aspirus is also adding traffic. Burnette said they can take the beds elsewhere, but the need is here in Wausau. They are at capacity every day trying to serve people.

Neal asked if we have isolated pinch points and if there has been talk about how we can mitigate issues with protected crosswalks. Lindman stated that over the past few years we have put up rapid flashing beacons on some crosswalks. Lindman feels that changing the detour will not do a whole lot. Traffic will find the way that is most convenient for them. Staff wants to put out traffic counters this spring and see what effects there are, which should help the committee make a decision on the design.

Neal said by the nature of the clientele, we are more apt to see people with mobility issues. He would like to look at more than flashing beacons, such as reasons to stop at key points along the route. If there are plans for growth, there will be more people. We should look at how we can make this corridor as safe as possible. He feels having people stop and go, stop and go is one way to do it. Any campus he has been on has that nature. This part of the route is designed for people to walk across the street. The residential route is not conducive to the kind of traffic we are talking about. We need to look at the eastern portion, so we have some element of control.

Henke asked if detour signs are needed. Lindman confirmed saying if a road is closed, signs are needed to direct people. Martens said the original detour was going up Madonna to 32nd to West Wausau, which was switched to Pine Ridge. He asked if there was just one detour or if there was a choice for drivers. Lindman explained the signs point to Pine Ridge to Westwood. Martens asked if the majority of the traffic is going that route instead of up 32nd Ave. Lindman said it is probably a split. Once a detour is set for a while, people find their most convenient way. When the detour first went up, people along 32nd Ave and the other side roads did not like the additional traffic.

David explained that on the campus there is a lot of pedestrian traffic. Aspirus is developing and has grown in the past. If there is further growth, Aspirus will grow in a manner that will increase pedestrian traffic around the campus and across these roads. An example is how Aspirus was able to refurbish the Liberty building, which resulted in a tremendous amount of people walking from those buildings to the hospital. People from the Medical College of Wisconsin walk across. There are parking lots where individuals walk across. The alternatives are limited, which probably means a response needs to be aggressive. We have to make it work in a way that is safe. We all benefit from that campus feel. Aspirus is growing in terms of pedestrians crossing roads, and David does not see that changing.

Henke asked if the road between the corporate building and hospital is a different road than the detour. David said it is a slightly different area. The idea is throughout the campus there is development occurring in a way that will continue to encourage people to cross these roads. Henke loves that Aspirus is growing, but if the detour is moved and traffic keeps increasing, just moving the detour is a bandage on a longer-term issue. David feels the best long-term result is for 28th Ave to be reconstructed or route 28th Ave as presented in the past. Lindman said the campus has come quite away. As streets were improved over the last several years, additional sidewalks were put in. There is a lot of pedestrian traffic, and he agrees it needs to be safe. We need to evolve as the campus evolves.

Watson asked if both options could be signed with the driver choosing their own adventure. In Lindman's experience, the more signs that are up giving more options causes confusion. Watson thought if there were 2 options it would thin out the traffic. Lindman would not recommend two detour routes as it would be confusing.

Neal moved to approve continuing to concentrate on the existing detour route not only as a detour in the short-term until 28th Avenue is done but also in anticipation of future growth, looking at the street design in terms of pinch points for pedestrians, and concentrate on looking at it not only as a temporary detour but also as a long-term corridor that will need attention. Seconded by Martens.

Martens is inclined to keep the detour on the same route using Pine Ridge Boulevard. He appreciates the concerns of Aspirus that this could cause people to be trained to go this way when the detour is gone. He wonders if there is any way we can address the pinch points of the detour better. Traffic enforcement is up, but he asked if we could add calming devices to get people to slow down or stop completely at the intersections. Lindman said we can look at different improvements as we move forward.

Once the snow disappears, Martens would like new traffic counts. He would like to see what the actual change is before deciding to reroute the detour. Instead of having people come down Bridge St to Pine Ridge, Watson asked if traffic could continue on Westwood to Pine Ridge to Plaza Drive. She wonders why Westwood ends and one cannot get onto Stewart Ave. Discussion followed.

