



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:	CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU
Date/Time:	Thursday, May 13, 2021 at 5:15 p.m.
Location:	City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS
Members:	Lisa Rasmussen (C), Lou Larson, Tom Neal, Debra Ryan, Jim Wadinski

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 April 8, 2021 meeting.
 - B. Action on Easement to WPS Corporation for burying electrical conductors to serve the Wastewater Treatment Facility.
 - C. Action on Preliminary Resolution to vacate and discontinue the unpaved alley abutting 205 and 209-211 Short Street and 1202, 1210 and 1212 North 3rd Street.
 - D. Action on Stormwater Maintenance Agreement with Westside Real Estate LLC at 7333 Stewart Avenue.
 - E. Action on Temporary Access Agreement with WPS Corporation at 112 East Wausau Avenue.
2. 12th Avenue Sidewalk Project: Discuss public hearing results and make recommendation.
3. Discussion and possible action on Storm Sewer Easement with Aedefix Builds, Inc. at 201 and 205 Short Street, 1201 North 2nd Street, and 1204 North 3rd Street.
4. Discussion and possible action on 72nd Avenue Business Campus Trail Memorandum of Agreement with WisDOT.
5. Discussion and possible action on parking restrictions on the south side of West Wausau Avenue from 1st Avenue to Cherry Street.
6. Discussion and possible action on petition for street lighting on 5th Avenue between West Street and Garfield Avenue.
7. Discussion and possible action on converting Washington Street from 1st Street to 4th Street to two way traffic and construction of a temporary road.
8. Discussion and possible action approving the 5-year street plan; 2022-2026.
9. Discussion on options for pedestrian crossing improvements at 12th Avenue and Stewart Avenue.
10. Future Agenda Items.

Adjournment

LISA RASMUSSEN - Committee Chair

Due to the COVID-19 pandemic, this meeting is being held in person and via teleconference. Members of the media and the public may attend in person, subject to the social distancing rules of maintaining at least 6 feet apart from other individuals, or by calling 1-408-418-9388. The Access Code is 187 049 2501 and the password is 051321. Individuals appearing in person will either be seated in the Council Chambers or an overflow room, subject to the social distancing rules. Space available will be on a first come, first served basis. All public participants' phones will be muted during the meeting. Members of the public who do not wish to appear in person may view the meeting live over the internet on the City of Wausau's YouTube Channel <http://tinyurl.com/WAAMedia>, 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 with "CISM public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, 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 faxed to the Daily Herald newsroom on 05/07/21 @ 11:00 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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) 261-6590 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, AECOM, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell, Compass Properties, Wausau River District, Property owners on 5th Avenue between West Street and Garfield Ave.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: April 8, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, Tom Neal, Debra Ryan, James Wadinski; *By WebEx*: Lou Larson

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso, Lori Wunsch; *By WebEx*: Cord Buckner

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 Rasmussen called the meeting to order.

CONSENT AGENDA

A. Approve minutes of the March 11, 2021 meeting

B. Action on Stormwater Maintenance Agreement for Eye Walk LLC at 1204 West Bridge Street

C. Action on Preliminary Resolution to vacate and discontinue the alley lying west of 827 Turner Street between North 8th Street, North 9th Street and Augusta Avenue

Ryan asked to remove Item B from the consent agenda. Neal moved to approve Items A and C. Seconded by Larson and the motion carried unanimously 5-0.

Regarding Item B, Rasmussen noted that a number of years ago Kwik Trip proposed to build on this site. Now a professional building is proposed. This item is just regarding the stormwater facility. The map shows a pond at the northeast corner of the lot and position of the building.

Niksich explained that he and the DNR have reviewed the site to ensure it meets the standards of the Municipal Code and the DNR. The majority of the site's runoff will run to the infiltration pond in the northeast corner of the property. Per City standards, the runoff is to meet the 2 year, 10 year, 25 year and 100 year runoff storms. They have to either meet existing runoff or be under. The 2 year runoff is .45" and proposed is .29". The 10 year runoff is 1.91" and proposed is 0.63". The 100 year is 6.06" versus the proposed 1.35". Therefore, they are reducing the amount of runoff from the site. The pond will receive waters from a future development. The area on the east side has a future unknown development, which could be up to 70% impervious. Right now the pond will well exceed any current development. The proposed known development is an eye care center.

Ryan noted that the neighborhood did not want a Kwik Trip on this site. With the second Kwik Trip request, she thought they were working with Annabelle Apartments to expand their parking. She asked if there would be an opportunity for that in the future. She thought the normal starting step was with Engineering and Plan Commission, but it seems no one knows about this development. She believes the neighbors will not object to this development compared to Kwik Trip, but feels the neighbors will want to be involved. She wished she had more information and is not comfortable voting for this when the neighbors have not had a chance to respond. Rasmussen explained that the only part CISM can manage is the stormwater. She assumes this was not before Plan Commission because it dovetails with the current zoning. Rasmussen said there is no reason not to finish the stormwater aspect. The use for the lot to the east will have to meet zoning requirements or they will have to request a change.

Neal moved to approve the Stormwater Maintenance Agreement for Eye Walk LLC at 1204 West Bridge Street. Seconded by Wadinski and the motion carried unanimously 5-0.

Discussion and possible action on a temporary ordinance allowing Parklets within city street parking spaces, including design and construction requirements/standards

Rasmussen explained this is an effort to help the business district bounce back from COVID. Parklets exist in other cities. Tyler Vogt brought the idea forward along with Blake Opal-Wahoske and Mark Craig. Staff met with them and was given info on how parklets work in other cities. The parklet would be constructed by the

business owner, owned by them and maintained by them. They would be removed at the end of the season. It is approximately the size of two standard parking stalls along 3rd Street. There is room enough to house 4 to 5 tables with proper spacing. The owner would remove and store the parklet at the end of the season. This is another way to offer more outside dining space as we are still grappling with the pandemic. Engineering has worked with Alfonso to come up with the policy in the packet. The first one proposed would be in front of Vogt's establishment. There would be a permit that would allow him to occupy two parking spots for the season.

Neal moved to approve. Seconded by Wadinski.

Neal noted there is plenty of parking downtown but an unwillingness to walk an extra 50'. He feels people will get used to it. Valet parking has reaped rewards in giving more people the ability to come downtown and helps alleviate congested parking. This is a strategic thing for the city to continue to create a sense of place. Rasmussen feels it is a well thought out plan. It is not excessive in size and they won't likely be excessive in number. We can accommodate it while still having ample parking that cycles out. Business owners could share so we wouldn't expect to see 3 or 4 per block.

Ryan stated there are a number of older customers that want to be able to park outside of a business. She is concerned this will limit the amount of available parking. There will be activities back at the 400 Block this summer. She is concerned there will be a very narrow lane for cars. She prefers for this to be on the sidewalk and further away from traffic. Rasmussen explained staff went out and measured to see how these would fit. It is level with the sidewalk, but not on the sidewalk. The difference between this and the 400 Block terrace is the owner would be allowed to amend their premises on a temporary basis and be able to serve alcohol. The parklets are a scaled size so it does not take the entire parking space to the travel lane. There would be space for the handicap access ramp and space for people to walk behind without being in the street.

Larson is in full support of this but questioned what constitutes a season. Alfonso replied this would run from May 1 to October 31. Tyler Vogt, 145824 Impatiens Drive, stated the dates mirror the sidewalk café seating and the dining on the street permit. He has been in contact with Wausau Tile who have made several of these. This has already been engineered and although heavy, will be a breeze to install. He is constructing benches in a way so it can house additional tables and chairs for the rest of his downtown neighbors for the continuation of dining on the street. It will save money if he can store these things himself versus having a rental company bring in. Rasmussen said it is good to see synergy between downtown partners which can minimize the impact to downtown parking. Vogt asked if this is a temporary idea or for years to come as it is a substantial investment. Per Rasmussen, in the original proposal the permit is annual. Much like the valet parking and the taxi stand, if it hasn't been a problem we would look to make permanent.

Wadinski feels there should be some limitations as he is concerned with Scott Street. Rasmussen said it would be a case by case permit and banned on state highways. Wadinski questioned the fee to which Rasmussen replied \$40 for the season. Alfonso further explained this would be temporary for this year and looked at again if we were to continue. There is a \$40 fee preliminary because engineering has to look at it. Right now we do not charge for the temporary amendment of alcohol premises. We do not charge for temporary sidewalk cafes. We are looking at this as a COVID test trial item. The DOT does not allow parklets on state trunk highways or connecting highways. This would not be permitted on a street with a speed limit over 25. Because of parking issues downtown, she feels balancing needs to be done for how many are allowed versus how much parking we want to preserve for patrons. The draft proposes a length and width restriction on the size. It cannot be greater than the length of the frontage of the restaurant adjacent to the parklet or 30', whichever is less. The width is the maximum width of the parking space to be used or 9', whichever is less. As an alternative to that, we could do it by parking spaces; you can't use more than two parallel spaces or 3 angle parking spaces. She would also like direction on if there should be a limitation of the number of parklets permitted per city block. We could phrase it in terms of allowing a number of parklets per block that doesn't reduce the available parking spaces by more than 20%. This would allow flexibility as some blocks only have parking on one side of the street where other blocks have parking on both sides. She questioned if these go directly to Engineering or submitted to the Clerk to disseminate. Some communities require a performance bond in order to ensure the owner takes it down. A performance bond would be to the benefit of the city to recover costs if we have to take it down. The draft

ordinance does allow handicap spaces to be relocated to accommodate parklets if it can be done reasonably and conveniently.

Rasmussen felt that the maximum size of 30x9 seemed to be well suited for the 400 block of 3rd Street. The lesser of the frontage of the business or 30x9 makes sense. We wouldn't want a dimension that exceeds the width of the applicant's address. She agrees with delegating the approval to the professional staff so business owners do not need to wait for committee approval. Rasmussen feels the ability to share parklets will keep them to a minimum. She also feels we need to make the process easy to understand. Rather than trying to measure what 20% of the parking is, it is easier to say we will not allow more than 2 in one block.

Ryan also feels up to 2 needs to be the limit. She wants to make sure there is at least one handicap accessible spot in a block. Alfonso said handicap spots would be able to be relocated within the block. It will not change the number of handicap spaces, just allow relocation. This is just for full-service restaurants, not for bars, local businesses, or fast food restaurants. Those businesses could partner with someone to use a parklet.

Rasmussen feels requiring a performance bond is a little much for our scale. She feels permit language can stipulate that if the city has to move the parklet, we can do so at the owner's expense. She noted we want businesses to have fair access and have the process also available for those outside of the River District as long as they meet the criteria.

Wadinski is concerned about giving a business 270 more square feet of business space without a fee greater than \$40. He will support \$40 for the first year but suggested revisiting this next year. Alfonso stated this expires October 31, anything for the future is up for grabs. Rasmussen would like to take stock of how this goes this season. She would expect at the December meeting we would take a look at how it went. In a normal economy absent of a pandemic, we know the revenue value of a parking space. If we wanted to go forward with this, we would be basically renting the spots and could create a price tag. Neal wants to reassure people who want to take advantage of this that we will not rake them over the coals and make them jump through hoops. We are investing into our recreational infrastructure. It is important for our city to keep coming up with ways for people to enjoy the area. Rasmussen agrees that the idea of creating a sense of space has a separate economic impact.

The motion and second were revised to include no more than 2 on a block face, delegating approval to staff when criteria is met, and permit language to include a stipulation that if the city has to remove the parklet, it would be removed at the owner's expense. Motion carried unanimously 5-0.

Discussion and possible action on installation of a third driveway at 517-521 Fulton Street

Wesolowski explained that a developer purchased the property and is looking at putting up a nine unit apartment building. They are requesting three driveways on Fulton Street. According to 12.20.040, a request for three driveways has to be approved by Council. There is adequate spacing between the driveways. Two will be used for garages and one will be access to parking on the side. This is a 25 MPH street so there are minimal traffic concerns.

Neal moved to approve the installation of three driveways at 517-521 Fulton Street. Seconded by Wadinski.

Neal is in favor but noted the business next door will lose at least two parking spaces out front. He questioned if they have been notified. Steve Stehr, SS Stehr Construction Management, stated the owner of this property is the owner of the restaurant next door as well. The goal of the parking on the side was to provide the restaurant additional parking.

There being a motion and a second, motion to approve the installation of three driveways at 517-521 Fulton Street carried unanimously 5-0.

Discussion and possible action on proposed 2022 Street Construction Projects

Wesolowski indicated that when this year's projects were approved, the 5 year plan was established. In the 5 year plan three streets were proposed for 2022. Approval of the projects starts the notification process to residents and utility companies.

