



## 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 CAPITAL IMPROVEMENTS AND STREET MAINTENANCE 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, April 11, 2024 at 5:15 p.m.**  
Location: **City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS**  
Members: **Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen**

### AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the March 14, 2024 meeting.
2. Discussion and possible action on parking restrictions on Troy Street between Maple Hill Road and Evergreen Road.
3. Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at Sturgeon Eddy Road.
4. Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at CTH N (Townline Road).
5. Discussion and possible action on proposed 2025 Street Construction Projects and 5-Year Plan.
6. Discussion and possible action on purchase of steel drum roller and auto grade control for paving operations.
7. Discussion and possible action on Asphalt Overlay Program and future budgets.
8. Update on connecting highway recession and designation for rerouting STH 52 and Business Highway 51 in the City of Wausau.

Adjournment

LOU LARSON - 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@ci.wausau.wi.us](mailto:lori.wunsch@ci.wausau.wi.us) 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 04/05/24 @ 3:30 p.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](mailto: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., Brown and Caldwell

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: March 14, 2024, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lou Larson, Gary Gisselman, Lisa Rasmussen, Chad Henke (Doug Diny was excused.)

Also Present: Eric Lindman, Allen Wesolowski, Anne Jacobson, Tara Alfonso, Jill Kurtzhals, Tammy Stratz, Dustin Kraege, Blake Opal-Wahoske, Lori Wunsch, Stephanie Christensen – EMCS

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 February 8 and February 13, 2024 meetings**

Rasmussen moved to approve the minutes of the February 8 and February 13, 2024 meetings. Gisselman seconded and the motion passed 4-0.

### **Discussion and possible action on sale of 902 and 904 West Thomas Street (Bids were opened by the Board of Public Works on February 21, 2024)**

Larson indicated only one bid was received and asked if it should be accepted. Rasmussen believes we should accept the offers since we would no longer have to take care of the properties and they would return to the tax roll.

Rasmussen moved to approve the bids and proceed with the sale. Henke seconded and the motion passed 4-0.

### **Discussion and possible action on 15-minute parking spaces on the south side of Washington Street between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street**

Larson suggested trying this for a year and see what happens. Rasmussen noted that we did well when we put a couple of 15-minute stalls mid-block along 3<sup>rd</sup> Street when there was a need for businesses that have quick services like carryout and pickup. Having 2 or 3 15-minute stalls gives quick service places spots to get in and out quick. She believes there are 3 spots in the block in front of Ciao and Polito's and Gisselman confirmed. Jimmy Johns is located in Washington Square on the south side of the building so the spots near Polito's would not serve them.

Larson asked if this is something we would want to revisit in a year or make permanent. Rasmussen stated the other spots along 3<sup>rd</sup> Street are permanent. Rasmussen feels these should also be permanent. If we find there is a need or the make up of tenants change, we can revisit. Wesolowski noted that Washington Street is scheduled to be reconstructed in 2025. The plan is to put parallel parking on both sides. It could be revisited at that time with some 15-minute stalls on the other side of the street.

Rasmussen moved to approve three 15-minute parking stalls on the south side of Washington between 2nd Street and 3<sup>rd</sup> Street with the directive to staff to reevaluate the parking along the street when the reconstruction is complete.

Gisselman stated there are other merchants on 3<sup>rd</sup> Street that may depend on 2-hour parking. As we add more 15-minute spots, it takes away 2-hour parking for longer term merchants. He asked how many 2-hour spots are along the stretch between 2<sup>nd</sup> and 4<sup>th</sup> Streets. Wesolowski stated there would still be a lot of 2-hour parking available.

Blake Opal-Wahoske explained this would not just benefit Jimmy Johns. There is the Chocolate Café that just opened up and a tailor on the 2<sup>nd</sup> floor of Washington Square. Henke added that there is a parking ramp a half block away that is always empty when he is there.

Larson asked if the signage could indicate during business hours only. Rasmussen indicated that parking is not enforced after 6:00 pm.

Henke seconded Rasmussen's motion and the motion passed 4-0.

**Discussion and possible action on preliminary resolution to set a public hearing to vacate an area of right-of-way south of Adams Street abutting 1012 and 1010 Everest Boulevard and 1100 Highland Park Boulevard**

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A petition was received to vacate right-of-way. This item is just to set a public hearing on the vacation. Henke asked if this was the alley with the shed and Wesolowski confirmed. Wesolowski explained the City gave an easement to the property owner so he could keep the sheds. One homeowner did not want to vacate, but that ownership has changed and now all are in favor of vacating.

Henke moved to approve setting a public hearing. Gisselman seconded and the motion passed 4-0.

**Discussion and possible action on installation of sidewalk on the south side of West Wausau Avenue from Stevens Drive to North 10<sup>th</sup> Avenue**

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This is a DOT project with STP Urban Funding. Construction is proposed for 2026. EMCS is going through the preliminary design. A public involvement meeting was held, which did not have good attendance. The only person who attended was a representative from Wausau West. The Wausau School District is not generally in favor of sidewalk on the south side. If sidewalk was on the south side, we would have to mark a crosswalk to get people from the north to the south side. This would interfere with their bus drop off area. A letter was received from the owner of 1303 and 1309 West Wausau Ave who is not in favor of sidewalk due to safety issues and security issues. A letter was also received from someone who walks the area and is not in favor. They feel there are other areas that deserve sidewalk more. Christensen of EMCS spoke with the principal at Newman. Almost half of the sidewalk would abut the back side of their athletic field. They are not in favor of sidewalk. They have a fence along the back side of their property. They do not utilize the back side for access to the field. The asphalt parking lot back there is for maintenance and has very little use. No comments were received in favor of the sidewalk. If the area was used for walking there would be a beaten path, but that is not the case. From a continuity standpoint, sidewalk also does not exist on the south side west of Stevens Drive.

Rasmussen goes through this area multiple times a day. The sidewalk on the north side is used, but she does not see people using the south side. She agrees with safety concerns with a mid-block crosswalk. She thinks we should keep the sidewalk where it is today, on the north side. She has always felt that as long as we have sidewalk on one side there is a safe place for pedestrians to navigate. We run into trouble when there is sidewalk on neither side. She supports keeping the sidewalk on the north side and not installing on the south side. This will also keep costs down on the project.

Henke asked if there were requirements from the DOT to have a sidewalk. Wesolowski indicated there are no requirements. As part of the application, we indicated we would look into pedestrian and bicycle accommodations.

Gisselman asked if there was street parking on the south side. Wesolowski confirmed there is parking from where the Newman fence starts to the east. There is no parking in front of the houses. Gisselman said there is sidewalk on the east side of Stevens Drive. Wesolowski confirmed and stated there is sidewalk on both sides of Stevens going north and south, further west on West Wausau Ave there is no sidewalk on the south side.

Larson asked the estimated cost for installing the sidewalk and what would the City's portion be. Wesolowski said it is a 70/30 split. Cost would depend on the bid, but there is a cap around 1 million for this project. We would most likely have to move the fence and there would be real estate issues. Just the sidewalk would cost about \$100,000 plus real estate costs. The decision should be based more on continuity. Rasmussen added that if

sidewalk was installed there would be impacts to driveway lengths and the front yards of the houses. There would be different takings and homeowners would have sidewalk to maintain.

Rasmussen moved to proceed with sidewalk on the north side of West Wausau Avenue and omit sidewalk on the south side. Henke seconded and the motion passed 4-0.

### **Discussion and possible action on CISM Committee duties and responsibilities**

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Jacobson provided a copy of her notes and a rough draft of an ordinance. On January 11 this committee discussed the duties and responsibilities and possible interconnections with other committees. At the February meeting, Jacobson included the 1966 report, the website description and all the references in the code. The website is almost verbatim to the 1966 report duties. She brought a draft ordinance to the February 8 meeting that directs proposals to sell property directly to CISM, rather than Council first, and added a section where Economic Development (ED) would report to CISM regarding the sale of any property pursuant to its Property Disposition Program. On March 7, ED reviewed a revamp of the Property Disposition Program which clarified that the committee would recommend the purchase of land for redevelopment purposes other than for municipal purposes, and sale of developable properties through RFP, such projects consisting of more than a 4-unit, non-owner-occupied housing development or other type of commercial or mixed-use development. The Program also includes the sale of lots to adjoining owners would be exempt from the procedure outlined in Chapter 3.12. Rather than soliciting bids, the City Assessor would set the value for the sale price.

Jacobson does not know if all the committee descriptions will get adopted during this term. The Property Disposition Program is slated to go to Council on March 26<sup>th</sup> and would be adopted by resolution. She would like to see the duties codified in ordinance. Jacobson provided a draft amending Section 3.12 and indicated the title would change to Purchase or Sale of City-Owned Real Estate. Any request for proposal for a purchase, sale, or leasing of property would be directed to CISM first. The only sales not subject to the procedure would be sales to adjoining owners of lots that are deemed undevelopable by the Zoning Inspector. The committee can make recommendations to Council for the use or disposition of vacant or unutilized property and may recommend the acquisition of real property for municipal purposes. ED would report to CISM on proposed sale of property through the Property Disposition Program. CISM would receive proposals or requests not only for the sale or lease of City-owned property, but also for the purchase with exception of the purchase of an adjoining lot, sale of land in the Business Campus, and sale of land acquired by the City for purposes other than municipal purposes. It was also recommended to change the name of CISM to Infrastructure and Facilities.

Larson wants to move this forward before the next Council is installed. He is okay with the changes but does not feel there is a need to have ED report to CISM. He is good with having CISM responsible for properties bought and sold for municipal purposes and having ED handle the rest.

Rasmussen agrees and feels we want to be involved with land acquisition for public use, public purposes, or public facilities which essentially removes property from the tax roll. She proposed the committee name change because sometimes there is confusion when we talk about capital projects and where it conflicts with the CIP Committee. Facilities has never really had an oversight home. When a facility has needs it ends up in Finance because it needs money. No one ever talks about long-term maintenance plans or replacement plans. If we call this committee what it really does, Infrastructure and Facilities, it would be clearer for the public and new members.

Henke agrees and is okay with the name change. He asked about striking Section B regarding ED reporting to CISM from the proposed ordinance. Larson agrees and does not think that is needed.

Stratz closely worked with Jacobson on preparing the policy and feels comfortable with what is proposed. Gisselman asked if ED purchases would go to Council. Jacobson confirmed because we are acquiring the property because of blight, for redevelopment, or to RFP it. Gisselman asked if a park would be a municipal purpose. Jacobson said yes if acquiring property to dedicate as a park owned by the City. That could either go to the Park and Recreation Committee and/or CISM.



Rasmussen moved to accept the draft ordinance with removal of Item B under 3.12.010 referencing ED reporting to CISM and moved to change the name of this committee to Infrastructure and Facilities to begin with the commencement of the April Council term. Henke seconded and the motion passed 4-0.

### **Update on 17<sup>th</sup> Avenue Railroad Crossing**

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Council passed a resolution to petition the railroad to determine the adequacy of the current railroad crossing facilities at 17<sup>th</sup> Avenue. The Attorney's Office prepared a letter for the Mayor to sign, which was uploaded to the Railroad today. It could possibly be 3 months before we hear anything. There will not be a hearing. The Railroad will announce their findings along with who will be paying for it.

Henke heard the horns very late last night. He noticed they were doing maintenance on one of the arms on 1<sup>st</sup> Avenue. He is not sure if someone hit it or what was going on, but wanted it noted that it is still an issue.