Henke asked for continued enforcement in the area. Kurtzhals and Henke previously spoke about extra speed signs in the area. The Sign Department indicated it is well signed as far as speed limits signs. Kurtzhals does not know if there are other signs that could be put up warning people to slow down. The Police Department has been present in the area and stopping multiple cars. They intend to put speed signs out when winter is over. Watson asked about flashing speed signs. Lindman does not know if we have any solar signs, so we would have to get power to them.

There being a motion and a second, motion passed 4-0.

Adjourn

Watson moved to adjourn the meeting. Neal seconded and the motion carried 4-0. Meeting adjourned at approximately 6:00 p.m.

AGENDA ITEM
Action on Stormwater Maintenance Agreement with 210 Developers, LLC at 225 South 18 th Avenue
BACKGROUND
210 Developers is proposing improvements to the site at 225 S. 18th Ave. The proposed redevelopment involves two phases. Included in phase 1 (Cousins Subs) is a 2,400 s.f. building along with paved parking and drives located on the west side of the site. Included in phase 2 (Valvoline) is a 1,462 s.f. building along with paved parking and drives located on the east side of the site. The stormwater for both sites will be managed by an underground detention system. To ensure properly functioning post-stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis. The maintenance agreement is attached for your review.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the stormwater maintenance agreement.
Staff contact: TJ Niksich 715-261-6748

Document No.	Document Title
AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY THIS AGREEMENT made this _____ day of _____, 20__, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and _____ 210 Developers, LLC, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER"; WITNESSETH: WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and	
Recording Area	
Name and Return Address City of Wausau Engineering Dept. 407 Grant Street Wausau, WI 54403	
PIN:	

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER:

By: John Holborow

By:

CITY OF WAUSAU:

By: Doug Diny, Mayor

By: Kaitlyn Bernarde, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF WAUKESHA)

Personally came before me this 2nd day of January, 2025, the above-named John Holborow
and — of —, to me known to be
the person(s) who executed the foregoing instrument and acknowledged the same.



[Signature]
Notary Public, Wisconsin
My commission: 10/23/20

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20__, the above-named Doug Diny, Mayor, and
Kaitlyn Bernarde, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument
and acknowledged the same.