Wadinski moved to approve the proposed 2022 Street Construction Projects. Seconded by Neal.

Rasmussen noted that 4th Avenue from Bridge Street to Knox is bad and she is glad it will be moving forward. Bugbee was deferred from a previous year. She heard from one resident who is concerned about other streets needing to be done first as Bugbee has such low traffic. If there are streets with a higher priority, they would be willing to wait with Bugbee. This should be kept in mind while moving through the budget process.

Ryan indicated a decision has not been made about surplus funds from 2020. She believes federal funds will be relative to road infrastructure. It would be nice to know rankings to determine what streets could be added on for 2022. Wesolowski can look at other streets that have been delayed. Next month he planned to have discussions on updating the 5 year plan. Rasmussen feels it is good to plan assuming we will get no additional aid. We are hoping to get increased transportation aid from the state. We are also hoping the infrastructure plan proposed in Washington makes the cut so municipalities will see an influx of aid. It is good to have a list of what is bad so we would know quickly what streets to include should we get further aid.

Wesolowski stated we are getting projects shovel ready so we could actually bid more projects this year. We are already completing survey work for 2022 projects. Eau Claire Boulevard was delayed and we have the preliminary work completed if a larger amount of money becomes available. Mayor Rosenberg said the Governor's budget is looking at a 2% increase in transportation. We do not know what the actual legislators will do. She has heard if we do get an infrastructure push from the federal government it could affect what the state legislator is willing to give out to local government.

There being a motion and a second, motion to approve the proposed 2022 Street Construction Projects carried unanimously 5-0.

Discussion and possible action on Amendment #1 to the contract with Kapur & Associates regarding the Business Campus Bicycle and Pedestrian Trail Project

Niksich stated that in November an update of the Business Campus Trail was provided. We are experiencing additional costs due to an increased scope. This amendment is part of that. At the November meeting it was discussed there was about a \$330,000 increase to the project, which included construction and design. This contract increase would be approximately \$13,500 to complete the plats and assessment of properties. Rasmussen added that the committee was not interested in having a disconnected approach to the flow.

Neal moved to approve Amendment #1 to the contract with Kapur & Associates. Larson seconded and the motion carried unanimously 5-0.

Update on the 2020 MS4 Annual Report and Illicit Discharge Detection and Elimination Program Guidance

Niksich indicated the annual report is brought to committee every year for an update. The report discusses annual expenditures, inspections completed, water quality improvements and evaluation of overall program guidance such as public outreach and education. 53 inspections were completed of private business development. Inspections were completed of all stormwater ponds in the city to make sure they are processing stormwater the way they should be. The DNR required several new documents, one of which is the Illicit Discharge Detection Elimination Program.

Niksich further explained that a requirement of the annual report was to submit a new or updated Illicit Discharge Program. The City did not currently have one on file so this is a new document. It goes through the steps from start to finish once an illicit discharge is reported. The document also goes through the different inspections.

Each outfall has to be inspected every 5 years. We take samples and test for parameters that may indicate some type of contaminate. It discusses the proper staffing to complete those inspections. There is a flow chart in the appendix that lists the steps from getting the call to reporting to the DNR or handling in-house. There have been a couple illicit discharge reportings over the last couple of years. Some have gone to PD, some to Inspections and some to Engineering. Now we have a document to follow. Annual staff training on the document will be completed. Rasmussen feels it is a positive step to have it laid out in steps and a lot less margin for error. The report will be placed on file.

Future Agenda Items

Wadinski would like to discuss the way we handle stormwater funding and if it is the best way for the taxpayer. Rasmussen feels it is time to revive a discussion on a stormwater utility and the economic benefits. In the past our efforts to inform the public were not circulated as widely as it should have been to get people to understand it. She would like a presentation on the value of a stormwater utility and a comparison and cost between the two. The Finance Committee will take a look at the impact the direct legislation requiring referendums for any new service fees has had on the budget.

Ryan noted the removal of the no turn on red sign on Bridge Street. There is a lot more traffic from the north trying to make a left turn on Bridge Street. With the proposed development, it may be helpful to revisit this. Rasmussen feels this is something to study once the development is there.

Ryan indicated a resident will be submitting a petition to vacate an alley that is 80% not used. She added that a number of residents by Marathon Park would like to see a flashing cross walk. Wesolowski will look to see if rapid flash beacons can be placed on the existing overhead.

Wesolowski will bring the 5 year plan back next month. There are so many streets in need, Rasmussen hopes the high traffic and high visible areas are looked at to make the biggest impact first.

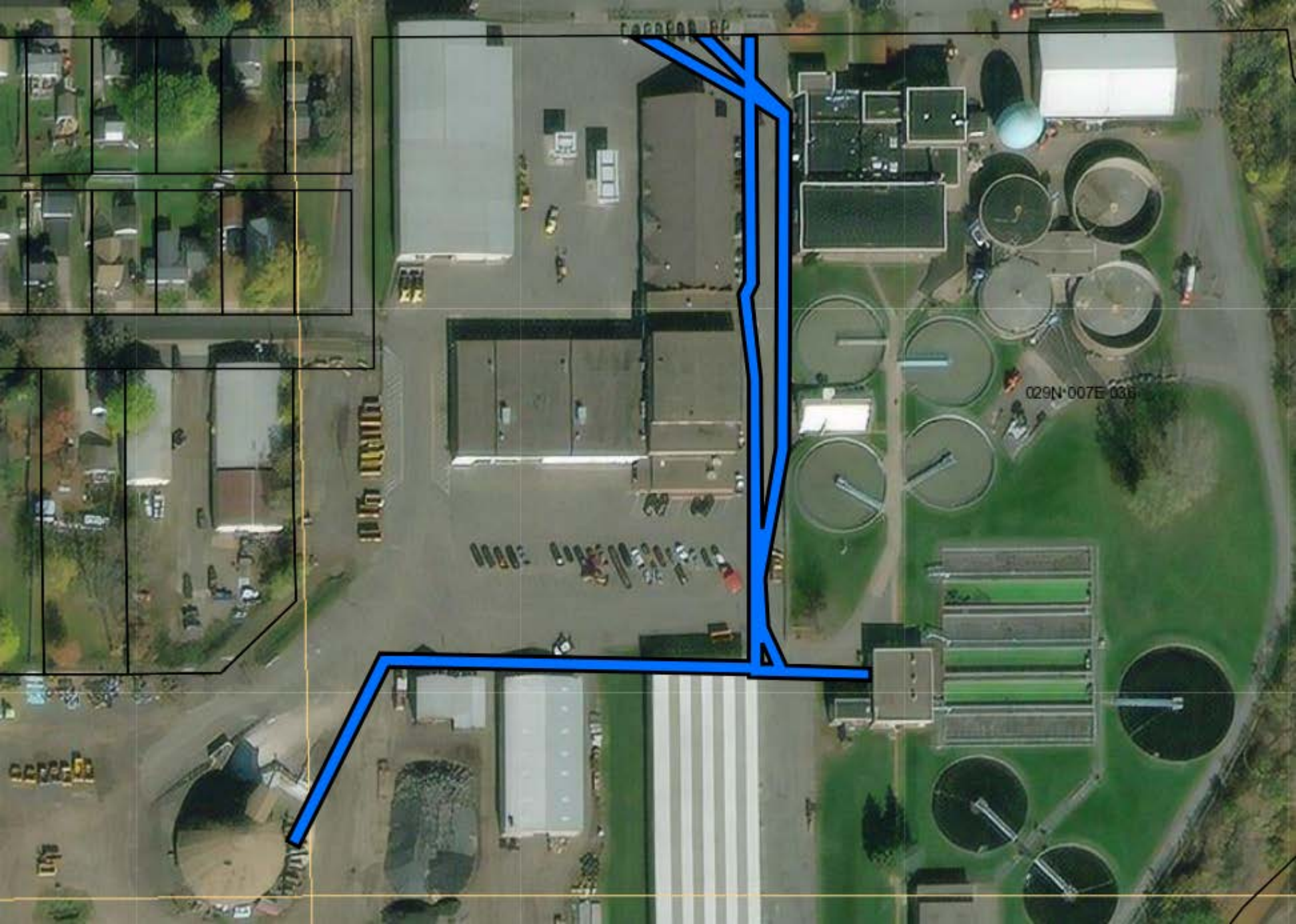
Adjourn

Wadinski moved to adjourn the meeting. Larson seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:15 p.m.

Agenda Item No.
1B

STAFF REPORT TO CISM COMMITTEE – May 13, 2021

AGENDA ITEM
Action on Easement to WPS Corporation for burying electrical conductors to serve the Wastewater Treatment Facility
BACKGROUND
WPS is requesting an easement to install underground electrical conductors at the WWTF. This is part of the facility upgrades which will bring redundant power feeds to the facility.
FISCAL IMPACT
Cost of the service is included in the project budget.
STAFF RECOMMENDATION
Staff recommends approving the easement.
Staff contact: Eric Lindman 715-261-6745



DAGGON RD

029N 007E 036

1056094 WPSC

DOCUMENT NUMBER

ELECTRIC UNDERGROUND EASEMENT

THIS INDENTURE is made this _____ day of _____, _____, by and between **City of Wausau**, ("Grantor") and **WISCONSIN PUBLIC SERVICE CORPORATION**, a Wisconsin Corporation, along with its successors and assigns (collectively, "Grantee") for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor, owner of land, hereby grants and warrants to, Grantee, a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area" more particularly described as follows:

As shown on the **attached Exhibit "A"**.

Return to:
Wisconsin Public Service Corp.
Real Estate Dept.
P.O. Box 19001
Green Bay, WI 54307-9001

Parcel Identification Number (PIN)
29129073630880

1. **Purpose: ELECTRIC UNDERGROUND** - The purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, manhole, electric pad-mounted switch-fuse units, electric pad-mounted vacuum fault interrupter, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
2. **Access:** Grantee shall have the right to enter on and across any of the Grantor's property outside of the easement area as may be reasonably necessary to gain access to the easement area and as may be reasonably necessary for the construction, installation, operation, maintenance, inspection, removal or replacement of the Grantee's facilities.
3. **Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric and gas codes or any amendments thereto.
4. **Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.
5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until sometime in the future, and that none of the rights herein granted shall be lost by non-use.

7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document *or* voluntarily waives the five day review period.

[REMAINDER OF PAGE LEFT BLANK]

WITNESS the hand and seal of the Grantor the day and year first above written.

City of Wausau

Corporate Name

Sign Name

Print name & title

Sign Name

Print name & title

STATE OF _____)

)SS

COUNTY OF _____)