### **Update on the proposed Fleet Maintenance Facility property**

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Larson stated we are no longer going to the West Street property. No other properties in the report jumped out to him. He thinks we should possibly look at the former Menards site or the Westwood Drive site. Rasmussen does not know if Westwood is up for sale for a public purpose. She believes the owner is planning to develop or sell for commercial use. She cannot begin to say how disappointed she is with the way negotiations on West Street went as she had high hopes on that site. She asked if the former Menards site is even available. Lindman believes it is still for sale. He will inquire on it with committee direction. If it is available, he can bring options back. There would be challenges with the site as it is odd shaped.

Rasmussen feels the Menards site is worth inquiring about. All the other options we looked at before had sound reasons why we did not want them. Cleveland Avenue is not a viable option; the neighborhood would not be happy and never accept it. To look at acquiring property adjacent to the existing facility, in the same neighborhood, will have the same struggles. Larson said there are also challenges with being in a floodplain. He is sad because we offered 7 to 8 times what the owner paid for West Street. Rasmussen is also disappointed and feels we negotiated in earnest and fairly. She would support staff inquiring about the former Menards site. Lindman stated the original thought was to keep the fleet facility near the existing DPW facility. If we do build the fleet facility in another location, maybe in the future the rest of the DPW facility could move towards the fleet facility. We do not know what will become available in the future.

Larson asked if the plans by Barrientos would fit on the Menards site or if we had to start from scratch. Lindman feels we would not have to start from scratch, just the site work. Larson questioned if this site is limited as far as turn around space. Lindman said it is an odd shape and we will not know until we try to lay it out.

Henke asked about the rules with right-of-way as far as on ramps. Near the on ramp there is a triangle space where the ramp goes over. Wesolowski said that is owned by the DOT. It is a stormwater facility that carries flood waters from the area. He does not think we could touch that space unless we move the stormwater facility.

The committee agreed by consensus to direct engineering staff to look into the former Menards property.

### **Adjourn**

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Henke moved to adjourn the meeting. Gisselman seconded and the motion carried 4-0. Meeting adjourned at approximately 6:05 p.m.

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES  
COMMITTEE – April 11, 2024**

**AGENDA ITEM**

Discussion and possible action on parking restrictions on Troy Street between Maple Hill Road and Evergreen Road

**BACKGROUND**

Staff received a complaint about the current parking restrictions posted on Troy Street between Maple Hill Road and Evergreen Road. The west side of the roadway is posted “No Parking Standing or Stopping” and the east side of the roadway is posted “No Parking During School Hours”

Staff reviewed the Municipal Code and found the following is currently in ordinance:

No Parking:

Troy Street

- West side of the street, between Evergreen Road and Maple Hill Road, Monday through Friday between 8:00 a.m. and 9:00 a.m. and 3:00 p.m. to 4:00 p.m.

As currently signed, the west side is not correctly signed in accordance with the ordinance and the east side has no restrictions in accordance with the ordinance and should be removed.

**FISCAL IMPACT**

Minimal, sign changes.

**STAFF RECOMMENDATION**

Staff recommends the following:

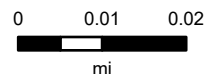
- Correctly sign the west side in accordance with the ordinance
- Adopt parking restrictions on the east side similar to the west side.

Staff contact: Allen Wesolowski 715-261-6762

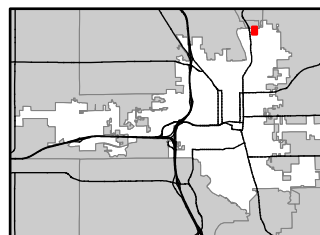
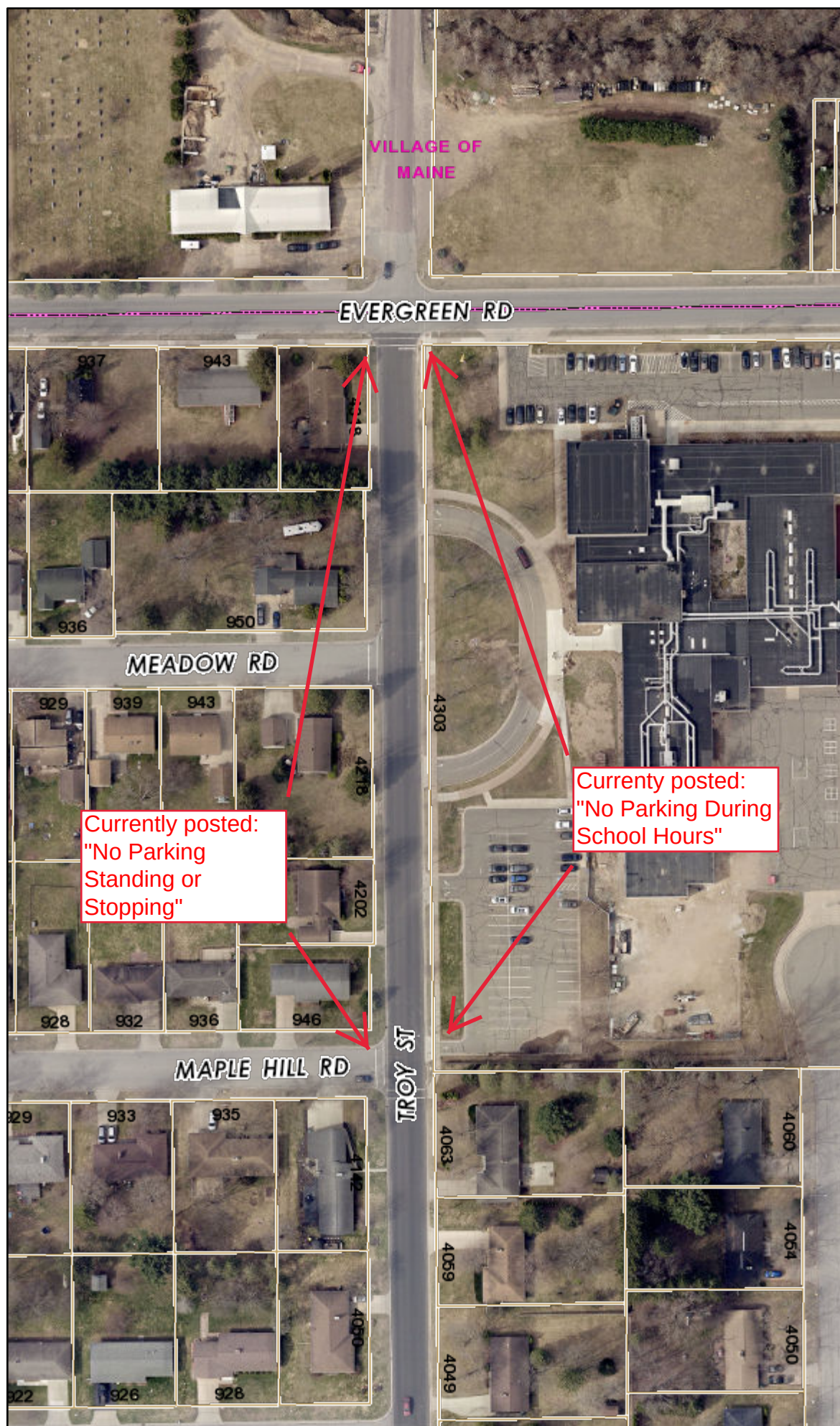
# ArcGIS Web Map

City of Wausau / DPW

Date Printed: 4/4/2024



- 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](http://www.ci.wausau.wi.us)

Agenda Item No.

3

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES***

***COMMITTEE – April 11, 2024***

**AGENDA ITEM**

Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at Sturgeon Eddy Road

**BACKGROUND**

Staff applied for a HSIP grant from the WDOT to replace the signals at the intersection of Grand Avenue and Sturgeon Eddy Road. The grant was successful. The attached document is the State/Municipal Agreement.

**FISCAL IMPACT**

The grant is a 90/10 split between the State WDOT and the City of Wausau. The Summary of Costs is on page 1 of the agreement. The total municipal funds is estimated at \$55,876.

**STAFF RECOMMENDATION**

Staff recommends approving the SMA.

Staff contact: Allen Wesolowski 715-261-6762



**STATE/MUNICIPAL  
FINANCIAL  
AGREEMENT**

Date: March 13, 2024  
I.D.: 3700-40-42/43  
Road Name: BUS 51 (Grand Ave)  
Title: City of Wausau, Signal Retrofit  
Limits: Sturgeon Eddy Road Signal  
County: Marathon  
Roadway Length: 0

The signatory city of Wausau, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:** the existing signal is very old. The poles, controller, cabinet and detection are near or past end of life. Conduits, conductors, and pedestrian equipment is not functional. The signal is not coordinated with others. Poles and bases are located too close to the roadway and have been struck multiple times.

**Proposed Improvement - Nature of work:** The project will replace signal poles, conduit/wiring/pull boxes, signal controller/cabinet, emergency vehicle preemption and street lighting. It will add a signal head above each lane, reflective backplates, a GPS clock, video vehicle detection, flashing yellow arrows, and countdown pedestrian timers with audible buttons. Install new conduit to replace old steel conduit. This project will also update pavement marking and signing and provide temporary traffic signals during construction.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** None identified at this time.

**TABLE 1: SUMMARY OF COSTS**

| Phase                                            | Total Est. Cost   | Federal/State Funds | %   | Municipal Funds  | %   |
|--------------------------------------------------|-------------------|---------------------|-----|------------------|-----|
| 3700-40-42                                       |                   |                     |     |                  |     |
| Preliminary Engineering:                         | \$ 64,472         | \$ 58,025           | 90% | \$ 6,447         | 10% |
| 3700-40-43                                       |                   |                     |     |                  |     |
| <sup>1</sup> Construction:<br>Roadway (cat 0010) | \$ 494,287        | \$ 444,858          | 90% | \$ 49,429        | 10% |
| <b>Total Cost Distribution</b>                   | <b>\$ 558,759</b> | <b>\$ 502,883</b>   |     | <b>\$ 55,876</b> |     |

<sup>1</sup>Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 1 - 3); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State and delivery to the Municipality. The initiation and



accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

|                                                                                 |                                                         |
|---------------------------------------------------------------------------------|---------------------------------------------------------|
| Signed for and in behalf of the <b>city of Wausau</b> (please sign in blue ink) |                                                         |
| Name (print)                                                                    | Title                                                   |
| Signature                                                                       | Date                                                    |
| Signed for and in behalf of the <b>State</b> (please sign in blue ink)          |                                                         |
| Name <b>Shannon P. Riley</b>                                                    | Title <b>WisDOT North Central Region Planning Chief</b> |
| Signature                                                                       | Date                                                    |

### TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Construction for the project and state review services.
3. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
4. The work will be administered by the State and may include items not eligible for federal/state participation.
5. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects
6. Basis for local participation:
  - (a) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 90% and the Municipality is responsible for 10% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right of way, or participate in construction of a project that merits local involvement.

Agenda Item No.

4

***STAFF REPORT TO INFRASTRUCTURE AND FACILITIES***

***COMMITTEE – April 11, 2024***

**AGENDA ITEM**

Discussion and possible action on State/Municipal Agreement for Signal Retrofit on BUS 51 (Grand Ave) at CTH N (Townline Road)

**BACKGROUND**

Staff applied for a HSIP grant from the WDOT to replace the signals at the intersection of Grand Avenue and Townline Road. The grant was successful. The attached document is the State/Municipal Agreement.

**FISCAL IMPACT**

The grant is a 90/10 split between the State WDOT and the City of Wausau. The Summary of Costs is on page 1 of the agreement. The total municipal funds is estimated at \$48,014.