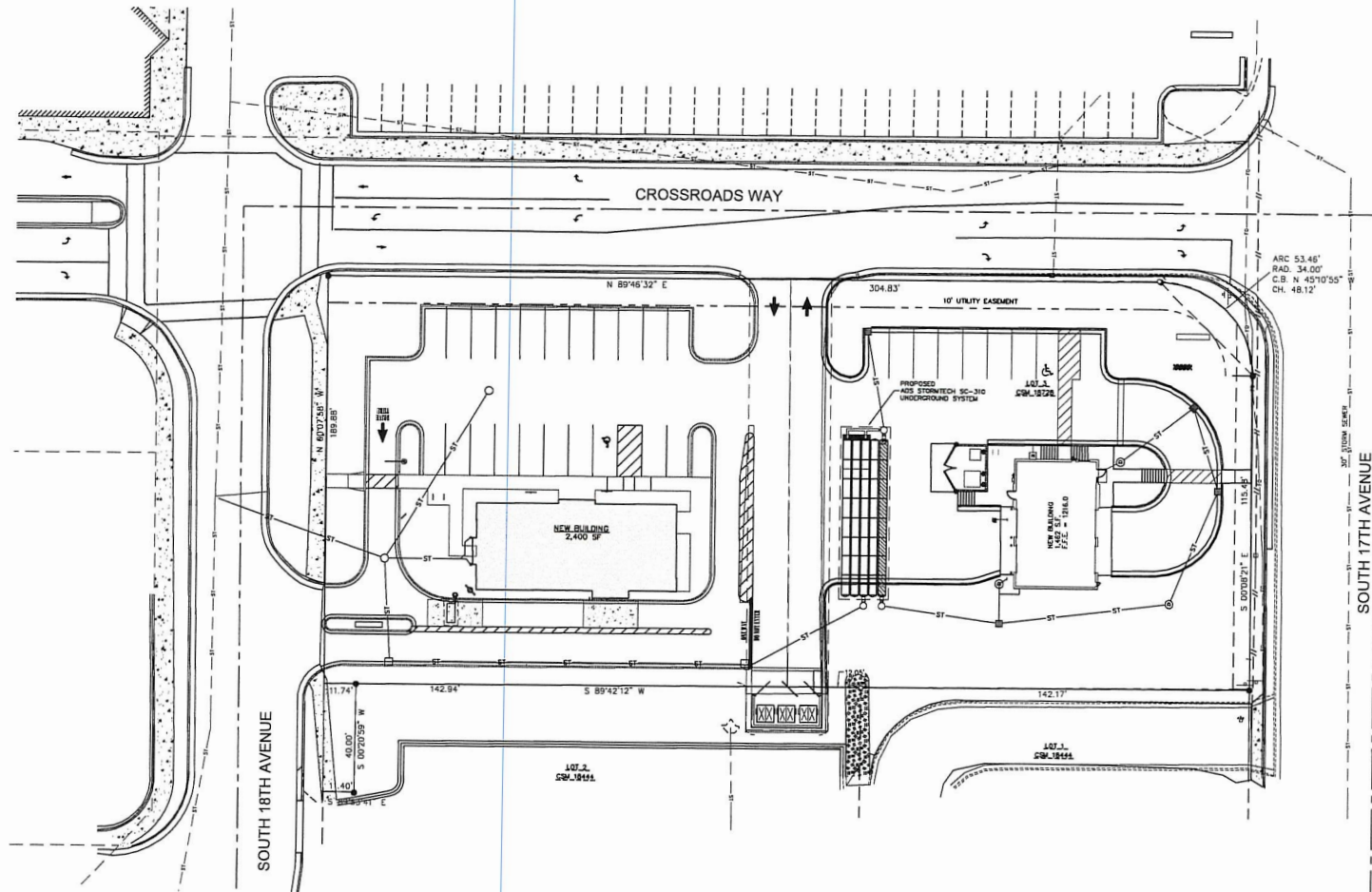
Notary Public, Wisconsin
My commission: _____



210 DEVELOPERS, LLC
225 S. 18TH AVE. WAUSAU, WISCONSIN

CJE NO.: 2244R5
APRIL 07, 2023
REV.:12/05/2023
REV.:10/16/2024

SITE PLAN EXHIBIT A



LEGEND

—ST— PROPOSED STORM SEWER
---ST--- EXISTING STORM SEWER

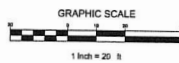


EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

COUSINS SUBS &
VALVOLINE INSTANT OIL
CHANGE
225 S. 18th Ave & 260 S. 17th Ave
Wausau, WI 54401

LOT 1 OF CERTIFIED SURVEY MAP NO. 19532 RECORDED MAY 4, 2023 AS DOCUMENT NO. 1880763,
IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE SOUTHWEST ¼ OF
THE SOUTHEAST ¼ OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, IN THE CITY OF
WAUSAU, MARATHON COUNTY, WISCONSIN.

The Land Owner, 210 DEVELOPERS, LLC, their successors, and assigns, shall inspect and maintain the following structural and/or non-structural storm water treatment measures. Maintenance inspections by the Owner, or its assigns, shall take place at a minimum of twice per year, typically spring and fall, following Owner's acceptance of the Project from the Site Contractor. Owner, or its assigns, shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed within the storm water facilities depicted in **Exhibit A**.

1. DEBRIS: Removal of trash, debris, should be done on a regular basis to maintain aesthetics and functionality of the stormwater facilities on the site.
2. STORM SEWER PIPES AND STRUCTURES: Remove accumulated sediment and/or debris from the storm sewer structures, piping, sumps, curb gutters, inlets and outfalls on the site.
3. SEDEMENTATION: Remove accumulated sediment from the swales and/or ponds once the sediment interferes with functionality.

Agenda Item No.