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____

City of Wausau, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name _____

Print Name _____

Notary Public, State of _____

My Commission expires: _____

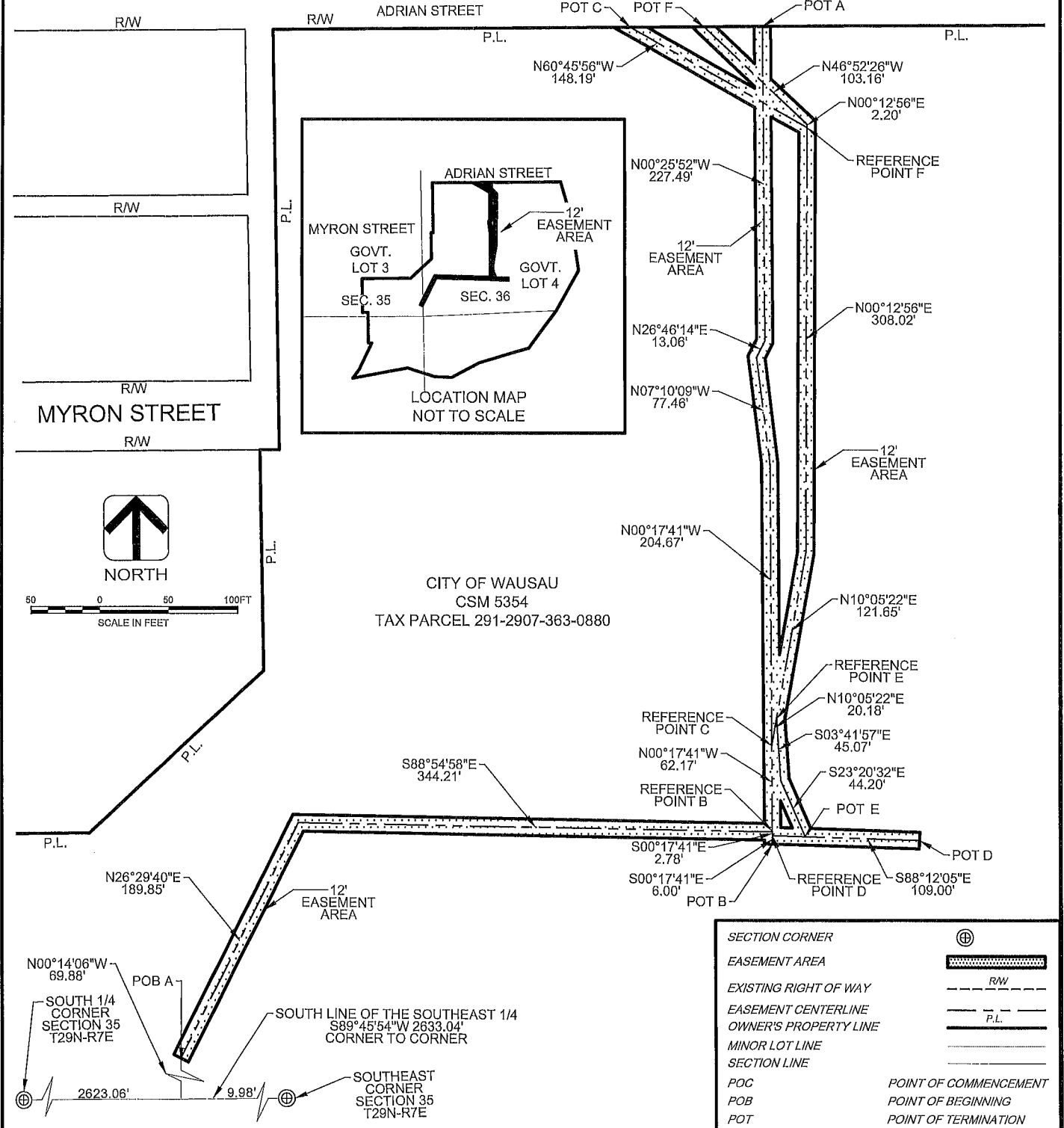
This instrument drafted by: Katherine Troutt

Wisconsin Public Service Corporation

Date	County	Municipality	Site Address	Parcel Identification Number
April 8, 2021	Marathon	City of Wausau	400 Myron St	29129073630880
Real Estate No.	WPSC District	WR#	WR Type	I/O
1056094	Wausau-61	3153016	ERU	22500061EC

EASEMENT MAP (EXHIBIT "A")

Part of Certified Survey Map No. 5354, Recorded in the Marathon County Register of Deeds
Volume 19 of Certified Survey Maps Page 222, Document No. 904661, being part of
Government Lot 3 of Section 35 and Government Lot 4 of Section 36, Township 29 North,
Range 7 East, City of Wausau, County of Marathon, State of Wisconsin.



THIS DOCUMENT IS FOR THE USE OF
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CORPORATION IS AT THEIR OWN RISK.

AYRES

3376 PACKERLAND DRIVE
ASHWAUBENON, WI 54115
(920) 498-1200

NOTE: BEARINGS FOR THIS MAP BASED
ON THE WISCONSIN COUNTY COORDINATE
SYSTEM (MARATHON ZONE) NAD83(2011).
DISTANCES ARE GROUND.

Drawn: RTK / Ayres

Date: 03/24/2021

Scale: 1" = 100'

SHEET NUMBER 1 OF 2

REVISIONS	TRACKING
	WR3153016

EASEMENT MAP (EXHIBIT "A")

Part of Certified Survey Map No. 5354, Recorded in the Marathon County Register of Deeds
Volume 19 of Certified Survey Maps Page 222, Document No. 904661, being part of
Government Lot 3 of Section 35 and Government Lot 4 of Section 36, Township 29 North,
Range 7 East, City of Wausau, County of Marathon, State of Wisconsin.

LEGAL DESCRIPTION FOR CENTERLINE OF A 12 FOOT WIDE EASEMENT

Commencing at the Southeast Quarter Corner of Section 35, T29N-R7E;
Thence S89°45'54"W, along the South line of the Southeast 1/4 of said Section
35, a distance of 9.98 feet;
Thence N00°14'06"W, a distance of 69.88 feet to the **Point of Beginning A**;
Thence N26°29'40"E, 189.85 feet;
Thence S88°54'58"E, 344.21 feet to **Reference Point B**;
Thence N00°17'41"W, 62.17 feet to **Reference Point C**;
Thence continuing N00°17'41"W, 204.67 feet;
Thence N07°10'09"W, 77.46 feet;
Thence N26°46'14"E, 13.06 feet;
Thence N00°25'52"W, 227.49 feet to the South right of way line of Adrian
Street and the **Point of Termination A**.

AND ALSO

Commencing at the above said **REFERENCE POINT B**;
Thence S00°17'41"E, 2.78 feet to **Reference Point D**;
Thence continuing S00°17'41"E, 6.00 feet to the Point of **Termination B**;

AND ALSO

Commencing at the above said **REFERENCE POINT C**;
Thence N10°05'22"E, 20.18 feet to **Reference Point E**;
Thence continuing N10°05'22"E, 121.65 feet;
Thence N00°12'56"E, 308.02 feet to **Reference Point F**;
Thence N60°45'56"W, 148.19 feet to the South right of way line of Adrian
Street and the **Point of Termination C**;

AND ALSO

Commencing at the above said **REFERENCE POINT D**;
Thence S88°12'05"E, 109.00 feet to the **Point of Termination D**;

AND ALSO

Commencing at the above said **REFERENCE POINT E**;
Thence S03°41'57"E, 45.07 feet;
Thence S23°20'32"E, 44.20 feet to the **Point of Termination E**;

AND ALSO

Commencing at the above said **REFERENCE POINT F**;
Thence N00°12'56"E, 2.20 feet;
Thence N46°52'26"W, 103.16 feet to the South right of way line of Adrian
Street and the **Point of Termination F**.



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AND IMPLIED, USE BY ANYONE OTHER
THAN WISCONSIN PUBLIC SERVICE
CORPORATION IS AT THEIR OWN RISK.

AYRES

3376 PACKERLAND DRIVE
ASHWAUBENON, WI 54115
(920) 498-1200

NOTE: BEARINGS FOR THIS MAP BASED
ON THE WISCONSIN COUNTY COORDINATE
SYSTEM (MARATHON ZONE) NAD83(2011).
DISTANCES ARE GROUND.

REVISIONS	TRACKING
	WR3153016

Drawn: RTK / Ayres

Date: 03/24/2021

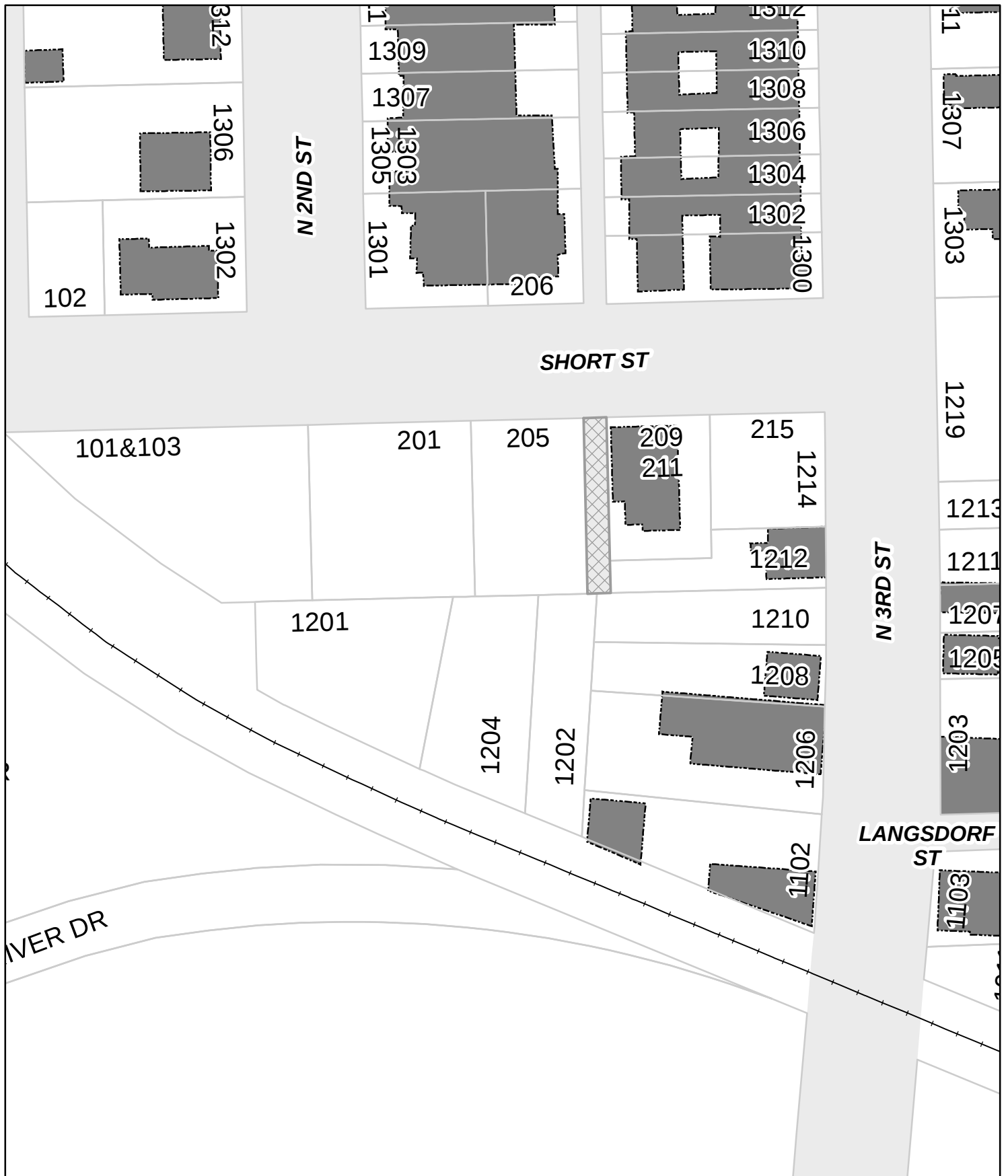
Scale: 1" = 100'

SHEET NUMBER 2 OF 2

Agenda Item No.
1C

STAFF REPORT TO CISM COMMITTEE – May 13, 2021

AGENDA ITEM
Action on Preliminary Resolution to vacate and discontinue the unpaved alley abutting 205 and 209-211 Short Street and 1202, 1210 and 1212 North 3 rd Street
BACKGROUND
The alley described above is not actively used at this time. The engineering department is recommending this alley be taken to a hearing to vacate.
FISCAL IMPACT
Minimal, the area vacated by the alley would revert back to the abutting land owners.
STAFF RECOMMENDATION
Staff recommends supporting the resolution.
Staff contact: Allen Wesolowski 715-261-6762



0 25 50 100 Feet

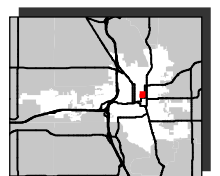
Map Date: April 29, 2021

CITY OF WAUSAU

Marathon County, Wisconsin

Legend

- Existing Building
- Existing Right-of-Way
- Proposed Alley Vacation



AGENDA ITEM
Action on Stormwater Maintenance Agreement with Westside Real Estate LLC at 7333 Stewart Ave
BACKGROUND
Westside Real Estate, LLC is proposing to expand the facilities at Westside Warehousing located at 7333 Stewart Avenue. The proposed development will consist of the 2 buildings, parking lot landscaping and stormwater facilities. The parking lot, building and associated facilities will total approximately 5 acres. 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 attached 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

AGREEMENT

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 Westside Real Estate 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: 291-2906-361-0995

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: _____

By: _____ Jim Peter

CITY OF WAUSAU:

By: _____

Katie Rosenberg, Mayor

By: _____

Leslie Kremer, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 28th day of April, 2021, the above-named JIM PETER
and JIM PETER of WESTSIDE REAL ESTATE LLC, to me known to be
the person(s) who executed the foregoing instrument and acknowledged the same.