**STAFF RECOMMENDATION**

Staff recommends approving the SMA.

Staff contact: Allen Wesolowski 715-261-6762





**STATE/MUNICIPAL  
FINANCIAL  
AGREEMENT**

Date: March 13, 2024  
I.D.: 3700-40-40/41  
Road Name: BUS 51 (Grand Ave)  
Title: City of Wausau, Signal Retrofit  
Limits: CTH N (Townline Rd) Signal  
County: Marathon  
Roadway Length: 0

The signatory city of Wausau, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:** the existing signal is very old. The poles, controller, cabinet and detection are near or past end of life. Conduits, conductors, and pedestrian equipment is not functional. The signal is not coordinated with others. Poles and bases are located too close to the roadway and have been struck multiple times.

**Proposed Improvement - Nature of work:** The project will replace signal poles, conduit/wiring/pull boxes, signal controller/cabinet, emergency vehicle preemption and street lighting. It will add a signal head above each lane, reflective backplates, a GPS clock, video vehicle detection, flashing yellow arrows, and countdown pedestrian timers with audible buttons. Install new conduit to replace old steel conduit. This project will also update pavement marking and signing and provide temporary traffic signals during construction.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** None identified at this time.

**TABLE 1: SUMMARY OF COSTS**

| Phase                                            | Total Est. Cost   | Federal/State Funds | %   | Municipal Funds  | %   |
|--------------------------------------------------|-------------------|---------------------|-----|------------------|-----|
| 3700-40-40                                       |                   |                     |     |                  |     |
| Preliminary Engineering:                         | \$ 55,401         | \$ 49,861           | 90% | \$ 5,540         | 10% |
| 3700-40-41                                       |                   |                     |     |                  |     |
| <sup>1</sup> Construction:<br>Roadway (cat 0010) | \$ 424,741        | \$ 382,267          | 90% | \$ 42,474        | 10% |
| <b>Total Cost Distribution</b>                   | <b>\$ 480,142</b> | <b>\$ 432,128</b>   |     | <b>\$ 48,014</b> |     |

<sup>1</sup>Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 1 - 3); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State and delivery to the Municipality. The initiation and

accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

|                                                                                 |                                                         |
|---------------------------------------------------------------------------------|---------------------------------------------------------|
| Signed for and in behalf of the <b>city of Wausau</b> (please sign in blue ink) |                                                         |
| Name (print)                                                                    | Title                                                   |
| Signature                                                                       | Date                                                    |
| Signed for and in behalf of the <b>State</b> (please sign in blue ink)          |                                                         |
| Name <b>Shannon P. Riley</b>                                                    | Title <b>WisDOT North Central Region Planning Chief</b> |
| Signature                                                                       | Date                                                    |

#### TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Construction for the project and state review services.
3. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
4. The work will be administered by the State and may include items not eligible for federal/state participation.
5. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects
6. Basis for local participation:
  - (a) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 90% and the Municipality is responsible for 10% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right of way, or participate in construction of a project that merits local involvement.

**STAFF REPORT TO INFRASTRUCTURE AND FACILITIES****COMMITTEE – April 11, 2024****AGENDA ITEM**

Discussion and possible action on proposed 2025 Street Construction Projects and 5-Year Plan

**BACKGROUND**

Staff has reviewed streets and propose the following streets be added to the 5-year plan in 2029:

- **Brown Street (5<sup>th</sup> Street – 13<sup>th</sup> Street)**
  - o WISLR Street Rating 2-3
  - o Water Utility
    - 6” and 8” cast watermain installed from 1920-1940.
    - Approximately 60 lead service laterals
    - GIS indicates 14 breaks on this stretch of watermain
  - o Sewer Utility
    - 1920-1940 vintage 10-18” clay, concrete with some rehab
  - o Storm Sewer
    - 12-48” concrete from 1950
- **Forest Street (Bellis – 12<sup>th</sup>) and 12<sup>th</sup> (Forest to Jackson)**
  - o WISLR Street Rating 2-3
  - o Water Utility
    - 6” cast watermain installed in 1900-1920.
    - Approximately 25 lead service laterals
    - GIS indicates 2 breaks
  - o Sewer Utility
    - 10” clay and concrete from 1909 – 1920, approximately half of pipe is CIP lined
  - o Storm Sewer
    - 24” outside of right of way between 10<sup>th</sup>-Bellis
- **Garfield Ave (Marathon Park – 3<sup>rd</sup> Ave)**
  - o WISLR Street Rating 3-4
  - o Water Utility
    - 6” cast watermain installed in 1920-1940.
    - Approximately 12 lead service laterals
    - GIS indicates no break history
  - o Sewer Utility
    - 12-18” clay and concrete from 1909 – 1920, double sewer lines
  - o Storm Sewer
    - 24-36” concrete 1940s?

**FISCAL IMPACT**

The fiscal impacts are included on the attached 5-year sheet

**STAFF RECOMMENDATION**

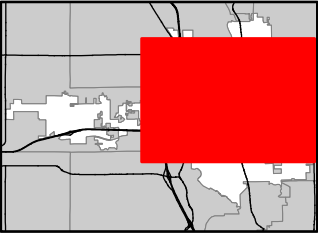
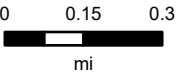
Staff recommends consideration of these streets to the 5-year plan.

Staff contact: Allen Wesolowski 715-261-6762

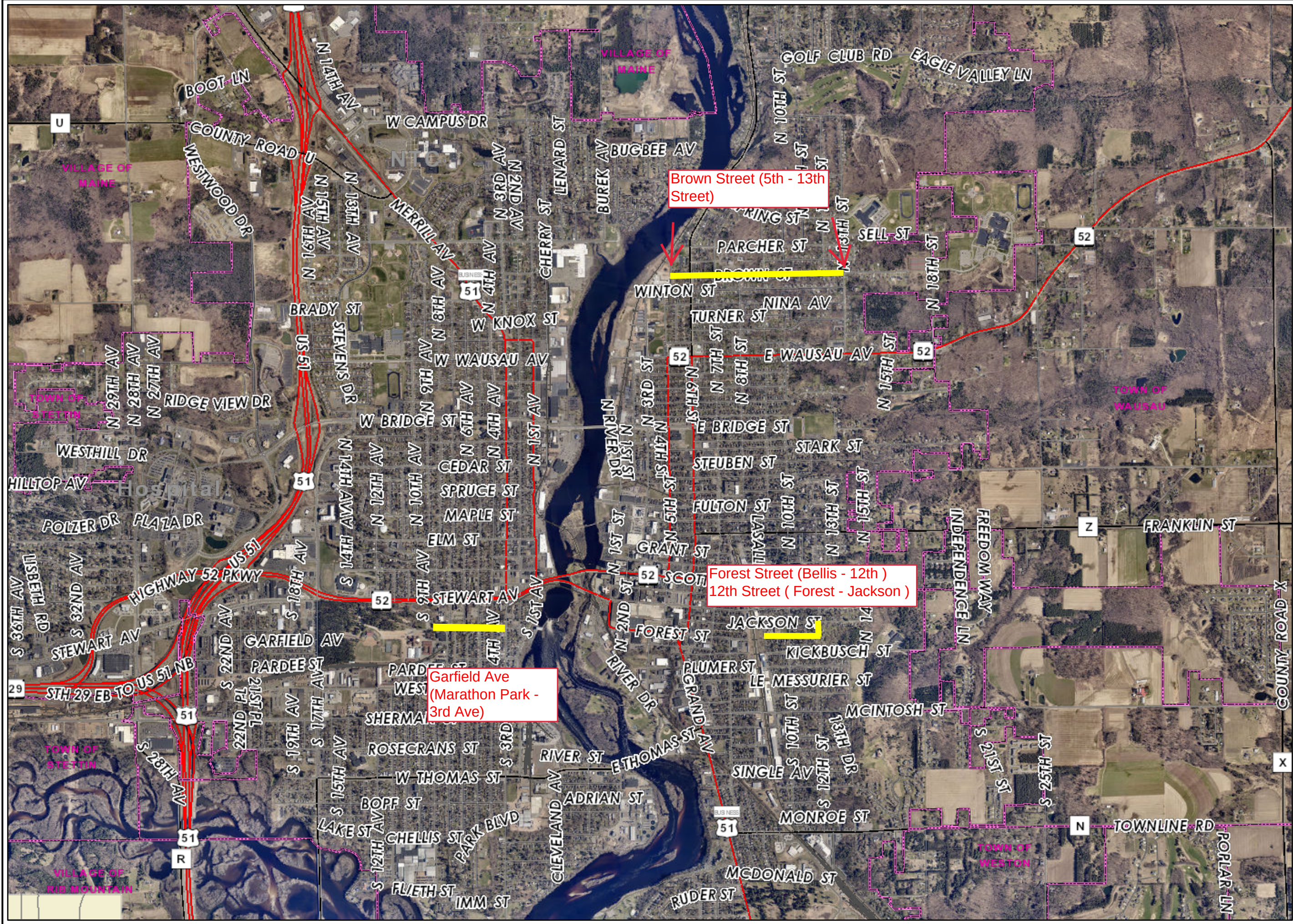


City of Wausau  
DPW

Date Printed: 4/4/2024



- 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





## 2025-2029 STREET RECONSTRUCTION (5 Year Plan)

### 2025

|                                        |                                                        |             |
|----------------------------------------|--------------------------------------------------------|-------------|
| Cherry Street                          | (West Wausau Ave – Randolph St.)                       | \$800,000   |
| W. Randolph Street                     | (Burek – Merrill)                                      | \$1,300,000 |
| Fulton Street (1)                      | (N 1 <sup>st</sup> Street – N. 7 <sup>th</sup> Street) | \$750,000   |
| 1 <sup>st</sup> Street/River Drive (2) | (McIndoe Street – 300' N of Fulton)                    | \$200,000   |

### 2026

|                             |                                                    |             |
|-----------------------------|----------------------------------------------------|-------------|
| Stark Street                | (5 <sup>th</sup> Street – 12 <sup>th</sup> Street) | \$1,000,000 |
| 28 <sup>th</sup> Avenue (3) | (Westhill Drive – W. Wausau Ave)                   | \$1,500,000 |
| N. 8 <sup>th</sup> Ave (4)  | (Spruce Street – Bridge Street)                    | \$500,000   |
| West Wausau Ave (5)         | (N. 10 <sup>th</sup> Ave- Stevens Drive)           | \$1,300,000 |

### 2027

|                            |                                |             |
|----------------------------|--------------------------------|-------------|
| S. 11 <sup>th</sup> Avenue | (W. Thomas – Flieth)           | \$850,000   |
| Ethel Street               | (Grand Ave – Zimmerman Street) | \$1,300,000 |

### 2028

|                            |                                                   |           |
|----------------------------|---------------------------------------------------|-----------|
| N. 9 <sup>th</sup> Ave     | (Elm Street – Bridge Street)                      | \$900,000 |
| N. 11 <sup>th</sup> Street | (East Crocker – Sylvan Street)                    | \$400,000 |
| 3 <sup>rd</sup> Avenue     | (W. Eldred Street – Randolph Street)              | \$250,000 |
| W. Eldred Street           | (N. 3 <sup>rd</sup> Ave – N. 1 <sup>st</sup> Ave) | \$200,000 |

### 2029

|                         |                                                    |             |
|-------------------------|----------------------------------------------------|-------------|
| Brown Street            | (5 <sup>th</sup> Street – 13 <sup>th</sup> Street) | \$1,400,000 |
| Forest Street           | (Bellis Street – 12 <sup>th</sup> Street )         | \$550,000   |
| 12 <sup>th</sup> Street | (Forest Street – Jackson Street)                   | \$125,000   |
| Garfield Avenue         | (Marathon Park – 3 <sup>rd</sup> Ave)              | \$200,000   |

**Street costs do not include sewer, water main or storm sewer costs**

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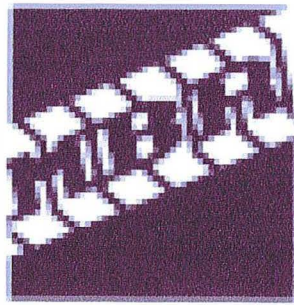
(1) TID 3 Funding

(2) TID 3 Funding

(3) 28<sup>th</sup> Avenue costs are estimated. Actual costs will depend upon chosen design alternative.