2

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – March 13, 2025***

AGENDA ITEM
Discussion and possible action on parking restrictions on Hamilton Street between 10 th Street and 12 th Street
BACKGROUND
A request was received from Dustin Kraege, Public Works Superintendent, to post the south side of Hamilton Street between 10th Street and 12th Street as ‘No Parking’. The primary reason for the request is the width of the street and parking on both sides makes it difficult to plow. The roadway is approximately 29’ wide from face of curb to face of curb. A parked car typically accounts for approximately 8’. If cars are parked on both sides, this would account for 16 feet of roadway, leaving 13 feet for traveled way.
FISCAL IMPACT
Minimal, cost of signs.
STAFF RECOMMENDATION
Engineering staff has no objection to this request.
Staff contact: Allen Wesolowski 715-261-6762



ArcGIS Web Map

City of Wausau / DPW

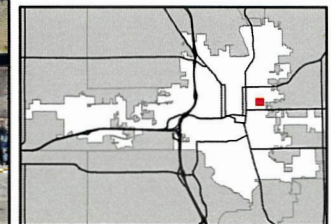
Date: 2/18/2025

0 0.01 0.02

mi

Right Of Way

Parcel



NOTES:

1. Duplication of this map is prohibited without the written consent of the City of Wausau DPW / GIS Dept.
2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.
3. City of Wausau
Public Works / GIS Division
407 Grant St
Wausau, WI 54403
www.ci.wausau.wi.us



***STAFF REPORT TO INFRASTRUCTURE AND FACILITIES
COMMITTEE – March 13, 2025***

AGENDA ITEM
Discussion and possible action on parking restrictions on 12 th Street between Hamilton Street and Steuben Street
BACKGROUND
A request was received from Dustin Kraege, Public Works Superintendent, to post the east side of 12th Street between Hamilton Street and Steuben Street as ‘No Parking’. The primary reason for the request is the width of the street and parking on both sides makes it difficult to plow. The roadway is approximately 29’ wide from face of curb to face of curb. A parked car typically accounts for approximately 8’. If cars are parked on both sides, this would account for 16 feet of roadway, leaving 13 feet for traveled way.
FISCAL IMPACT
Minimal, cost of signs.
STAFF RECOMMENDATION
Engineering staff has no objection to this request.
Staff contact: Allen Wesolowski 715-261-6762



ArcGIS Web Map

City of Wausau / DPW

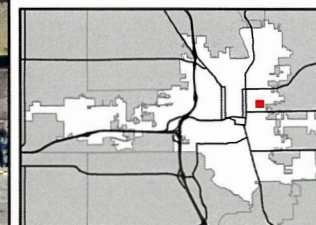
Date: 2/18/2025

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Right Of Way

Parcel



NOTES:

1. Duplication of this map is prohibited without the written consent of the City of Wausau DPW / GIS Dept.

2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.

3. City of Wausau
Public Works / GIS Division
407 Grant St
Wausau, WI 54403
www.ci.wausau.wi.us



***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – March 13, 2025***

AGENDA ITEM
Discussion and possible action on bicycle use on sidewalk on Randolph Street and Burek Avenue
BACKGROUND
Randolph Street will be reconstructed in the summer of 2025 and will be incorporating several recommendations from the Safe Routes to School Plan. A recommendation being considered is adding signage and a 12 ft. wide ramp to allow bicyclists to use the sidewalk while going around the curve where Randolph St. transitions to Burek Ave. This proposal would allow South/West bound bicyclists to enter onto the sidewalk at the drive apron for the Schofield Park Parking Lot and exit back onto the road at a newly constructed ramp. North/East bound bicyclists would enter onto the sidewalk at an existing driveway apron and exit back onto the roadway at the pedestrian crossing for the Schofield Park Parking Lot. See attached map for locations and sign placement.
FISCAL IMPACT
Approximately \$750 for ramp construction and signage.
STAFF RECOMMENDATION
Staff recommends allowing bicycle use on the sidewalk.
Staff contact: TJ Niksich 715-261-6748