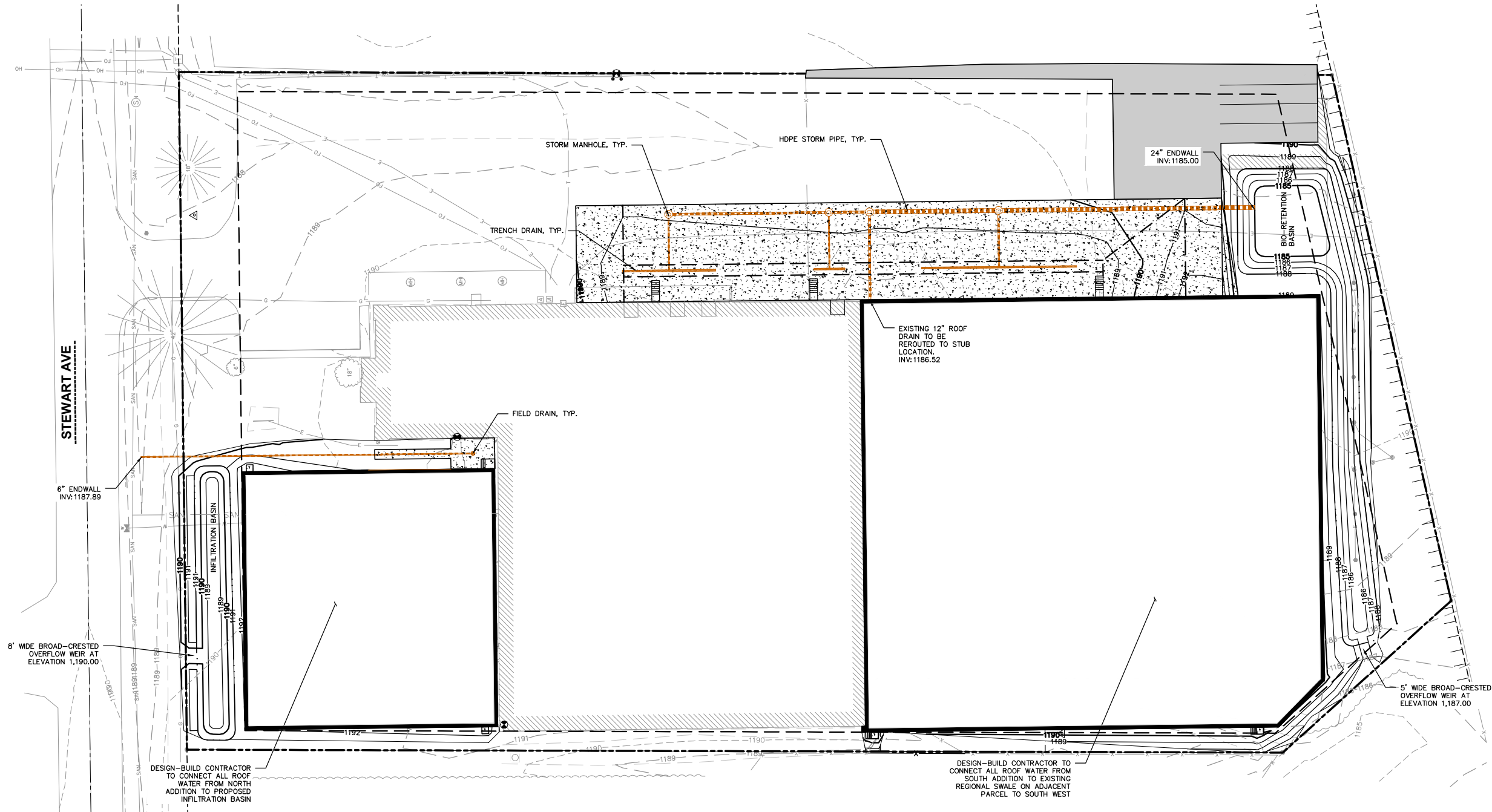
Brittany Haugen
Notary Public, Wisconsin
My commission: June 27, 2024

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20____, the above-named Katie Rosenberg, Mayor,
and Leslie Kremer, 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: _____

File: I:\2020\33\33\DWG\209838 CON DOCS.dwg Layout: Maintenance Agreement Exhibit A User: gjonas Plotted: Apr 22, 2021 - 11:03am Xref(s):



LEGEND	
	PROPERTY LINE
	RIGHT-OF-WAY
	EASEMENT LINE
	BUILDING OUTLINE
	BUILDING OVERHANG
	EDGE OF PAVEMENT
	STANDARD CURB AND GUTTER
	REJECT CURB AND GUTTER
	MOUNTABLE CURB AND GUTTER
	8" CONCRETE RIBBON CURB
	ASPHALT PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE PAVEMENT
	STORMWATER MANAGEMENT AREA
	RETAINING WALL
	BOULDER WALL
	RAILING
	FENCE
	SANITARY SEWER
	WATERMAIN
	STORM SEWER
	8'x4'x2" INSULATION (PLAN VIEW)
	8'x4'x2" INSULATION (PROFILE VIEW)

Westside Warehouse
7333 Stewart Ave

EXHIBIT A
DATE: 04.22.2021



EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

WESTSIDE WAREHOUSE
7333 STEWART AVENUE
WAUSAU, WI 54401

LOT 1 OF CERTIFIED SURVEY MAP NO. 11344, BEING PART OF THE SOUTHEAST ¼ OF THE
NORTHEAST ¼ OF SECTION 36, TOWNSHIP 29 NORTH, RANGE 6 EAST, CITY OF WAUSAU,
MARATHON COUNTY, WISCONSIN.

The Land Owner, Westside Real Estate 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 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 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, and noxious weeds 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. RIPRAP: Inspect riprap and repair/replace as needed to protect from erosion and maintain function of riprap.
4. MOWING: Mow pond side slopes, swales, and embankments to promote aesthetics and control weed growth and establishment of woody vegetation. Do not allow brush to accumulate or woody vegetation to grow within swales or ponds. The first mowing of newly planted seed shall occur once it reaches a height of 10 to 12 inches. Mowing shall reduce the height of plants to 5 to 6 inches. After establishment, mowing shall occur once in the fall (after November 1). The area shall be mowed to a height of 5 to 6 inches.
5. SEDEMENTATION: Remove accumulated sediment from the swales and/or ponds once the sediment interferes with functionality.
6. BIORETENTION PLANTING TREATMENTS: Replacement of dead plant life with new plant plugs of a mesic or wet prairie type designation per the WDNR approved plant list should be done as necessary to help maintain infiltration rates as the roots will assist with this. Replace or restore hardwood mulch within the bottom of the pond following rainfall events. The mulch will only be required during the first two growing seasons until the plantings are established.
7. BIORETENTION ENGINEERED SOIL MIX: Following rainfall events, verify the ability for the bioretention facilities to drain. If standing surface water is regularly present within the facility following 48 hours of dry weather, the engineered soil mix may need to be loosened or replaced to restore the infiltration rate. Plantings may be salvaged and replanted if work is done during spring or fall.
8. INFILTRATION PONDS: Immediately after rainfall events, verify the ability for the infiltration ponds to drain. If standing surface water is still observed within the facility following a typical rainfall event and 72 hours of subsequent dry weather, the bottom soils may need to be loosened or removed and replaced with sand to restore the infiltration rate. Pumping operations shall be employed to dewater as needed for maintenance activity.
9. SIDE SLOPES AND EMBANKMENTS: Inspect embankments and side slopes on the site for settlement and sloughing. Repair as required.
10. SNOW PLOWING: Do not stockpile additional snow within the bioretention ponds, infiltration ponds or swales as this will cause premature failure of the device due to compaction and added sediment.

AGENDA ITEM
Action on Temporary Access Agreement with WPS Corporation at 112 East Wausau Avenue
BACKGROUND
WPS is requesting a Temporary Access Agreement for the purpose of performing soil resistivity testing. WPS owns an electric substation near the City-owned property of 112 East Wausau Avenue. Periodically WPS analyzes their substation grounding grids by taking resistivity readings in soil of the surrounding areas. To do this, it will be necessary for WPS to access a portion of 112 East Wausau Avenue (see attached map). The testing consists of copper rods being pounded into the ground at a depth of 4 to 12 inches at various intervals between the rods. A low current is injected, the voltage is measured, and the rods are removed. This work should be completed within one day or less and completed no later than June 30, 2021.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the agreement.
Staff contact: Eric Lindman 715-261-6745

RE#

TEMPORARY ACCESS AGREEMENT

This ACCESS AGREEMENT ("Agreement") is made and entered into as of this 27th day of April, 2021 ("Effective Date") by and between **City of Wausau**, 112 E Wausau Ave., Wausau WI 54403, (Grantor) and **WISCONSIN PUBLIC SERVICE CORPORATION**, 2830 Ashland Ave., Green Bay, Wisconsin 54304, (Grantee)

WHEREAS, Grantor owns certain parcels of real property, located in the City of Wausau, Wisconsin (the "Premises" as depicted in Exhibit A attached hereto and incorporated by reference herein); and

WHEREAS, **GRANTEE** has asked for permission to enter the Premises to perform soil resistivity testing related to its Electric Substation located near the Premises.

WHEREAS, **GRANTOR** consents to such entry, subject to the terms and conditions set forth below.

USE OF PREMISES. **GRANTOR** consents to the use of the Premises by **GRANTEE** for the sole purpose of performing soil resistivity testing. The testing consists of pounding copper rods in the ground at a depth of 4 to 12 inches at various intervals between the rods. A low current is injected and the voltage is measured, and the rods are removed.

TERM. This Agreement shall commence on the Effective Date and terminate when the Work is completed no later than June 30th, 2021. It is estimated that the actual time spent on the property will be one day or less time.

INDEMNITY. **GRANTEE** hereby agrees to defend, indemnify and hold **GRANTOR** harmless from and against any and all suits and damage costs and expenses including attorney's fees, resulting from any suit, action or claim based on bodily injury, including death, or property damage arising out of or based upon **GRANTEE's** use, occupancy or presence upon **GRANTOR's** property in connection with or in pursuance of **GRANTEE's** rights under this agreement.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the date first written above.

[SIGNATURES NEXT PAGE]

City of Wausau

Sign (Above)

Date

Print Name/Title

WISCONSIN PUBLIC SERVICE CORPORATION, a Wisconsin corporation
By: WEC Business Services LLC,
Its Affiliate and Agent

By: _____
Kory J. Rentmeester, Supervisor Real Estate Services

Date

AGENDA ITEM
12 th Avenue Sidewalk Project: Discuss public hearing results and make recommendation
BACKGROUND
Sidewalk is proposed to be extended on the east side of 12 th Avenue between Randolph Street and Merrill Avenue. A public hearing was held by the Board of Public Works on Tuesday April 20 th 2021. The purpose of the hearing was to take testimony on the project and the proposed special assessments for the project.
FISCAL IMPACT
The project is approximately \$35,000. The actual cost of the project will be determined after the bidding process.
STAFF RECOMMENDATION
Staff recommends approving the project and the associated special assessments.
Staff contact: Allen Wesolowski 715-261-6762

BOARD OF PUBLIC WORKS

Date of Meeting: April 20, 2021, at 4:00 p.m. in the Council Chambers

Members Present: Eric Lindman, Maryanne Groat, Anne Jacobson

Also Present: TJ Nicksich, Lori Wunsch

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

PUBLIC HEARING: 2021 Sidewalk Project

Installation of sidewalk on the east side of 12th Avenue from Randolph Street to Merrill Avenue

Lindman explained the purpose of the meeting is to take comments from property owners regarding special assessments. The comments received are forwarded to the Capital Improvements and Street Maintenance Committee (CISM) which will meet May 13, 2021 at 5:15 p.m. CISM will approve, disapprove or modify the plans or assessments for the project and forward a recommendation to the Common Council. It is anticipated the Common Council will take action at the May 25, 2021 meeting. There were no objections to dispense with the reading of the official hearing notice.

Lindman indicated the estimated assessment rate is \$19 per foot.

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

No one came forward for comment. Lindman read into record a comment received from Lowanne Brokaw who lives in the Village Cooperative. She frequently walks this section of 12th Avenue and indicated it is necessary to walk in the street or in a yard. She has had some cars come close to hitting her, especially at the corners. With additional cars from Urban West, there has been even more traffic. Not only residents from her building walk this block, but also students from Wausau West walk to Briq's and Subway in addition to walking to and from school. She feels in the interest of safety a sidewalk is needed. She suggested completing the sidewalk on Randolph in front of the synagogue before the next Urban West is built. This would prevent walkers from having to cross Randolph twice.

There were no further comments and the public hearing was closed.

Jacobson moved to adjourn the meeting. Seconded by Groat. Meeting adjourned at approximately 4:05 p.m.



EXPERTISE | EXPERIENCE | INTEGRITY

5/12/2021

Subject: 12th Avenue Sidewalk Project

To City of Wausau:

Thank you for sharing your plans for the proposed sidewalk on 12th Avenue from Randolph Street to Merrill Avenue. As the sole property owner that will be affected by the expense of sidewalk proposal, we would like to share our opposition to the project.