(4) TID 8 Funding

(5) STP Urban Funding (80% participating item funding from WDOT)



# MILLER-BRADFORD & RISBERG, INC.

**Ship To**

IN STORE PICKUP

**Location**

06 - MARATHON

**Date**

04/04/2024

**Time**

9:51:12 (0)

**Page**

1

**Account Number**

WAUSA014

**Phone Number**

7152616967

**Invoice Number**

Q00032

**Sold To**

CITY OF WAUSAU

400 MYRON ST.

WAUSAU WI 54401

**Ship Via****Purchase Order**

1

**P.S.T. Number****F.S.T. Number**

WD1800

**Salesperson**

TYLER TYZNIK

TT2

**Description**

Description      \*\* Q U O T E \*\*      EXPIRY DATE: 05/04/2024      Amount

Your salesperson was TYLER TYZNIK

NO TRAVEL TIME OR MILEAGE CHARGES ON ANY WARRANTABLE  
REPAIRS DURING THE MANUFACTURER'S BASE WARRANTY PERIOD  
AND/OR DURING AN EXTENDED WARRANTY PERIOD.

THANK YOU FOR CHOOSING MILLER-BRADFORD &amp; RISBERG.

PERFORMANCE YOU CAN COUNT ON!

Stock #: 016790

Serial #: 101650462090

67278.00

Hours: 2

New 2024 BM BW138AD-5

BW138AD-5 COMPAC-HEAVY

E16 BEACON

E26 BATTERY DISCONNECT SWITCH

S19 HINGED ROPS

VM25 ECONOMIZER W/TEMP DISPLAY

Sale # 01 Subtotal: 67278.00

Total: 67278.00

360.00

New MISCELLANEOUS ? PDI

Hours: 0

Sale # 02 Subtotal: 360.00

Total: 360.00

2060.00

New MISCELLANEOUS ? freight

Hours: 0

Sale # 03 Subtotal: 2060.00

Total: 2060.00

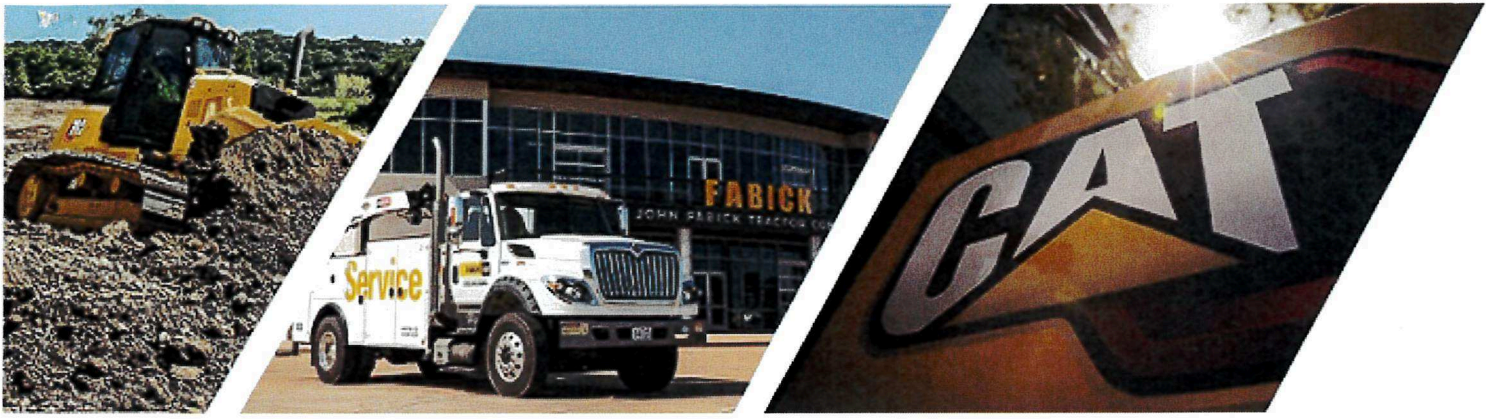
Subtotal: 69698.00

Quote Total: 69698.00

Authorization: \_\_\_\_\_

Email PDF

Close



# Proposal

QUOTE NUMBER | 208977-01

Mar 29, 2024

CATERPILLAR INC. CB4.4-03

PREPARED FOR

CITY OF WAUSAU DEPT OF PUBLIC WORKS

**FABICK**





The FABICK logo is displayed in a bold, italicized, black sans-serif font on a yellow rectangular background.

Mar 29, 2024

CITY OF WAUSAU DEPT OF PUBLIC WORKS  
400 MYRON ST  
WAUSAU, Wisconsin, 54401-6132

Dear Solomon King,

We are pleased to offer you the following proposal for your consideration.

One (1) Caterpillar Inc. Model: CB4.4-03 Utility Compactor with all standard equipment in addition to the specifications listed below:

**STOCK NUMBER:** 24M01359

**SERIAL NUMBER:**

**YEAR:**

**SMU:**

Thank you for your interest in Fabick Cat and Caterpillar products. Please know that we sincerely appreciate your consideration and look forward to answering any questions you may have moving forward. Feel free to contact me directly at any time.

Sincerely,

Eric Stoller  
Machine Sales Representative  
Fabick Cat  
eric.stoller@fabickcat.com  
(715) 370-1800

This quotation is valid for 30 days, after which time we reserve the right to re-quote.

"TO EVER SERVE OUR CUSTOMERS BETTER"

**FABICK****CAT**

One (1) Caterpillar Inc. Model: CB4.4-03 Utility Compactor with all standard equipment in addition to the specifications listed below:

### **STANDARD FEATURES**

**POWERTRAIN** -CAT C1.7T diesel engine --Turbocharged, EPA tier 4 final and EU -stage V certified engine with DOC/DPF -aftertreatment --Gross power per ISO 14396 36kW (48.3 -hp) @2800 RPM --Liquid cooled, direct injection -Aftercooler, air to air (ATAAC) -Fuel filter/water separator/manual -priming pump -Dual element air cleaner with dust -ejection -3 Engine speeds - idle, med, high -Engine belt guard -Programable auto Idle Shutdown -Aluminum bar plate cooling system -Hydrostatic transmission -Auto warmup cycle -Hydraulic on demand cooling fan -Service and parking brakes - spring -applied hydraulically released

**ELECTRICAL** -Engine start switch with auto preheat -12-volt starting and charging system

**OPERATOR ENVIRONMENT** --Hydraulic oil restriction --Engine oil low pressure --Electrical system voltage low --Low fuel --Engine preheat --Hydraulic oil temperature high --Operator out of seat --Parking brake engaged --Water in fuel indicator -Operator warning system indicators: -Emergency stop switch -Simple rocker switches --Faults --Engine coolant temperature gauge --Hour meter --Fuel level gauge --Water level gauge -Gauge Cluster:

**ELECTRICAL** -LED work lights (2 front, 2 rear) -Labeled and sealed electrical connectors -CAT ET Compatible -Diagnostic connector -Beacon ready -Product Link ready -horn -Backup alarm and forward facing warning -Isolated and cooled battery compartment -Maintenance free battery, 750 CCA -85 ampere alternator

**OPERATOR ENVIRONMENT** --Engine emission system

**DRUMS** -selectable continuous or intermittent -flow -4 nozzle spray bars -Triple spray system filtration

**FLUIDS** -Premixed 50% concentration of extended -life coolant with freeze protection -to -37C (-35F)

**OTHER STANDARD EQUIPMENT** -Lockable engine enclosure with safety -hold open batch -Lockable external fuel fill -Sight gauges: --Hydraulic tank level --Engine coolant -Lockable hydraulic tank cap -Articulated frame with safety lock -3 point hitch -4 transport tie-down and 4 lift points -81L (21 gal) fuel tank capacity -300L (79 gal) water tank capacity -6 quick connect hydraulic pressure test -ports + 1 SOS port -Caterpillar o-ring face-seals couplings -Offset hitch with 50 mm (2") of -manual adjustment -Ecology drains: --Hydraulic Tank --Radiator --Engine Oil

**OPERATOR ENVIRONMENT** --High/low vibe frequency --Beacon status -Lockable, vandalism guard for -instrument panel -Travel control, single lever -High Vis Orange retractable seatbelt, -76mm (3") -2 platform handrails/single guardrail -Steering wheel spinner -12-volt power point -ROPS -Sealed storage compartment -Isolated operator platform -Vibration reducing, diesel resistant -rubber floor mat

**DRUMS** -Two smooth drums: 1400 mm (55.1") -wide x 800 mm (31.5") diameter -Single amplitude with dual frequency -vibratory system -Automatic vibration control to prevent -vibration in neutral -Selection of front drum or both drum -vibration -Pressurized drum watering system with

"TO EVER SERVE OUR CUSTOMERS BETTER"

**FABICK**

### MACHINE CONFIGURATION

|                                |          |
|--------------------------------|----------|
| CB4.4 03A UTILITY COMPACTOR    | 562-1000 |
| LANE 3 ORDER                   | 0P-9003  |
| ENGINE, CAT C1.7T              | 611-1364 |
| PUMP, PROPEL, STANDARD         | 367-6593 |
| LIGHTS, WORKING, LED           | 568-5154 |
| SWITCH, BATTERY DISCONNECT     | 565-3708 |
| SEAT, WITH SAFETY SWITCH       | 573-5962 |
| SUPPORT, SLIDING FOR SEAT      | 364-2279 |
| SEAT BELT, 3"                  | 542-6995 |
| ROPS, FOLDABLE, LOCKABLE       | 576-8242 |
| TRAVEL CONTROL,DUAL LEVER      | 367-6538 |
| PRODUCT LINK, CELLULAR PL243   | 602-4197 |
| GUARDS, BUMPER                 | 569-8093 |
| DRUM SCRAPER, FOLDING          | 562-0771 |
| OIL, HYD, STANDARD             | 574-6039 |
| INSTRUCTIONS, ANSI             | 574-6030 |
| SERIALIZED TECHNICAL MEDIA KIT | 421-8926 |
| CONTROL, TRACTION              | 562-0808 |
| LIGHT, BEACON                  | 575-4457 |
| ROLL ON-ROLL OFF               | 0G-0044  |
| Canopy Kit                     | 600-9428 |

"TO EVER SERVE OUR CUSTOMERS BETTER"

**FABICK****PRICING INFORMATION**

PRICE AS EQUIPPED

\$90,877.00

**SUB TOTAL****\$90,877.00**

SALES TAX (0%)

\$0.00

**BALANCE DUE****\$90,877.00****EQUIPMENT PROTECTION PLAN**

Standard Warranty:

12 Months, Unlimited Hours,  
Premier For new machines  
and work tools/attachments  
the warranty period is  
12-months/unlimited hours,  
starting from date of delivery  
to the first user.