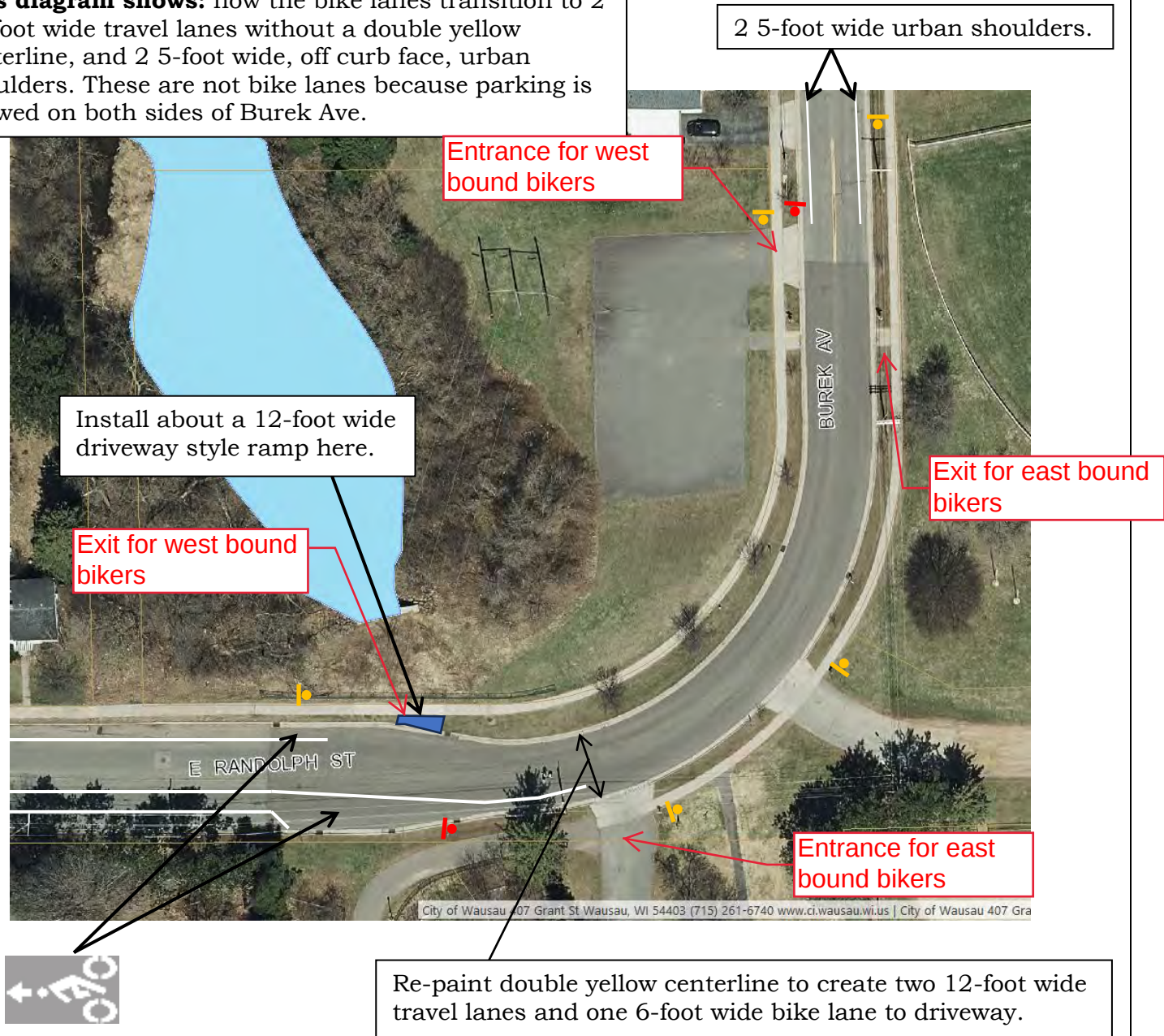
Bicycle Accommodations on Randolph St and various collector roads

Shared Sidewalks on Randolph St

As a **short-term** fix, this recommendation is to allow bicyclists on sidewalks. Signs to be installed on sidewalks () that alert pedestrians that bicyclists may use sidewalk. Signs to be installed on the roads () to tell bicyclists that they may use the sidewalk.