As the property owner, we value green space at this site and know that our tenants appreciate having as much grass as possible on the property. The upfront expense for installation is substantial. In addition, the sidewalk will also add significant maintenance and snow removal expense on an ongoing basis.

Sidewalks already exist along Merrill Avenue and provide opportunity for pedestrians to move through the city. We are currently responsible for a portion of this sidewalk and feel that it adequately serves the community. We did not initiate a request for this sidewalk. In speaking to our on-site property manager, tenants have not expressed concern about walking in the area. We had two company representatives attend the public hearing on April 20, 2021 and did not witness any of our tenants living at the property there to support the sidewalk.

Thank you for listening to our concerns about the sidewalk proposal. We ask that you not move forward with the project and assessment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathanael Popp', is written over a light blue horizontal line.

Nathanael Popp, COO

AGENDA ITEM
Discussion and possible action on Storm Sewer Easement with Blenker Developments LLC at 201 Short Street, 205 Short Street, 1201 North 2 nd Street, and 1204 North 3 rd Street
BACKGROUND
The City currently owns the above referenced parcels. A large 96” storm sewer runs through these parcels. The parcels are proposed to be sold by the City for development. The City will need to retain an easement over the storm sewer to protect the storm sewer and for future maintenance or replacement.
FISCAL IMPACT
None, the easement will be granted to the City at the time of closing on the property.
STAFF RECOMMENDATION
Staff recommends approving the easement contingent upon the sale of the property.
Staff contact: Allen Wesolowski 715-261-6762

EASEMENT AGREEMENT

THIS AGREEMENT, made this _____ day of May, 2021, by and between, Aedefix Builds, Inc, Grantor, and City of Wausau, a municipal corporation, Grantee;

WITNESSETH:

That in consideration of the sum of one dollar (\$1.00) and other good and valuable consideration paid to Grantor by Grantee, receipt of which is hereby acknowledged, Grantor, has this day conveyed, transferred, and delivered unto Grantee a permanent easement and right-of-way and perpetual right to enter upon the real estate hereinafter described at any time to construct, reconstruct, maintain, inspect and/or repair a storm sewer which may be constructed through and under the lands hereinafter described.

The permanent easement and perpetual right of entry is described as follows:

Part of Lot 1, Block 10, A. Warren Jr's. Second Addition, being part of the SW ¼ of the NW ¼, and part of Certified Survey Map No. 4445 recorded in Office of Register of Deeds for Marathon County in Volume 16 of Certified Survey Maps on Page 213, and part of Lot 1 of Certified Survey Map No. 7345 recorded in Office of Register of Deeds for Marathon County in Volume 28 of Certified Survey Maps on Page 118, being part of the NW ¼ of the SW ¼, all in Section 25, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

A 20 foot wide strip of land centered on the following described centerline:

Commencing at the Northeast corner of said Lot 1, Block 10; thence S 1°06'04" E, along the East line of said Lot 1, 56.27 feet to the point of beginning of said line; thence S 73°25'05" W, 55.25 feet; thence S 61°10'07" W, 123 feet to the Southerly line of said Certified Survey Map No. 4445 and the end of said centerline.

In further consideration of this easement by Grantor, Grantee forever agrees to hold Grantor harmless from all damages, loss, or claims which may arise from the existence, use, and/or maintenance of said permanent easement. Grantee further agrees that it will attempt to return the disturbed lands subject to this easement to a similar condition which existed prior to the construction.

No buildings or structures except surface improvements such as, but not limited to, asphalt pavement, sidewalk, curb and gutter, etc. shall be constructed upon or across the permanent easement lands; nor shall large trees be planted upon the permanent easement lands, but small trees and shrubs not exceeding approximately eight feet in height at maturity are permitted.

Grantor covenants that it is lawfully seized and possessed of the real estate above described and that it will defend the title thereto against the lawful claims of all persons whomsoever.

This agreement shall run with the land, encumbering the property encompassed by the easement in perpetuity, and shall be binding upon and shall inure to the benefit of the parties hereto and to their respective successors and assigns.

Recording Area**Name and Return Address**

City of Wausau Engineering Department
407 Grant Street
Wausau, WI 54403

PIN: 291.2907.252.0323, 291.2907.252.0322,
291.2907.253.0990, 291.2907.253.0991

IN WITNESS WHEREOF, this agreement has been duly executed the day and year first above written.

CITY OF WAUSAU BY:

AEDIFIX BUILDS, INC. BY:

Katie Rosenberg, Mayor

Jason Blenker, President

Leslie M. Kremer, City Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this ____ day of May, 2021, the above named Katie Rosenberg, Mayor, and Leslie M. Kremer, City Clerk for 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 expires: _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this ____ day of May, 2021, the above named Jason Blenker, President of Aedifix Builds, Inc., to me known to be the person who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission expires: _____

This instrument was drafted by
Anne L. Jacobson, City Attorney
for the City of Wausau
407 Grant, Street
Wausau WI 54403-4783



Map Date: April 9, 2021

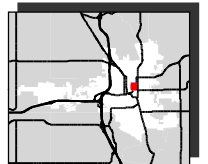
City of Wausau Marathon County Wisconsin

0 25 50
Feet

Legend

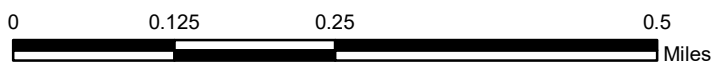
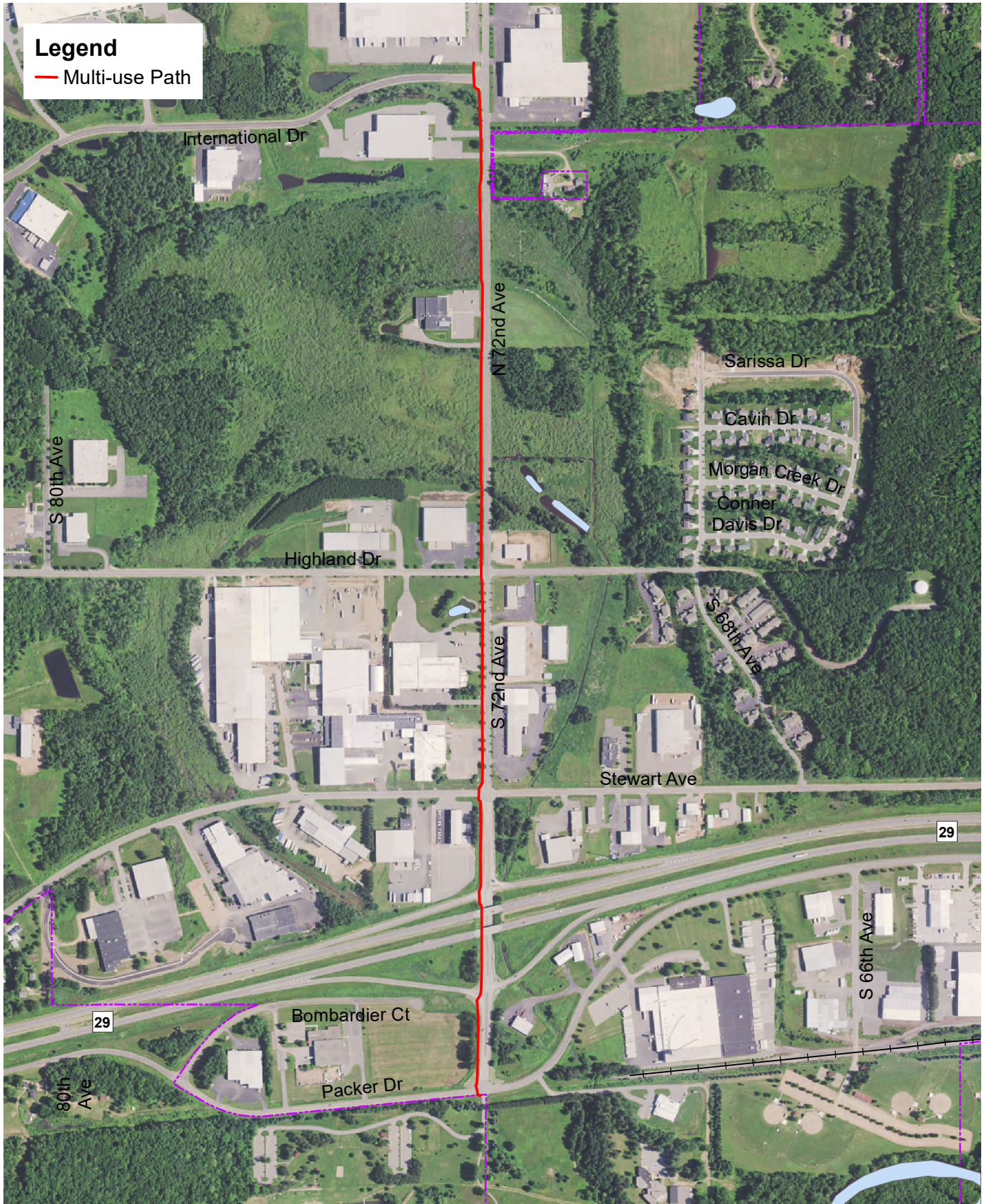
- Parcels
- Building Footprints
- Right - of - Way
- Proposed Storm Sewer Easement

Map Location



AGENDA ITEM
Discussion and possible action on 72 nd Avenue Business Campus Trail Memorandum of Agreement with WisDOT
BACKGROUND
The City is currently in the process of designing a multiuse trail on 72 nd Avenue from Packer Drive to International Drive, which is set to be constructed in 2022. Since this trail extends through the STH 29 interchange, in which WisDOT is the maintaining authority, an agreement is required to establish roles for the trail's maintenance.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the Memorandum of Agreement.
Staff contact: TJ Niksich 715-261-6748

72nd Avenue Multi-use Path
City of Wausau
May 2021



Memorandum of Agreement

between

WisDOT, North Central Region

and the

City of Wausau

for a

Multi-Use Path

May 2021

Purpose

This Memorandum of Agreement (Agreement) outlines the roles and responsibilities between the Wisconsin Department of Transportation (WisDOT) and City of Wausau (City) for establishing a multi-use path on state owned right of way along 72nd Avenue through the STH 29 interchange (Interchange ROW).

Background

In 2018, the City was awarded federal Transportation Alternatives Program funds for the construction of a multi-use path along 72nd Avenue from Packer Drive/Sunny Vale Park entrance to just south of International Drive within the Wausau Business Campus. This includes a segment of multi-use path going through the STH 29/72nd interchange area. During early design for the project, the City decided to extend the north extent of the path to just north of the International Drive to serve the Eastbay distribution center (see attached location map). Coordination between the City and WisDOT staff has occurred throughout the design process for the path project, especially for the segment through the Interchange ROW. In (month) 2021, the City applied to WisDOT for a state highway connection permit for the establishment of the path through the Interchange ROW. Construction on the path is scheduled to start in spring 2022 and be completed in fall 2022.

Statutory Authority

WisDOT is the maintaining authority of the Interchange ROW (between westbound and eastbound ramp termini), and therefore under Wis. Stat. s. 86.07(2) is the permitting authority for the path segment going through this area. The City will have maintenance responsibility for the path segment as defined within this Agreement. WisDOT's policy is to approve multi-use paths on state highway ROW only when it does not adversely affect the safety, operation, mobility, and maintenance of the highway. WisDOT has determined that, subject to compliance with the terms and conditions below, this request meets this policy and supports multi-use path connectivity in the area.

WHEREAS the City desires to establish a multi-use path through the Interchange ROW; and THEREFORE, the Parties hereby agree as follows:

Terms and Conditions

The City shall:

1. Formally approve the multi-use path segment through the STH 29/72nd Avenue interchange area by accepting the terms and conditions of this Agreement and be signed by an authorized representative from the City.