Extended Protection Plan:

CB4.4-48 MO/2000 HR  
PREMIER

Correction  
monitor  
system + \$5000.<sup>00</sup>  
\$1 95,877.<sup>00</sup>

**ESTIMATED DELIVERY**

To be confirmed at date of order acceptance by Fabick Cat.

**FINANCE OPTIONS**

"TO EVER SERVE OUR CUSTOMERS BETTER"



## HD 14i VO

**City of Wausau Street Department**

**April 2, 2024**

**Sourcewell Pricing**

**Contract: Wirtgen JD060122**



The configured machine may differ from the machine shown and the description below.

### HD 14i VO Tandem roller with vibration and oscillation drum

- ▶ Simple, intuitive and language-neutral operation
- ▶ Ergonomic driver's platform
- ▶ Excellent view of the drum edge, machine and the area surrounding the construction site
- ▶ Compact dimensions
- ▶ Easy transport, easy loading
- ▶ Compaction with oscillation

|                                |                  |
|--------------------------------|------------------|
| Maximum working width          | 56,3 in          |
| Axle load, front/rear          | 4.961/5.027 lbs  |
| Drum width, front/rear         | 54,3/54,3 in     |
| Operating weight with cab      | 10.551 lbs       |
| Power ISO 14396, kW/PS/rpm     | 37.4/50,9/2700   |
| Amplitude, front, I/II         | 0/0 in           |
| Centrifugal force, front, I/II | 14.400/8.775 lbs |

In progress

## Machine equipment

| Pos. | Material No. | Description                                                  | USD      |
|------|--------------|--------------------------------------------------------------|----------|
| 0010 | H28506       | HD 14i VO Tandem roller with vibration and oscillation drum  |          |
| 0020 |              | Country of operation United States                           |          |
| 0030 | 2056377      | Standard painting (RAL 2004 + RAL 7015)                      |          |
| 0040 | 2627079      | Version with CE conformity                                   |          |
| 0050 | 2302590      | Warning labels according to ANSI                             |          |
| 0060 | 2285875      | Temperature display unit in °;F                              |          |
| 0070 | 2211007      | Plastic scraper, folding                                     |          |
| 0080 | 2461792      | ROPS, folding                                                |          |
| 0090 | 2961863      | Armrest                                                      |          |
| 0100 | 2261196      | Driver's seat in black imitation leather; comfort equipment  |          |
| 0110 | 2071611      | Lighting package for driving on public roads                 |          |
| 0120 | 2056382      | Hydraulic oil                                                |          |
| 0130 | 2478579      | Service record book DE/EN                                    |          |
| 0140 | 2478472      | Technical documentation – North America country version (US) |          |
| 0150 | 2988555      | Tarpaulin protective roof on ROPS                            | 1,470.00 |
| 0160 | 2476379      | HAMM Compaction Meter (HCM)                                  | 3,750.00 |
| 0170 | 2516562      | HAMM Temperature Meter (HTM), front                          | 2,250.00 |
| 0180 | 2653022      | Back-up alarm, sound-modulating (White Sound®)               | 190.00   |
| 0190 |              | Radio                                                        | 1,649.00 |

## Totals

**Quotation with Sourcwell pricing Wirtgen Contract #JD060122** **\$121,063.00**

**Price after 20% Sourcwell Discount** **\$96,850.40**

**Add for shipping and machine predelivery charges** **\$ 2,740.00**

**Total price to purchase** **\$99,590.40**

Thanks you for the opportunity to present this quotation. Feel free to contact me with any questions.

Sincerely,  
ROLAND MACHINERY COMPANY

**John Ballschmieder**  
**Territory Manager**  
**jballschmieder@rolandmachinery.com**  
**(715) 355-9898**



Corporate Office:  
W250 N6851 Hwy 164  
P.O. Box 904  
Sussex, WI 53089

Sussex, WI  
1-800-242-3115

Madison, WI  
1-800-585-7219

De Pere, WI  
1-800-638-7448

Negaunee, MI  
1-800-562-9770

Eau Claire, WI  
1-800-585-7232

Abbotsford, WI  
1-888-886-4410

Rockford, IL  
1-800-585-7231

Distributors of Equipment and Supplies for ■ Construction ■ Forestry ■ Industry ■ Government

TO: City of Wausau

DATE: 4/1/2024

ATTENTION: Josh

REFERENCE: Paver Automatics

**WE SUBMIT THE FOLLOWING PROPOSAL:**

| QUANTITY | DESCRIPTION                                                                                                                                                                                                                | AMOUNT      |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1        | Topcon P32 paver Base kit: Includes 2 -GC35 Control boxes with mounts, 2 power cords for Carlson CP85 Paver, 2 Sonic Tacker II sensors for grade, mounting brackets for trackers, coiled cords, Carry case 1 year warranty | \$16,375.00 |
| 1        | Included in the above price Add on Slope sensor with 2 communication cords<br><br>Above system is in stock and has been used previously on a Bomag Paver                                                                   |             |
| 1        | Topcon P32+ Base kit. This kit uses the newer style Sonic Tracker 3 and tracker 3 mounting brackets.<br>All other compontes are idedntical to the above system<br>Need to order                                            | \$18,200.00 |
|          | Both options include installation, set up, calibaration and training by Ben Thompson                                                                                                                                       |             |

TERMS: F.O.B.: Customer  
DELIVERY:

**WE THANK YOU FOR THE OPPORTUNITY OF QUOTING**

QUOTATIONS SUBJECT TO CHANGE IN PRICE PRIOR TO  
SHIPMENT. ALL AGREEMENTS CONTINGENT UPON  
STRIKES, ACCIDENTS, AND UNAVOIDABLE DELAYS  
BEYOND OUR CONTROL.

Miller-Bradford & Risberg, Inc.

SIGNED

**Ben Thompson**

Mobile: 608-576-2234

Agenda Item No.

7

***STAFF REPORT TO INFRASTRUCTURE AND FACILITIES***

***COMMITTEE – April 11, 2024***

| AGENDA ITEM                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Discussion and possible action on Asphalt Overlay Program and future budgets                                                                                                                                                                                     |
| BACKGROUND                                                                                                                                                                                                                                                       |
| <p>The asphalt overlay budget in 2024 was increased to \$600,000 from \$350,000 in 2023. The attached map shows the streets that will be asphalt overlayed in 2024.</p> <p>Staff has made a request for ARPA funds to bid another overlay project this year.</p> |
| FISCAL IMPACT                                                                                                                                                                                                                                                    |
| The fiscal impacts will depend on the budget request.                                                                                                                                                                                                            |
| STAFF RECOMMENDATION                                                                                                                                                                                                                                             |
| None                                                                                                                                                                                                                                                             |
| Staff contact: Allen Wesolowski 715-261-6762                                                                                                                                                                                                                     |



# 2024 ASPHALT PAVING PROJECT "A"



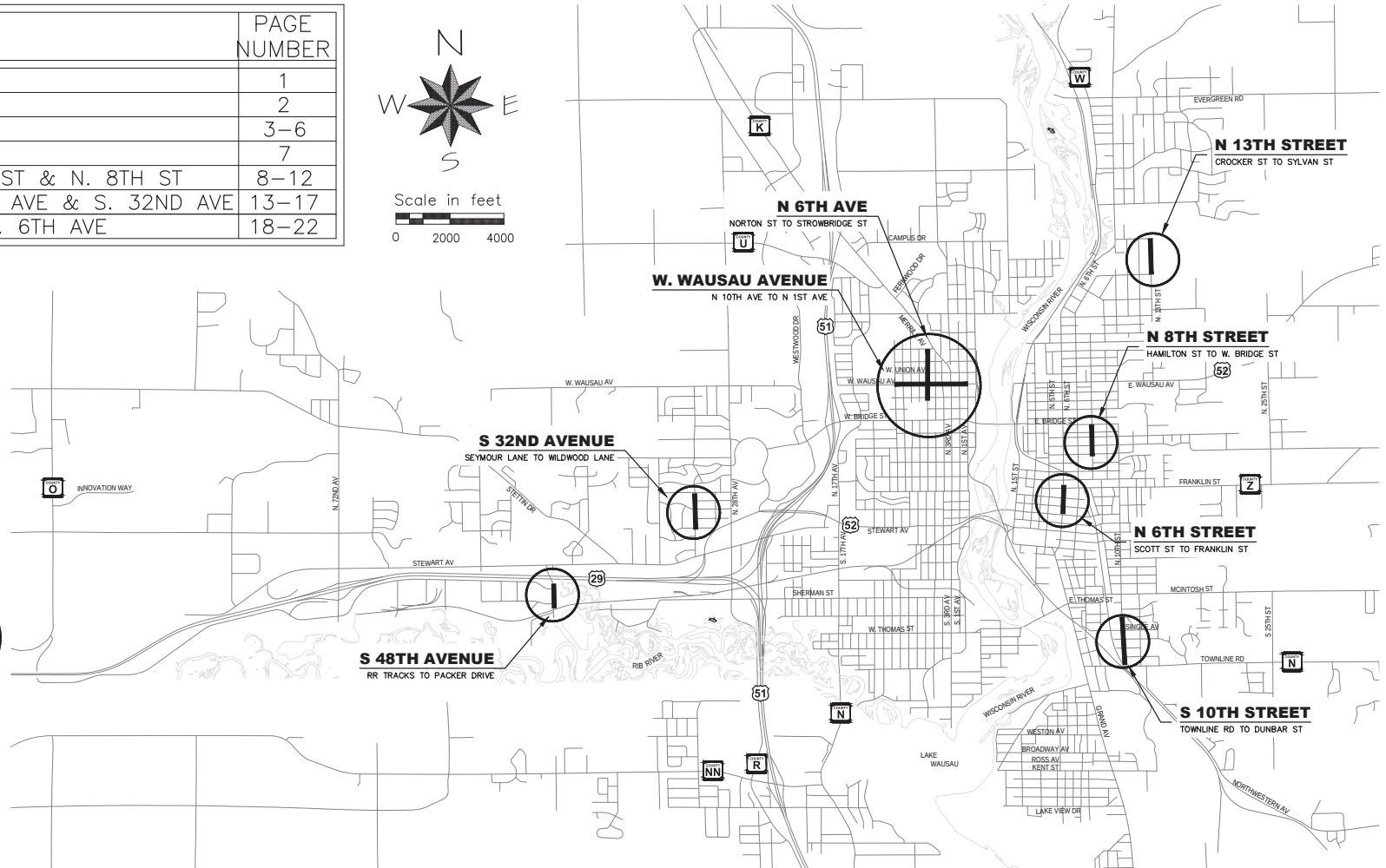
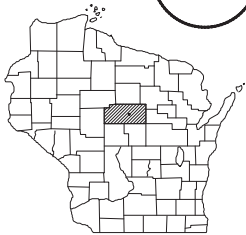
CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN

COVER SHEET, GENERAL NOTES, TYPICAL SECTIONS, GENERAL DETAILS & PLAN SHEETS

| DESCRIPTION                           | PAGE NUMBER |
|---------------------------------------|-------------|
| COVER SHEET                           | 1           |
| GENERAL NOTES                         | 2           |
| TYPICAL SECTIONS                      | 3-6         |
| GENERAL DETAILS                       | 7           |
| N. 13TH ST, N. 6TH ST & N. 8TH ST     | 8-12        |
| S. 10TH ST, S. 48TH AVE & S. 32ND AVE | 13-17       |
| W. WAUSAU AVE & N. 6TH AVE            | 18-22       |



**PROJECT NAME**  
PROJECT SEGMENT



Agenda Item No.