A **long-term** fix is possibly adding a 12-foot wide shared use path on the north side of Randolph St to replace the sidewalk from Cherry St east through the curve, and north along Burek Ave to the park driveway on the west side of Burek Ave.

This diagram shows: how the bike lanes transition to 2 10-foot wide travel lanes without a double yellow centerline, and 2 5-foot wide, off curb face, urban shoulders. These are not bike lanes because parking is allowed on both sides of Burek Ave.



Agenda Item No. 5



Memorandum

TO: Infrastructure and Facilities Committee

FROM: Jeremy Kopp, Fire Chief

DATE: 3-5-2025

SUBJECT: Discussion on Collaboration with NTC for the Development of a Burn Tower

Dear Members of the Infrastructure and Facilities Committee,

I hope this memo finds you well. I am writing to bring an important collaboration opportunity to your attention, as we continue to work closely with Northcentral Technical College (NTC) and the Wausau Fire Department (WFD) to strengthen our community's emergency response capabilities.

NTC and WFD have made significant strides in various collaborative initiatives, and one of the most promising projects we are currently working on is the development of a burn tower in the Wausau area. As you may know, Marathon County currently lacks a burn tower, which limits the quality of training we can provide to our firefighters. The establishment of this burn tower would serve as a critical asset for our fire department, contributing to improved training opportunities that are essential in the progression toward achieving an ISO 1 rating for WFD. This project would allow our firefighters to train with more realistic scenarios, enhancing their preparedness and response capabilities.

The NTC Board of Trustees as part of its 2025-2026 budget is committed to equipment support for this partnership. At this stage, we are seeking the city's collaboration in providing the necessary land for the development of this project. This agenda item is intended to open a discussion regarding the feasibility of providing the land and evaluating potential locations for the burn tower.

I envision this as the beginning of a long-term, ongoing partnership with NTC that will continue to grow and benefit our community and the region in future years. This collaboration could help us enhance public safety and improve the effectiveness of our firefighting operations.

I kindly request that this item be placed on the agenda for the next Infrastructure and Facilities Committee meeting for further discussion and evaluation of the possibility and potential locations for this project.

Thank you for your attention to this important matter. I look forward to our collective efforts in making this vital project a reality.

AGENDA ITEM

Update on the proposed Fleet Maintenance Facility and possible location

BACKGROUND

- The last update to the Committee was in Aug 2024 discussing the continued search for a location of the new facility. We will need a minimum of 6 usable acres with a preference for 8 acres to provide a bit more space for turning movements in and out of the facility.
- The Marathon Box property, 901 Cherry St., is still an option for consideration. The city council approved the funding for this purchase in the 2025 budget. Further site investigation is ongoing to complete our due diligence. Attached is a map of the location and the property. The property is about 6.5 acres, and it is unique in that it has another 1.4ac parking lot on it that is owned by FISERV. In order for the new facility to adequately fit on the site, the parking lot would also need to be purchased. There may be an option to relocate/reconfigure the lot but further discussions with FISERV will need to take place in the coming weeks/months. Both properties together total about 7.9 acres.
- Other properties are still being considered and looked at as possible options. These properties or combination of properties are being researched by staff to see if the owners are willing to sell or discuss options. As we have additional information, we will update the committee.
- As you know we have a completed building layout, fueling station layout and storage facility layout all complete. Once we determine the property to be used we will engage with the designer and layout the designed facilities on the property. I continue to check in with the designer of the facility periodically to keep them up to date on any progress we have made or ask questions about potential properties we are pursuing.
- It is our intent to finalize a property location in 2025 and seek approval of the purchase from the City Council. As requested, I can provide monthly updates in this format moving forward.

FISCAL IMPACT

None at this time

STAFF RECOMMENDATION

Committee discussion and questions

Staff contact: Eric Lindman 715-261-6745

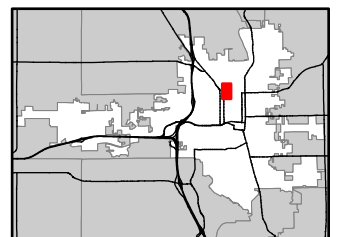
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 7/30/2024

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