2. Ensure that the path complies with all applicable Wisconsin laws while open for use.
3. Assume responsibility for the construction of the path, retaining wall, and all other associated facilities within the Interchange ROW, including all associated construction costs with these facilities. The path, retaining wall, and other associated facilities will be constructed to all state and federal design standards. The construction of the path will be partially funded through WisDOT's Transportation Alternatives Program.
4. Assume responsibility for the maintenance of the path, retaining wall, and all other associated facilities within the Interchange ROW, including all associated costs. This includes responsibility for all winter maintenance for the path (snow and ice removal) and graffiti removal from the path, retaining wall, and bridge structure facilities in the vicinity of the path. The City agrees that maintenance work on the path, retaining wall, and associated facilities within the Interchange ROW is subject to WisDOT inspections and the City will be responsible for completing any maintenance work and/or repairs deemed necessary by WisDOT at the City's expense. The work and repairs will be completed by the City within 60 days of WisDOT's notification. If emergency work or repairs need to be addressed immediately because of potential safety concerns, WisDOT will complete the work and repairs and bill the City for the costs. The City may delegate trail to a local bike/pedestrian club or other entity but will retain all responsibility for ensuring the club or other entity complies with Wisconsin Law and this Agreement. For any future maintenance work and/or repairs with potential utility conflicts, the City will be responsible for the coordination with the utility companies.
5. Assume responsibility for all signs related to path, including all associated costs, and the placement of these signs on the ROW. The City agrees that the signs within the Interchange ROW is subject to WisDOT inspections and the City will be responsible for completing any adjustments and/or repairs deemed necessary by WisDOT at the City's expense. The adjustments and repairs will be completed by the City within 30 days of WisDOT's notification. The City may delegate signing to a local bike/pedestrian club or other entity but will retain all responsibility for ensuring the club or other entity complies with Wisconsin Law and this Agreement.
6. Place standard multi-use path signs with directional arrow(s) at the beginning of the path and at locations and intervals necessary to enable users to stay on the path. The City agrees that the multi-use path signs within the Interchange ROW are subject to removal and/or modifications at the City's expense as deemed necessary by WisDOT to ensure conformance with the Wisconsin Manual of Uniform Traffic Control Devices (WMUTCD). The removal and modifications will be done within 30 days of WisDOT's notification.
7. Inspect the path, retaining wall, and all other associated facilities within the Interchange ROW at least once each calendar year, and no later than one year after a previous annual inspection, to address any surface damage (i.e., rutting, potholes, etc.), retaining wall issues (cracks, movement, material deterioration, masonry displacement, etc.), erosion, or drainage issues that may occur. The City shall also report the inspection results, except regarding retaining wall, to the WisDOT North Central Region Maintenance Engineer in Rhinelander within 30 days of the inspection. For the retaining wall, the City shall report inspection results to the WisDOT North Central Region Structures Maintenance Engineer in the Wisconsin Rapids within 30 days of the inspection.

8. The trail shall be constructed as detailed in the “Business Campus Bicycle and Pedestrian Trail” planset developed by Kapur and Associates for the Transportation Alternatives Program project and accepted by WisDOT.

WisDOT shall:

1. Inspect the path, retaining wall, and all other associated facilities within the Interchange ROW within 30 days of construction being completed on the TAP project. The City shall notify the WisDOT North Central Region Maintenance and Structure Maintenance engineers when the construction is completed and ready for inspection. Upon completing the inspection, WisDOT will notify the City of any necessary changes needed to these facilities.
2. Inspect the path, retaining wall, and all other associated facilities within the Interchange ROW annually or as needed to assure that these facilities are being maintained adequately. The inspections of the retaining wall will be done in accordance to the WisDOT’s Ancillary Inspection Program Frequency for Retaining Walls. Upon completing the inspections, WisDOT will notify the City of any necessary maintenance work and/or repairs that need to be completed. The work and repairs will need to be completed within 30 days and the City is responsible for the costs. If the work or repairs are not made within 30 days, WisDOT may hire a County Highway Department or a private contractor to do the work or make the repairs and bill the City accordingly as outlined in Wis. Stat. s. 86.02.
3. Inspect the locations and types of signs placed along the path within Interchange ROW after construction, annually, and as needed to ensure conformance with the WMUTCD. Upon completing the inspections, WisDOT will notify the City of any necessary changes needed. The City is responsible for the costs of the work necessary for these changes. The work will need to be completed within 30 days. If the work is not made within 30 days, WisDOT may hire a County Highway Department or a private contractor to do the work or make the repairs and bill the City accordingly as outlined in Wis. Stat. s. 86.02.
4. As needed, analyze if the roadway, bridges, or other state facilities within the Interchange ROW have been damaged due to path usage. If damage occurs, WisDOT will request repairs be made by the City within 30 days and the City is responsible for the costs. If repairs are not made within 30 days, WisDOT may hire a County Highway Department or a private contractor to make the repairs and bill the City accordingly as outlined in Wis. Stat. s. 86.02.

The Parties mutually agree that:

1. Subject to the City’s completion of, and continued compliance with, the terms and conditions set forth above, WisDOT will issue a permit for the multi-use path through the Interchange ROW. This multi-use path will provide connectivity to future bicycle and pedestrian facilities planned by the City within the Wausau Business Campus, including bicycle and pedestrian facilities that will be provided along Stewart Avenue from 72nd Avenue to 48th Avenue as part of the 2023 reconstruction project funded through the federal STP-urban program.
2. The City agrees that WisDOT may withhold any aid WisDOT is obligated to provide the City, including general transportation aids, to cover any costs the City is obligated to reimburse or pay WisDOT under this Agreement should the City fail to pay those costs.

3. Approval of this agreement authorizes the City to enter upon the Interchange ROW to inspect and maintain the path, retaining wall, and associated facilities without the need for a DT1812 (Work on Highway Right of Way) permit. If major improvement work is planned on these facilities (major recondition or reconstruction), the City will contact the WisDOT North Central Region Maintenance Engineer (non-retaining wall) or Maintenance Structure Engineer (retaining wall) to determine if the DT1812 permit is needed.
 - a. If a major recondition or reconstruction of the connecting trail or structure on WisDOT right of way is planned, the City will contact WisDOT to determine if a DT 1812 "Application/Permit to Work on Highway Right of Way" permit is needed.

Agreement Duration & Termination

This Agreement authorizes the described multi-use path to remain within the Interchange ROW for as long as the terms of this Agreement and WisDOT's multi-use path policy are both met but may be terminated by WisDOT or the City for any reason. There is no official end date.

In the event WisDOT deems it necessary to terminate this Agreement, it will provide written notice to the City to remove all path signs and restore WisDOT's ROW, at the City's cost, to its original condition as much as possible (normal wear and tear excepted) within 90 days. This may or not include removing the retaining wall, as determined by WisDOT.

No Limitation on Police Power

Nothing herein shall limit, in any way, WisDOT's police power authority to regulate access within the STH 29/72nd Avenue interchange area.

Governing Law

This Agreement shall be construed according to the internal laws of the State of Wisconsin.

Approvals

The parties concur to this Agreement with their signatures below. The Agreement shall be effective upon the date of the last party to sign the document. Updates to the Agreement will be made as needed, and effective only upon signature by both parties.

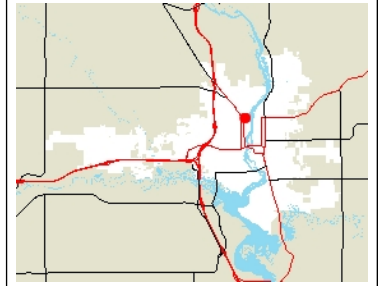
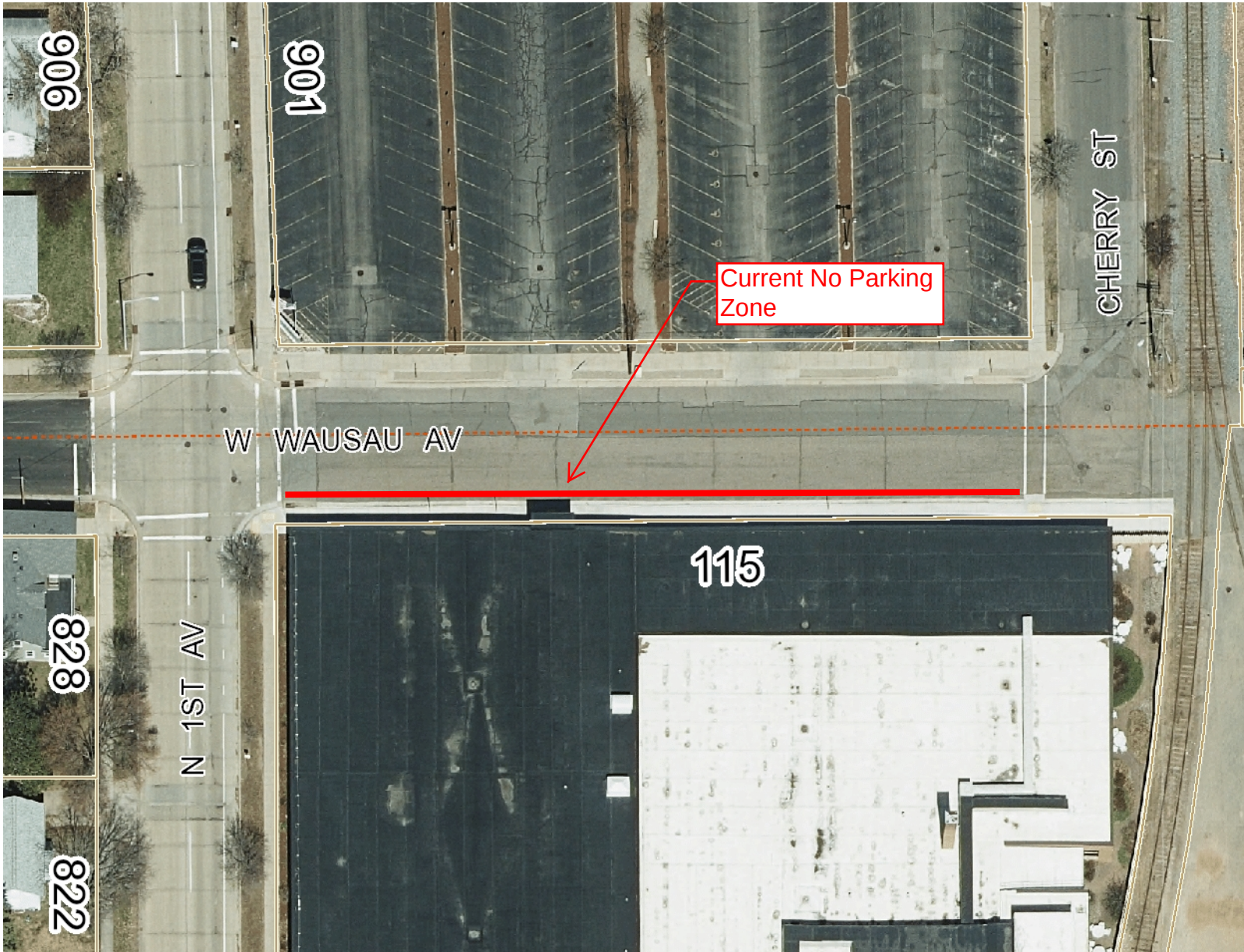
Katie Rosenberg, Mayor
City of Wausau

Date

Michael Wendt, Systems Planning Manager
WisDOT NC Region

Date

AGENDA ITEM
Discussion and possible action on parking restrictions on the south side of West Wausau Avenue from 1 st Avenue to Cherry Street
BACKGROUND
The Engineering Department and Police Department have been working with UMR and Graphics Packaging to better handle truck traffic in the area of West Wausau Avenue and Cherry Street. Those efforts are ongoing. In the process of looking at the current signs in the area it was discovered the no parking signs and the 15 minute loading signs that currently exist on the south side of West Wausau Avenue are not established in City ordinance.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends keeping the no parking on the south side of West Wausau Avenue between 1 st Avenue and Cherry Street. Dimensions of the 15 minutes stalls to be provided at CISM after further consultation with UMR staff.
Staff contact: Allen Wesolowski 715-261-6762



Legend

- Parcel
- Section Line/Number
- Municipality

Map Created: 5/6/2021

25.00 0 25.00 Feet



NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

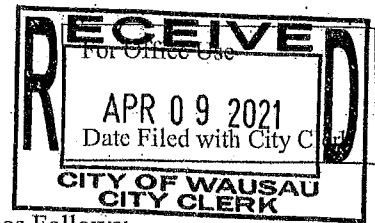
Notes



AGENDA ITEM
Discussion and possible action on petition for street lighting on 5 th Avenue between West Street and Garfield Avenue
BACKGROUND
The Engineering Department received a petition on April 9, 2021 for the installation of additional street lights in these 2 blocks. These 2 blocks of street are currently under reconstruction. Street lights exist at the intersections in this area. Current policy for the addition of street lights state at the intersections and mid-block if the blocks exceed 600'. These blocks are right at the 600' threshold. Decorative lights were not included in the budget and are not part of the project.
FISCAL IMPACT
Undetermined
STAFF RECOMMENDATION
Staff does not recommend installation of additional lights in this area. The current lighting meets the lighting guidelines developed by the City.
Staff contact: Allen Wesolowski 715-261-6762

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN



A Petition For:

- | | | | |
|--|--|--|--|
| ☐ Alley Vacation | ☐ Sanitary Sewer | ☐ Storm Sewer | ☐ Other as Follows: |
| ☐ Blacktop Paving | ☒ Street Light | ☐ Watermain | |
| ☐ Curb and Gutter | ☐ Street Vacation | ☐ Zoning Change | |

CC: Atty
Engineering
Mayor

The undersigned petitioners respectfully request that your honorable body take such action as will cause the neighborhood of Fifth Avenue, between West Street and Garfield Avenue to be safer with the installation of additional street lights.