8

***STAFF REPORT TO INFRASTRUCTURE AND FACILITIES***

***COMMITTEE – April 11, 2024***

**AGENDA ITEM**

Update on connecting highway recission and designation for rerouting STH 52 and Business Highway 51 in the City of Wausau

**BACKGROUND**

The City has received the final documents designating the new corridors for STH 52 and Business 51 in the City of Wausau. The final agreements are attached.

A map is attached showing the exiting route and the newly approved route.

The WDOT will be changing the signs both on the State Highway System and within the City of Wausau this Summer.

**FISCAL IMPACT**

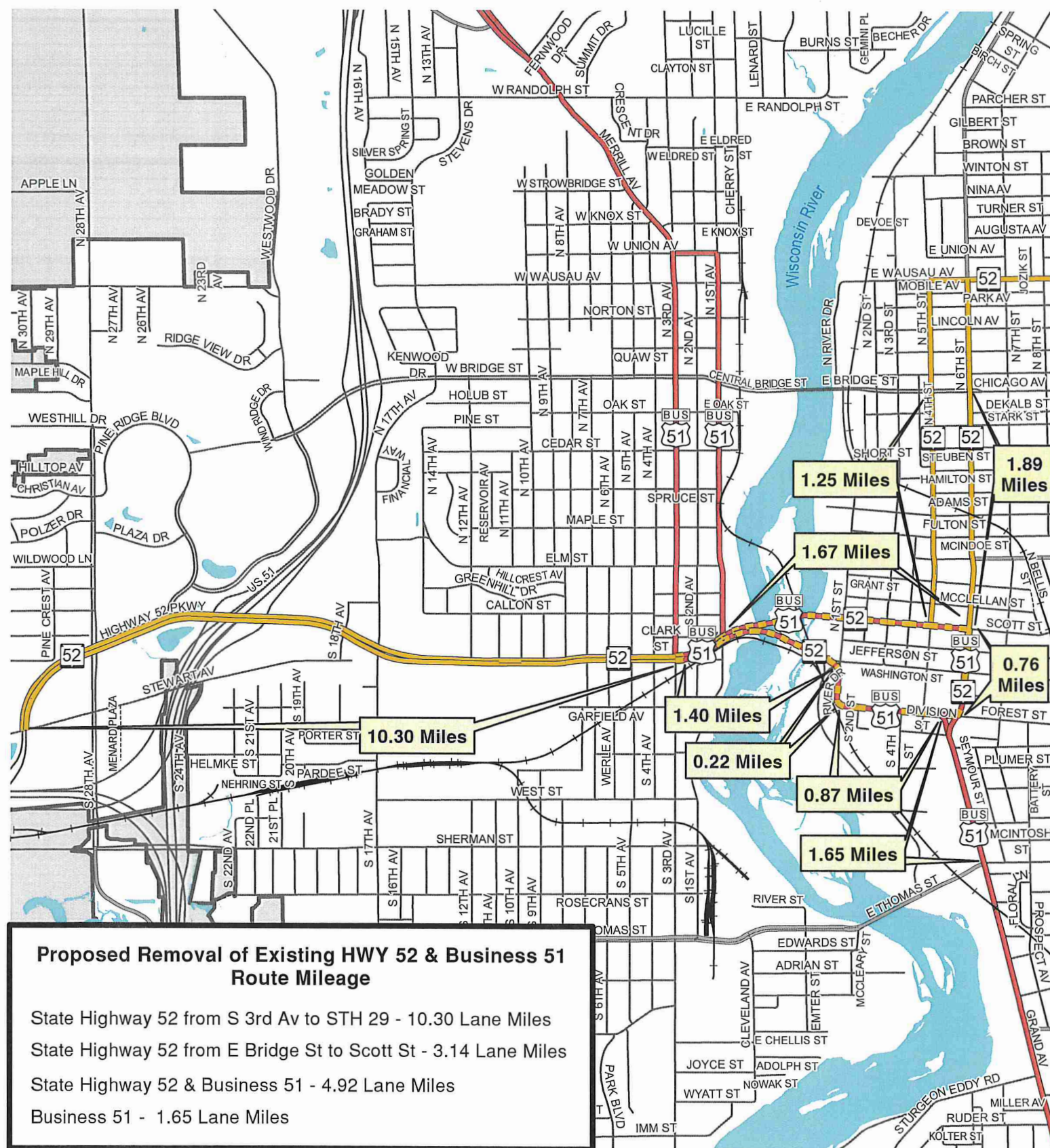
None

**STAFF RECOMMENDATION**

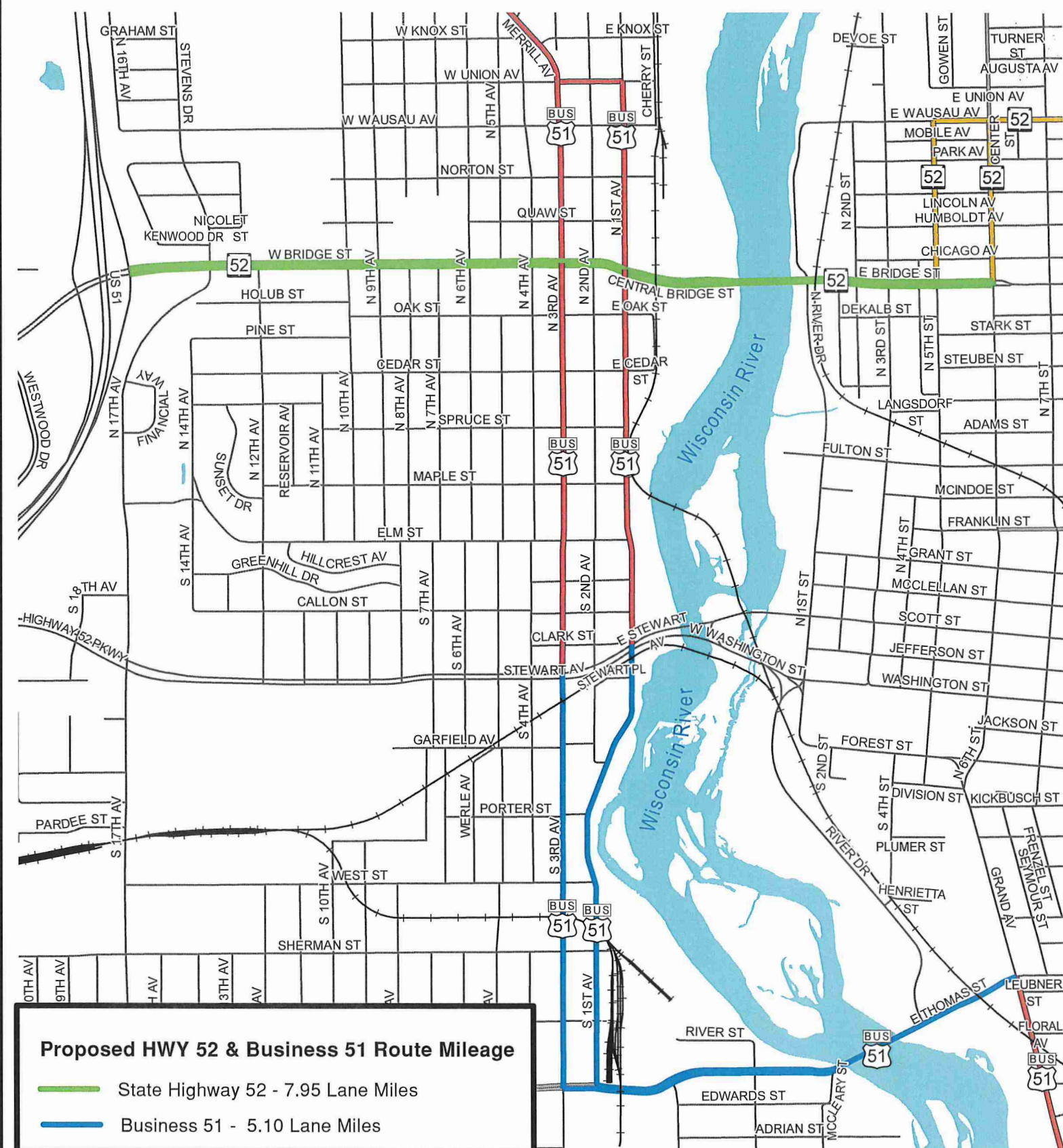
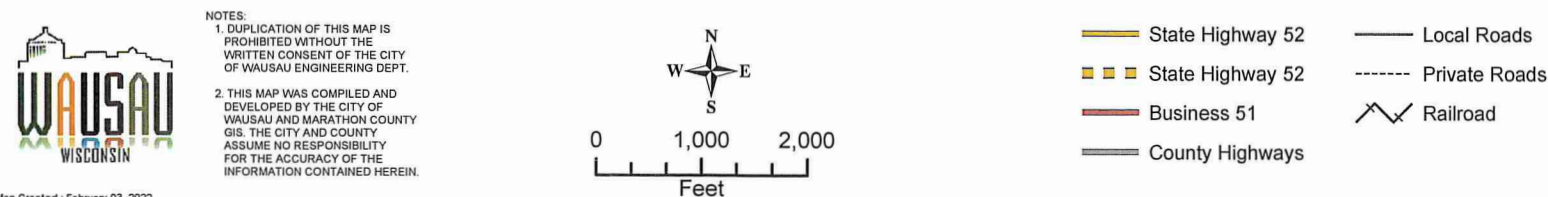
None, this item is for update purposes.

Staff contact: Allen Wesolowski 715-261-6762

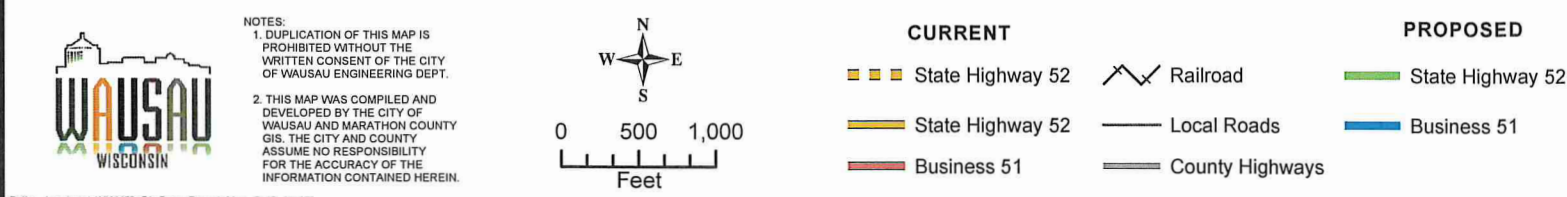




**Existing State Highway 52 & Business 51 Routes**



**Option 2 - Proposed State Highway 52 & Business 51 Routes**





# CONNECTING HIGHWAY RESCISSION

## AGREEMENT FOR CONNECTING HIGHWAY CHANGE NUMBER 302 US HIGHWAY BUSINESS 51 AND STATE TRUNK HIGHWAY 52 CITY OF WAUSAU MARATHON COUNTY

### 1. Introduction

The Wisconsin Department of Transportation (Department) proposes Connecting Highway Changes in the City of Wausau (City) in Marathon County, whereby:

- Connecting Highway designation will be rescinded from segments of USH Bus 51 and STH 52.