Recent incidents, including break-ins and arrests, have required the presence of law enforcement. We feel additional lighting would help keep our neighborhood safer for all.

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. Charles Luedtke	CHARLES LUEDTKE	710 So 5TH AVE	3-20-2021
2. David Woods	David Woods	715 S 5th Ave	3-20-2021
3. Brydon Geibel	Brydon Geibel	716 S 5th Ave	3-22-2021
4. Charles Pazera	Charles Pazera	705 S. 5th Ave	3-22-2021
5. Michael O'Connor	Michael O'Connor	702 S. 5th Ave.	3/22/2021
6. Ronald Putzer	RONALD PUTZER	707 S 5TH AVE	3/30/2021
7. Linda Larson Schlitz	Linda Larson Schlitz	701 S. 5TH AVE	3/30/2021
8. Ralph Schlitz	Ralph Schlitz	701 S. 5TH AVE	3/30/2021
9. Charles Gering	CHARLES GERING	732 S 5TH AVE	4/7/2021
10. Mary Gauer	Mary Gauer	722 S 5th Ave	4/7/2021
11. Lois Simonson	Lois Simonson	717 So. 5th Ave	4/7/2021
12. Doug Simonson	Doug Simonson	717 So 5th Ave	04-07-21
13. Josh Grubbs	Josh Grubbs	630 S. 5th Ave	4/7/21
14. Nancy Jacobs	Nancy Jacobs	612 S. 5th Ave	4/8/21
15. Melvin Jones	Melvin Jones	602 S 5th Ave	4/8/21

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN,

CITY OF WAUSAU, Charles Luedtke being duly sworn disposes and says that he is a resident of the affected area, residing at 710 So 5th Ave Wausau, WI in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residences are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 9th day of April, 2021

Charles Luedtke
(Signature of Circulator)

710 So 5TH Ave
(Address of Circulator)

Josh M. Krenor
Signature of City Clerk or designee

AGENDA ITEM

Discussion and possible action on converting Washington Street from 1st Street to 4th Street to two way traffic and construction of a temporary road

BACKGROUND

In 2019, the City of Wausau, adopted the Wausau Center Urban Design & Transportation Master Plan. The Master Plan makes several short and long term recommendations regarding the transportation network around the eight city-block area known as the Wausau Center. This item addresses Washington Street, from 1st Street to 6th Street as discussed in the Master Plan (See attached for master plan excerpt regarding Washington Street). Given the uncertainty of the future for the Wausau Center Mall at the time of the plan's adoption, several options were provided, but with the mall demolition taking place soon, it gives the city an opportunity to act on the master plan.

The preferred option within the Master Plan was to convert Washington Street, from 1st Street to 6th Street, to two way operation. This option call for two lanes of vehicular traffic, bike lanes in each direction and on-street parking on both sides of the road. With the mall demolition set to be completed later this year, staff has reviewed 3 options for temporary improvements along this corridor. Permanent improvements were not considered due to the unknown nature of the mall redevelopment.

Option 1: Add One Drive Lane and Convert Washington Street to Two-Way Traffic

This option fulfills the Master Plan's recommendation of converting Washington Street to two-way traffic, but does not incorporate any additional improvements from the plan.

Option 2: Add On-Street Parking, One Drive Lane and Convert Washington Street to Two-Way Traffic

This option fulfills the Master Plan's recommendation of converting Washington Street to two-way traffic and adds parking on the north side of the street that has long been requested by surrounding businesses.

Option 3: Do Nothing

This option has the lowest fiscal impact, but neglects the fact that future development of the mall will require additional vehicular access.

FISCAL IMPACT

Option 1 = \$50,000

Option 2 = \$60,000

Option 3 = \$0

STAFF RECOMMENDATION

Staff recommends Option 2. This option fulfills the most recommendations of the master plan and allows the greatest flexibility for future development access and construction.

Staff contact: TJ Niksich 715-261-6748

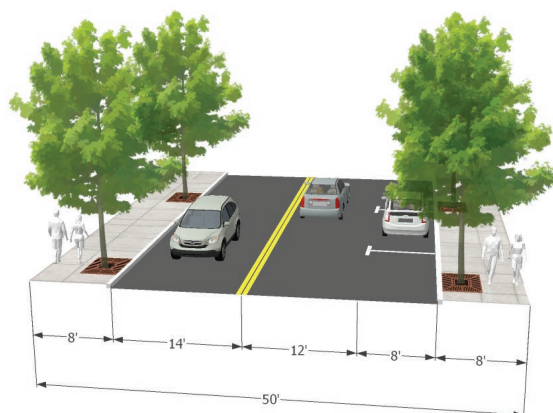
Washington Street

Washington Street alternates between one-way and two-way operations with varying curb to curb and ROW widths within the project study area. Most of Washington Street within the study area is one-way, although it changes directions at Third Street. Washington Street is one-way eastbound from 1st Street to 3rd Street, and one-way westbound from 3rd Street to 6th Street. Since, Washington Street has seen recent streetscape investments, the proposed strategy for Washington Street is an interim solution, which could be implemented with the proposed modified street network, and a preferred concept that would require additional ROW as a long-term solution. The recommended interim modifications to Washington Street are low-cost and easy to implement. The longer-term preferred concept design would require significant planning and coordination between the City, local agencies, and property owners to maximize opportunities for a complete street and minimize adverse impacts.

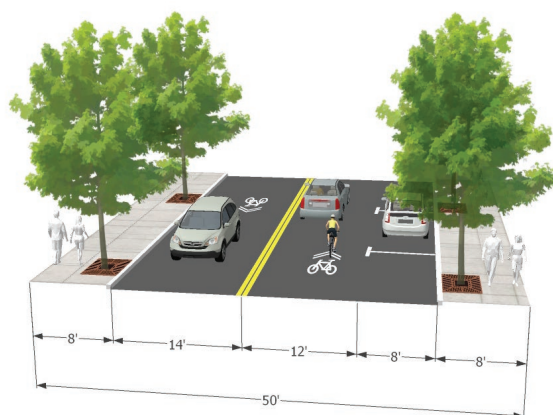
Washington Street // 1st Street to 2nd Street and 4th Street to 6th Street (interim)

Washington Street has two-way operations from 1st Street to approximately 2nd Street (350 feet east of the 1st Street intersection). The short stretch of two-way traffic is provided to accommodate parking for the Wausau Center parking ramp and to facilitate service vehicles accessing the loading dock at Wausau Center. Washington Street from 4th Street to 6th Street also consists of two-way traffic operations. The two-way segments of Washington Street generally consist of a curb to curb street width of 34 feet with a travel lane in each direction and on-street parallel parking on the south side. The existing conditions include an 8-foot wide sidewalk on the north side and south side. There are few street trees along the street and standard city light fixtures are located on both sides of the street generally outside the sidewalk zone.

The proposed modifications include an interim phase maintaining the existing curb to curb width of 34 feet. During the interim phase, shared lane markings should be added to the existing travel lanes. The addition of shared lane markings assist with the lateral positioning of a bicyclist, alert road users that bicyclists may occupy this space, and reduce the incidence of wrong-way bicycling. The existing furnishing zone and amenities would be maintained.



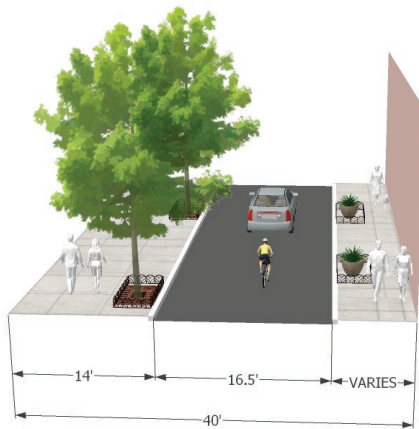
Washington Street existing conditions (looking east)



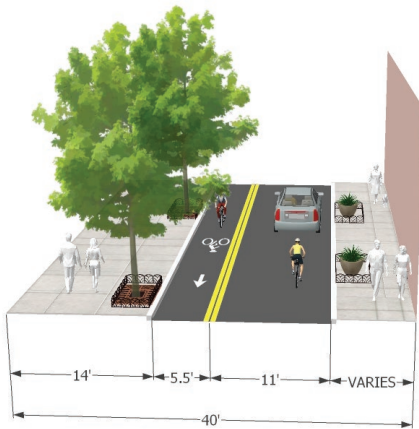
Washington Street interim conditions (looking east)

Washington Street // Near 3rd Street

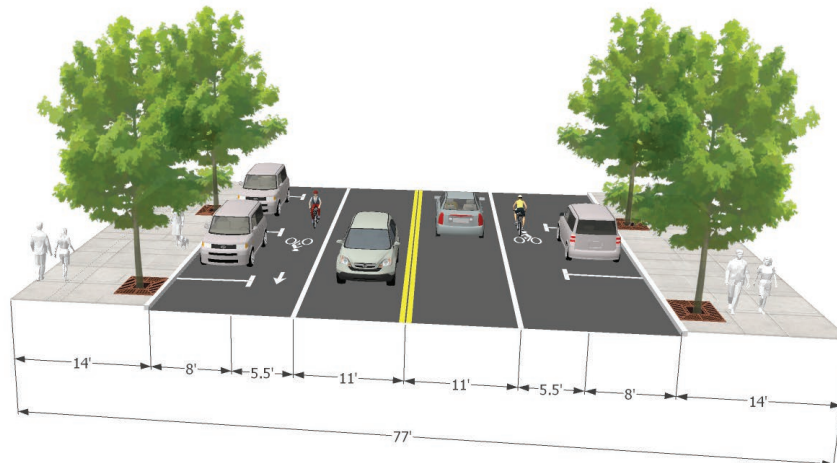
Washington Street has one-way operations from 2nd Street (approximately 300 feet west of 3rd Street) to 4th Street. The intersection of 3rd Street and Washington Street is stop controlled for both eastbound and westbound movements and includes a raised concrete island to prevent straight-through movements. 3rd Street is one-way northbound with alternating angled parking. The one-way segments of Washington Street generally consist of a curb to curb street width of 16.5 feet. The existing sidewalk facility on the north side includes a 14-foot wide space with raised landscape planters and streetscape furnishings. The existing sidewalk facility on the south side generally provides a width of 8 feet with additional covered pedestrian space provided under the Wausau Center awnings. There is a short section of space allocated for emergency vehicles on the south side of Washington Street east of 3rd Street.



Washington Street near 3rd Street existing conditions (looking east)



Washington Street near 3rd Street interim conditions (looking east)



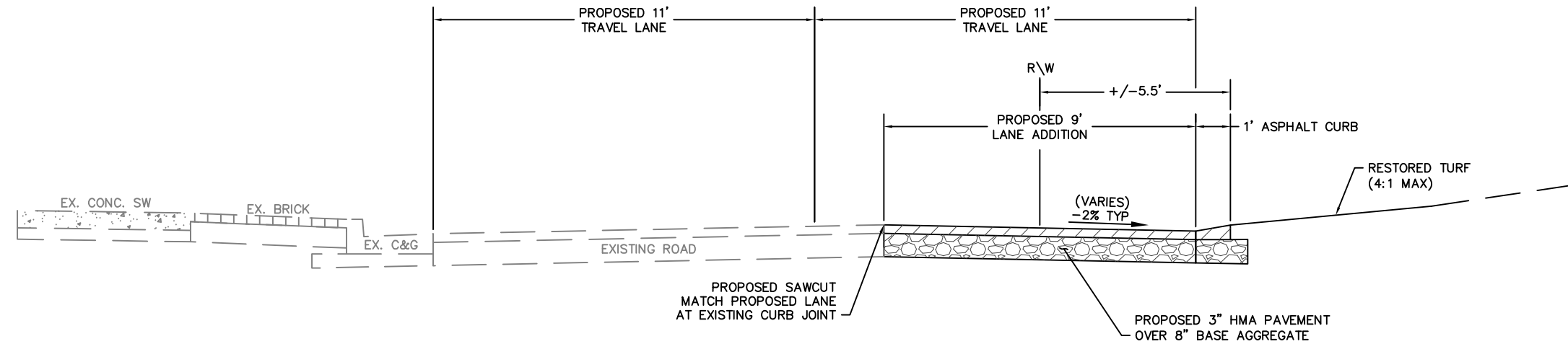
Washington Street preferred conditions (looking east)

The proposed modifications include an interim phase maintaining the existing curb to curb width of 16.5 feet, but narrowing the one-way travel lane to 11-feet wide. By adjusting the travel lane width, the extra space can accommodate a contraflow bicycle lane westbound. The specialized bicycle facility is intended to reduce the number of conflicts between bicycles and motor vehicles and improve access to downtown Wausau for bicyclists via 3rd Street. The existing furnishing zone and amenities would remain.