### 2. Statutory Authority of State Highway Change

All determinations and decisions herein and hereafter described are made in accordance with Section 86.32(1) of the Wisconsin State Statutes whereby the Department is proposing Connecting Highway Change Number 302 to rescind segments of Connecting Highway in the City.

### 3. Determination and Description of Highway Segments To Be Rescinded From The Connecting Highway System

The Department hereby finds, determines, and makes this decision that the traveling public will best be served by removing from the State Connecting Highway System the following segments of highway described as:

Segment #1: USH Bus 51 (Grand Avenue and 6<sup>th</sup> Street)

Beginning at the Thomas Street intersection and ending at the Forest Street intersection. The length of this segment is 0.40 miles.

Segment #2: USH Bus 51 Northbound (Scott Street)

Beginning at the 6<sup>th</sup> Street intersection and ending at the 5<sup>th</sup> Street intersection. The length of this segment is 0.10 miles.

Segment #3: USH Bus 51 Northbound/STH 52 Eastbound (6<sup>th</sup> Street)

Beginning at the Forest Street intersection and ending at the Scott Street intersection. The length of this segment is 0.24 miles.



## CONNECTING HIGHWAY RESCISSION

### Segment #4: USH Bus 51 Northbound/STH 52 Westbound (Scott Street & Stewart Avenue)

Beginning at the 5<sup>th</sup> Street intersection and ending at the 1<sup>st</sup> Avenue intersection. The length of this segment is 0.56 miles. The segment includes the bridge structures over the Wisconsin River, river overflow channel, and Fox Valley & Lake Superior railroad track.

### Segment #5: USH Bus 51 Southbound/STH 52 (Stewart Avenue)

Beginning at the 1<sup>st</sup> Avenue intersection and ending at the 3<sup>rd</sup> Avenue intersection. The length of this segment is 0.14 miles.

### Segment #6: USH Bus 51 Southbound/STH 52 Eastbound (Forest Street, 1<sup>st</sup> Street, Washington Street, & Stewart Avenue)

Beginning at the Grand Avenue intersection and ending at the 1<sup>st</sup> Avenue intersection. The length of this segment is 0.72 miles. The segment includes the bridge structures over the Wisconsin River and river overflow channel.

### Segment #7: STH 52 (Highway 52 Parkway & Stewart Avenue)

Beginning at 0.02 miles north of the Stewart Avenue intersection and ending at the 3<sup>rd</sup> Avenue intersection. The length of this segment is 1.88 miles.

### Segment #8: STH 52 Eastbound (Forest Street)

Beginning at the Grand Avenue intersection and ending at the 6<sup>th</sup> Street intersection. The length of this segment is 0.04 miles.

### Segment #9: STH 52 Eastbound (6<sup>th</sup> Street)

Beginning at the Scott Street intersection and ending at the Bridge Street intersection. The length of this segment is 0.63 miles.

### Segment #10: STH 52 Westbound (5<sup>th</sup> Street)

Beginning at the Scott Street intersection and ending at the Bridge Street intersection. The length of this segment is 0.62 miles.

Said segments are depicted on the attached Location Map.

## **4. Disposition of Highway Segments Where Connecting Highway Designations are Rescinded**

The Department has determined that upon rescission of connecting highway designation the underlying highways will revert to local jurisdiction as city streets.

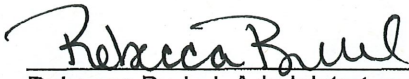
## CONNECTING HIGHWAY RESCISSION

### 5. Effective Date of Changes

The effective date for the changes described in Section 3 shall be after the State installs all signs in calendar year 2024 along the new connecting highway segments as described in Section VIII of the Other Considerations document for Connecting Highway Change Agreement #301.

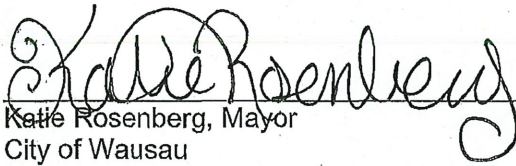
### 6. Other Considerations

The Department has determined that Other Considerations should be included within this agreement for the connecting highway changes. See attached **OTHER CONSIDERATIONS document**.



Rebecca Burkel, Administrator  
Division of Transportation System Development  
Wisconsin Department of Transportation

3/22/2024  
Date



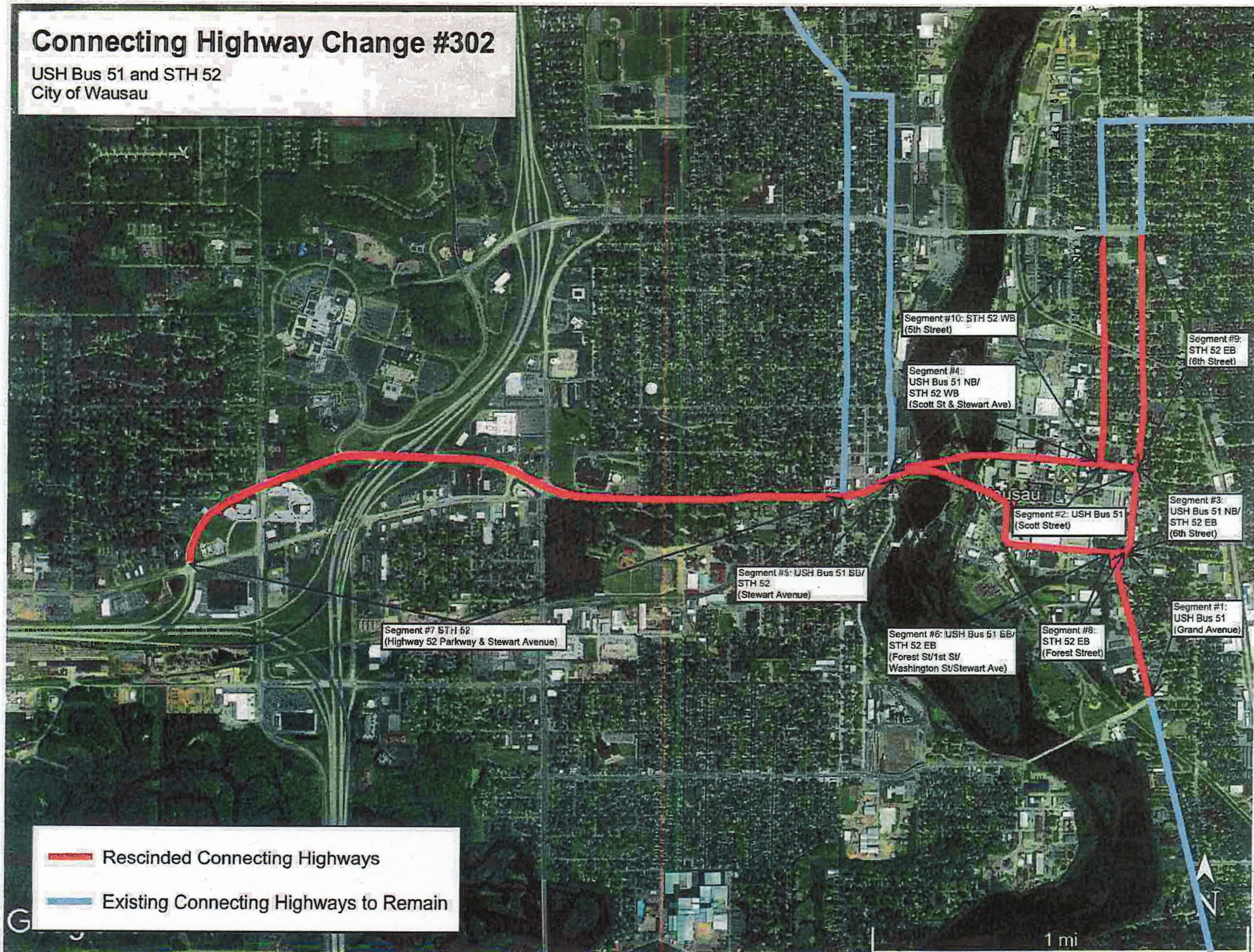
Katie Rosenberg, Mayor  
City of Wausau

26 October 2023  
Date



# Connecting Highway Change #302

USH Bus 51 and STH 52  
City of Wausau





**OTHER CONSIDERATIONS  
CONNECTION HIGHWAY CHANGE NUMBER 302**

**SECTION I**

**RIGHT-OF-WAY**

The City already has ownership of the underlying right-of-way along the highway segments.

**SECTION II**

**ACCESS**

The City already has all access control authority over the highway segments.

**SECTION III**

**UTILITIES AND OTHER NON-ACCESS PERMITS**

The City already has all utility and other permitting control authority over the highway segments.

**SECTION IV**

**HIGHWAY MAINTENANCE AGREEMENTS**

Not applicable for the connecting highway changes.

**DAILY MAINTENANCE RESPONSIBILITY AND CONNECTING HIGHWAY AIDS**

The City already has maintenance responsibility for the highway segments. With the rescission of the connecting highway designation, the City will no longer receive connecting highway aids from the Department for maintenance. The segments will become eligible for the Department's general transportation aids.

**SECTION V**

**JURISDICTIONAL RESPONSIBILITY FOR FACILITIES: DEPARTMENT AND/OR CITY**

The Department will no longer have jurisdictional responsibility for the sign structure (S-37-036) along USH Bus 51 southbound/STH 52 eastbound (Stewart Avenue) between 1<sup>st</sup> Avenue and Wisconsin River Bridge. As of the effective date of this agreement, the City will own and maintain the sign structure. The City will retain jurisdictional responsibility for all other sign structures along the highway segments removed from the connecting highway system. The City will also retain jurisdictional responsibility for all bridges (B-37-203, 266, 273, & 578), retaining walls (R-37-003 & 004), and other facilities along these segments.

**SECTION VI**

**CAPITALIZATION OF MAINTENANCE COSTS FOR ADDITIONAL NET MILES ASSIGNED**

The City accepts the maintenance costs for the additional net miles of city streets without a maintenance capitalization start up payment from the Department.



## **SECTION VII**

### **SYSTEM ROUTING AND NAMING CONVENTIONS**

STH 52 and USH Bus 51 will no longer be routed along the highway segments listed within Section #3 of the agreement, so segments will now be known only as the City's current local street names.

## **SECTION VIII**

### **TRAFFIC OPERATIONS**

The City retains all traffic operation functions and facilities along the highway segments, except for the traffic signals at the USH 51/Highway 52 Parkway interchange southbound and northbound ramp terminals and Highway 52 Parkway/Stewart Avenue intersection. The Department agrees to remove all existing STH 52 and USH Bus 51 route signs along the segments and use them for the new connecting highway segments identified in Section 3 of Connecting Highway Change Agreement #301, if possible.

## **SECTION IX**

### **SYNCHRONIZING GENERAL TRANSPORTATION AID (GTA) PAYMENTS**

The City agrees to not receive a synchronizing GTA payment from the Department for the highway segments. The City will continue to receive connecting highway aids for the segments through calendar years 2024 and 2025 and start receiving GTA payments for the segments in calendar year 2026.

## **SECTION X**

### **HISTORICAL PRESERVATION**

Any historical properties along the highway segments will be avoided with the connecting highway changes. The only significant work that will be done along the segments will be the removal of all existing STH 52 and USH Bus 51 route signs.

## **SECTION XI**

### **REHABILITATION/RECONSTRUCTION TREATMENTS**

#### **Segment Designation**

The highway segments involved in the connecting highway rescission are described in Section #3 of the agreement.

#### **Roadway Rehabilitation**

The Department and City will not complete any rehabilitation improvements along the highway segments as part of this agreement.

SECTION XII

MISCELLANEOUS ITEMS

No miscellaneous items.

## CONNECTING HIGHWAY DESIGNATION

### AGREEMENT FOR CONNECTING HIGHWAY CHANGE NUMBER 301 PERTAINING TO US HIGHWAY BUS 51 AND STATE TRUNK HIGHWAY 52 CITY OF WAUSAU MARATHON COUNTY

#### 1. Introduction

The Wisconsin Department of Transportation (Department) proposes Connecting Highway Changes in the City of Wausau (City) in Marathon County, whereby:

- Segments of existing city streets will be designated as Connecting Highway.

#### 2. Statutory Authority of State Highway Change

All determinations and decisions herein and hereafter described are made in accordance with Section 86.32(1) of the Wisconsin State Statutes whereby the Department is proposing Connecting Highway Change Number 301 to add segments of Connecting Highway in the City.

#### 3. Determination and Description of Highway Segments To Be Added To The Connecting Highway System

The Department hereby finds, determines, and makes this decision that the traveling public will best be served by adding to the City's Connecting Highway System, the highway segments described as:

Segment #1: USH Bus 51 (Thomas Street)

Beginning at the Grand Avenue intersection and ending at the 1<sup>st</sup> Avenue intersection. The length of this segment is 0.81 miles. The segment includes bridge structures over the Wisconsin River and Fox Valley & Lake Superior railroad track.

Segment #2: USH Bus 51 Northbound (1<sup>st</sup> Avenue)

Beginning at the Thomas Street intersection and ending at the Stewart Avenue intersection. The length of this segment is 0.82 miles.

Segment #3: USH Bus 51 Southbound (Thomas Street)

Beginning at the 1<sup>st</sup> Avenue intersection and ending at the 3<sup>rd</sup> Avenue intersection. The length of this segment is 0.06 miles.



## CONNECTING HIGHWAY DESIGNATION

### Segment #4: USH Bus 51 Southbound (3<sup>rd</sup> Avenue)

Beginning at the Thomas Street intersection and ending at the Stewart Avenue intersection. The length of this segment is 0.74 miles.

### Segment #5: STH 52 (Bridge Street)

Beginning at the USH 51 interchange southbound ramp terminal and ending at the 5<sup>th</sup> Street intersection. The length of this segment is 1.58 miles. The segment includes a bridge structure over the Wisconsin River, River Drive, and Fox Valley & Lake Superior railroad track.

### Segment #6: STH 52 Eastbound (Bridge Street)

Beginning at the 5<sup>th</sup> Street intersection and ending at the 6<sup>th</sup> Street intersection. The length of this segment is 0.11 miles.

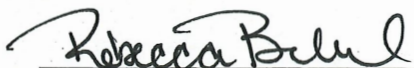
Said segments are depicted on the attached Location Map.

#### 4. Effective Date of Change

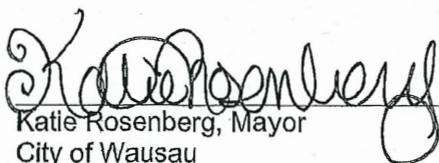
The effective date for the changes described in Section 3 shall be after the State installs all signs in calendar year 2024 along the new connecting highway segments as described in Section VIII of the Other Considerations document for this agreement.

#### 5. Other Considerations

The Department has determined that Other Considerations should be included within this agreement for the connecting highway changes. See attached **OTHER CONSIDERATIONS** document.

  
Rebecca Burkel, Administrator  
Division of Transportation System Development

3/22/2024  
Date

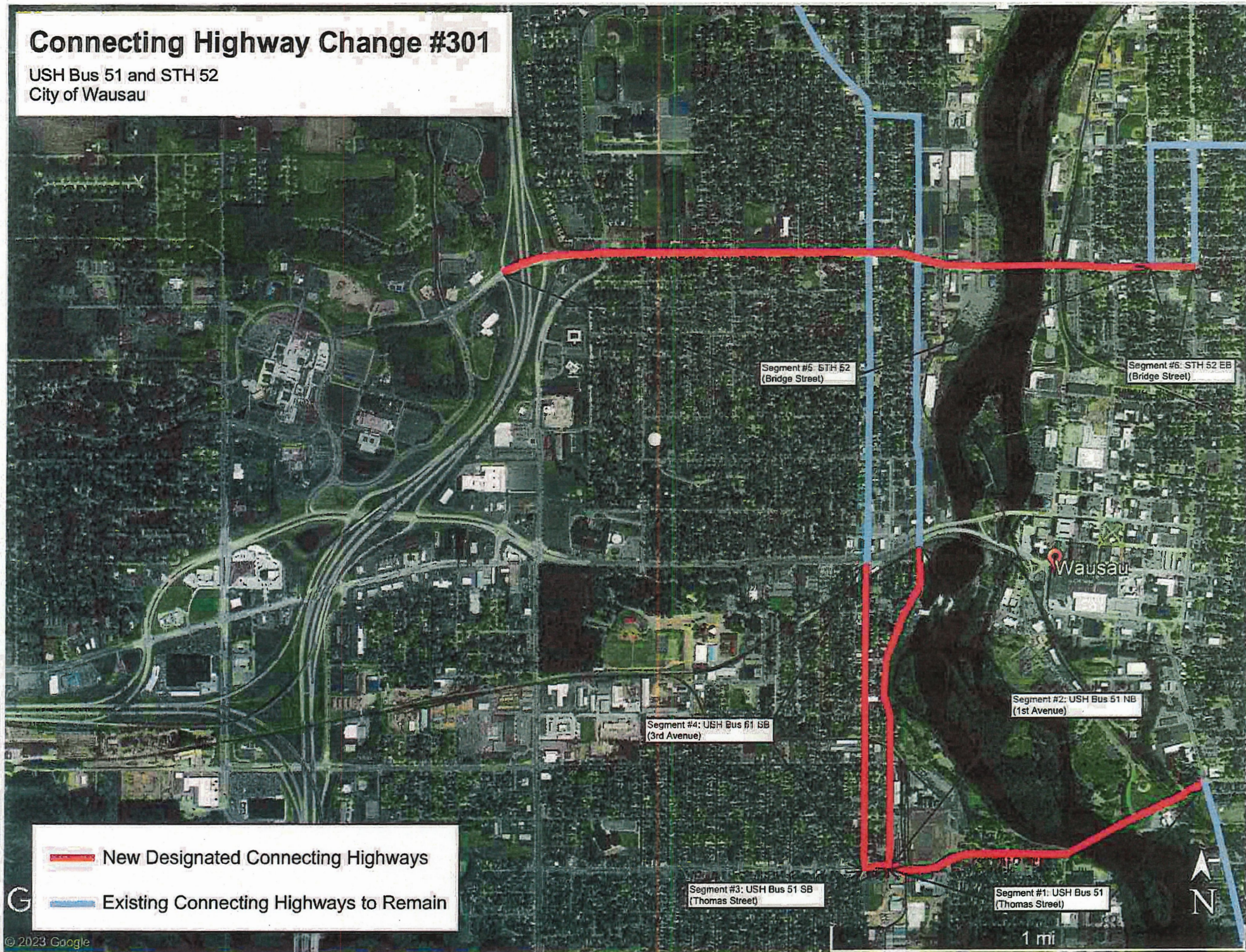
  
Katie Rosenberg, Mayor  
City of Wausau

26 October 2023  
Date



# Connecting Highway Change #301

USH Bus 51 and STH 52  
City of Wausau



 New Designated Connecting Highways

 Existing Connecting Highways to Remain



**OTHER CONSIDERATIONS  
CONNECTION HIGHWAY CHANGE NUMBER 301**

**SECTION I**

**RIGHT-OF-WAY**

The City already has ownership of the underlying right-of-way along the highway segments.

**SECTION II**

**ACCESS**

The City already has all access control authority over the highway segments.

**SECTION III**

**UTILITIES AND OTHER NON-ACCESS PERMITS**

The City already has all utility and other permitting control authority over the highway segments.

**SECTION IV**

**HIGHWAY MAINTENANCE AGREEMENTS**

Not applicable for the connection highway changes.

**DAILY MAINTENANCE RESPONSIBILITY AND CONNECTING HIGHWAY AIDS**

The City currently has maintenance responsibility for the highway segments. With the designation of these segments as connecting highway, the City will still be responsible for the maintenance. However, the segments will become eligible to receive connecting highway aids from the Department for maintenance. The segments will no longer be eligible for the Department's general transportation aids.

**SECTION V**

**JURISDICTIONAL RESPONSIBILITY FOR FACILITIES: DEPARTMENT AND/OR CITY**

The City will retain jurisdictional responsibility for the bridge structure (B-37-232) along new STH 52 (Bridge Street) over the Wisconsin River, River Drive, and Fox Valley & Lake Superior railroad track and bridge structure (B-37-388) along new USH Bus 51(Thomas Street) over the Fox Valley & Lake Superior railroad track. The Department will retain jurisdictional responsibility over the Wisconsin State Statute 84.10 bridge structure (B-37-971) along new USH Bus 51(Thomas Street) over the Wisconsin River until this structure is replaced by the Department. After the bridge structure is replaced, the City will then take jurisdictional responsibility for the structure. The Department will be responsible for all state highway route signs along the highway segments added to the connecting highway system. The City will retain jurisdictional responsibility for all sign structures, retaining walls (R-37-003, 004, 032, 033, 056, & 057), and other facilities along these segments.



## **SECTION VI**

### **CAPITALIZATION OF MAINTENANCE COSTS FOR ADDITIONAL NET MILES ASSIGNED**

The City accepts the maintenance costs for the additional net miles of connecting highway without a maintenance capitalization start up payment from the Department.

## **SECTION VII**

### **SYSTEM ROUTING AND NAMING CONVENTIONS**

STH 52 and US Bus 51 will be routed along the highway segments described in Section #3 of the agreement. The segments will also continue to be locally known as 1<sup>st</sup> Avenue, 3<sup>rd</sup> Avenue, Thomas Street, and Bridge Street.

## **SECTION VIII**

### **TRAFFIC OPERATIONS**

The City retains all traffic operation functions and facilities along the highway segments, except for state highway route signs along these segments and traffic signals at the USH 51/STH 52 (Bridge Street) interchange southbound and northbound ramp terminals. The Department agrees to be responsible for installing all STH 52 and US Bus 51 route signs along the segments, impacted existing connecting highway segments, USH 51, and STH 29. Route signs along the rescinded connecting highway segments identified in Section 3 of Connecting Highway Change Agreement #302 will be reused for this task, if possible.

## **SECTION IX**

### **SYNCHRONIZING GENERAL TRANSPORTATION AID (GTA) PAYMENTS**

Not applicable for this connection highway change. The City will continue to receive GTAs for the highway segments through calendar years 2024 and 2025 and start receiving connecting highway aids for the segments in calendar year 2026.

## **SECTION X**

### **HISTORICAL PRESERVATION**

Any historical properties along the highway segments will be avoided with the connecting highway changes. The only significant work that will be done along the segments will be the installation of new STH 52 and USH Bus 51 route signs.

## **SECTION XI**

### **REHABILITATION/RECONSTRUCTION TREATMENTS**

#### **Segment Designation**

The highway segments involved in the connecting highway designation are described in Section #3 of the agreement.

#### **Roadway Rehabilitation**

The Department and City will not complete any rehabilitation improvements along the highway segments as part of this agreement.

## **SECTION XII**

### **MISCELLANEOUS ITEMS**

No miscellaneous items.