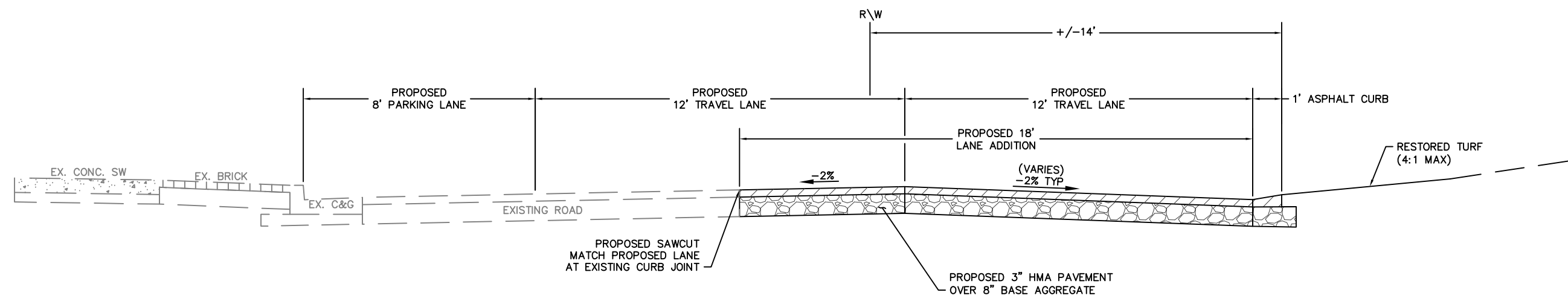
Washington Street // 1st Street to 6th Street (preferred)

The preferred proposed design concept for Washington Street from 1st Street to 6th Street is to convert the entire corridor to two-way operations. Two-way operations would facilitate traffic into Wausau Center versus through it, reduce potential travel time and distance, and reduce confusion caused by an inconsistent street network. The proposed modifications include widening the curb to curb street width to approximately 49-feet wide to include bicycle lanes and on-street parallel parking in both directions. The sidewalks would also be widened to accommodate a wider furnishing zone for street trees and other streetscape furnishings.

DWG FILE NAME: C:\Users\cejdv1\Desktop\Drawing6.dwg, 5/6/2021 2:46:06 PM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



OPTION - 1



OPTION - 2

CITY OF WAUSAU Engineering Department 407 GRANT STREET WAUSAU, WI 54403-4763 (715) 261-6740 FAX (715) 261-6759	
	
SURVEYED BY: ENG. DEPT. FIELD BOOK NO. PG. PROJ. ENGINEER: T.J. NIKSICH DRAWN BY: J.D. VANBOXEL APPROVED BY: A.M. WESOLOWSKI POINT FILE:	
ISSUED FOR	REVISIONS
☒ PRELIMINARY ☐ REVIEW/APPROVAL ☐ BIDDING/CONST. ☐ REC. REF. DWG. ☐ OFFICE USE	J.D. VANBOXEL
DATE	05/06/2021
PROPOSED MALL REDEVELOPMENT	
TYPICAL SECTION - TEMPORARY LANE OPTIONS WASHINGTON STREET	
SHEET NO.	
1	
OF 1 SHEETS	
FILE NUMBER	
20-10-29	

AGENDA ITEM
Discussion and possible action approving the 5-year street plan; 2022-2026
BACKGROUND
The Engineering Department has updated the 5 year plan to include the 2026 street reconstruction projects. The updated list is attached. Randolph and 11th Avenue were selected for the following reasons: • Poor pavement ratings • Collector streets with higher volumes of traffic serving both residential and industrial • Aging and undersized infrastructure • Lead water main services
FISCAL IMPACT
The estimated budget for the 2 projects is approximately \$2.35 million
STAFF RECOMMENDATION
Staff recommends approving the 2022 Street Reconstruction 5-Year plan as presented. The streets meet the objectives set by CISM to concentrate on higher volume traffic streets with underlying infrastructure needs.
Staff contact: Allen Wesolowski 715-261-6762



TO: Capital Improvement Street Maintenance Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: May 13, 2021

SUBJECT: 5-Year Street Reconstruction Plan

Staff presents a 5-year street reconstruction plan to CISM annually during the CIP process. In 2020 CISM significantly changed the previously approved 5-year plan which resulted in many hours of surveying and engineering that were committed to projects which were never done. Engineering is typically looking at 2+ years out for planning, scheduling and committing resources for future projects. Staff begins working on street projects more than a year before they go to bid. Significant changes in the 2-year approved projects becomes problematic for our work load and scheduling. Just as an example, last minute changes disrupts planning and establishing/meeting our commitments for projects; everything from design/bid documents to special assessments and public hearings. It also creates budget issues on the side of water and sewer and the borrowing for these projects.

In 2020 Rosecrans was added and approved as a reconstruction project for 2021. Although the pavement surface was rated fair/poor there were no issues with utilities and no lead service line replacements as these facilities are much newer. Currently we have grant funding from the WDNR, and have for the past 4-years, to offer residents the opportunity to replace their Lead Service Line. Staff would like to keep this has a high priority consideration when determining what streets to reconstruct. The Utility Commission has approved residents to receive up to \$3,000 in grant funding to have their private side lead line replaced during street reconstruction. There are currently about 8,500 private side lead service lines in the city. Replacing about 100 per year puts us on an 80+ year replacement plan, unacceptable timeline. Recent discussion at the utility commission have been for staff to come up with solutions to commit more funds to replacing these lines and possibly removing the majority of the lead lines in 15 years. One key factor in being able to consider this is to focus our street reconstruction on areas with lead service lines as well as poor pavement and other utility issues.

Staff has already begun working on 2022 approved street projects and we will continue to do so with our summer interns as well as looking at 2023 projects. Staff would like the committee to consider not changing, at a minimum, any of the 2022 or 2023 street projects previously approved. Staff also recommends if funding is short in the budget for 2022 and we have to remove a street, that street would be pushed to 2023 since we would already have time spent on this project. Also in turn if there is more budget staff recommends that a project from the 2023 list be moved up to the 2022 list.

Bugbee Ave is on the list for 2022 to coincide with the work being done at the new Drinking Water Treatment Facility. Staff recommends this project remain on schedule in 2022 as a priority project.

It is important we can rely on an approved 5-year plan to be consistent as possible for planning purposes and use of resources. There are many things that come into play with future budgets which may impact our local street projects. For example, if we have a projected year of higher DOT funded projects, then we may need to budget higher in those years for the City's portion of those projects; which will take funding from our local streets. We will run into this scenario in 2022 as the DOT will be completing the overlay of 6th St and we will need to budget the city's portion to meet our commitments. Another significant DOT funding commitment year is 2024 when we will be reconstructing Stewart Ave from 44th to 72nd. We also have to balance our street projects with other storm water work throughout the city. Since the City does not have a storm sewer utility the infrastructure budget is needed to fund these projects. We try to balance this annually to keep as much road funding as possible.

Staff has made recommendations for the year 2026 for your consideration and approval.

2022 STREET RECONSTRUCTION (5 Year Plan)

<u>2022</u>	<u>Segment</u>	<u>Estimate</u>
Bugbee Ave	(Burek Ave – Tierney Road)	\$600,000
4 th Street	(McClellan Street – Scott Street)	\$150,000
4 th Avenue	(Bridge Street – Knox Street)	\$700,000
<u>2023</u>		
Jackson Street	(RR Tracks – 12 th Street)	\$450,000
10 th Avenue	(Bridge Street – West Wausau Avenue)	\$400,000
Grant Street	(N. 6 th St – N. 7 th St)	\$160,000
<u>2024</u>		
Eau Claire Blvd	(Grand Ave – West Termini)	\$1,300,000
Emerson Street	(Eau Claire - Kent Street)	\$120,000
Mount View Blvd	(Eau Claire - Kent Street)	\$120,000
Pied Piper Lane	(Eau Claire – Kent Street)	\$120,000
<u>2025</u>		
Stark Street	(5 th Street – 12 th Street)	\$1,200,000
Henrietta Street	(Bellis Street – 13 th Street)	\$600,000
<u>2026</u>		
W. Randolph Street	(Burek – Merrill)	\$1,500,000
S. 11 th Avenue	(W. Thomas – Flieth)	\$850,000

Other Streets

N. 1 st Avenue	(E. Crabtree Dr – Campus Dr)	\$100,000
N. 1 st Street	(Short St – Dekalb St)	\$190,000
N. 2 nd Street	(Short St – Bridge St)	\$250,000
N. 2 nd Street	(Scott St – McClellan St)	\$100,000
S. 2 nd Street	(Forest St – Division St)	\$80,000
N. 2 nd Avenue	(North Termini – W. Bos Creek Dr)	\$80,000
N. 2 nd Avenue	(E. Randolph St – Lucille St)	\$290,000
N. 2 nd Avenue	(W. Knox St – W. Eldred St)	\$300,000
N. 2 nd Avenue	(W. Bridge St – Elm St)	\$900,000
S. 2 nd Avenue	(Stewart Pl – Garfield Av)	\$170,000
N. 3 rd Avenue	(Randolph St – W. Knox St)	\$560,000
S. 3 rd Avenue	(Imm St – Termini)	\$200,000
N. 4 th Avenue	(Merrill Av – Randolph St)	\$420,000
S. 4 th Avenue	(Sherman St – W. Thomas St)	\$440,000
N. 4 th Street	(Hamilton St – Chicago Av)	\$170,000

S. 4 th Street	(River Dr – Forest St)	\$390,000
N. 5 th Street	(North Termini – Winton St)	\$200,000
N. 5 th Avenue	(Oak St – Elm St)	\$700,000
S. 5 th Avenue	(Stewart Av – Elm St)	\$310,000
S. 5 th Avenue	(Sherman St – W. Thomas St)	\$500,000
N. 6 th Avenue	(W. Bridge St – Elm St)	\$900,000
S. 6 th Avenue	(Garfield Av – Elm St)	\$520,000
S. 6 th Avenue	(Sherman St – Rosecrans St)	\$220,000
N. 7 th Street	(Parcher St – E. Wausau Av)	\$820,000
N. 7 th Street	(Humboldt Av – E. Bridge St)	\$170,000
N. 7 th Avenue	(W. Strowbridge St – W. Knox St)	\$200,000
N. 7 th Avenue	(W. Union Av – South Termini)	\$340,000
N. 7 th Avenue	(W. Bridge St – Elm St)	\$900,000
S. 7 th Avenue	(Garfield Av – Elm St)	\$520,000
N. 8 th Street	(Hamilton St - E Bridge St)	\$220,000
N. 8 th Avenue	(North Termini – W. Strowbridge St)	\$290,000
N. 8 th Avenue	(W. Knox St – South Termini)	\$500,000
N. 8 th Avenue	(W. Bridge St – Elm St)	\$890,000
S. 8 th Avenue	(West St – Chellis St)	\$1,100,000
N. 9 th Avenue	(W. Strowbridge St – W. Knox St)	\$140,000
N. 9 th Avenue	(W. Wausau Av – Elm St)	\$1,300,000
S. 9 th Avenue	(Callon St – Stewart Av)	\$240,000
S. 9 th Avenue	(Pardee St – West St)	\$140,000
N. 9 th Street	(Spring St – Winton St)	\$510,000
N. 10 th Avenue	(Cedar St – W. Wausau Av)	\$780,000
S. 10 th Avenue	(Callon St – Stewart Av)	\$200,000
N. 10 th Street	(E. Union Av – E. Wausau Av)	\$80,000
N. 10 th Street	(Stark St – McIndoe St)	\$500,000
S. 10 th Street	(Jackson St – Kickbusch St)	\$200,000
N. 11 th Avenue	(Elm St – Cedar St)	\$420,000
S. 11 th Avenue	(Callon St – Stewart Av)	\$200,000
S. 11th Avenue	(W. Thomas St – Flieth St)	\$850,000
N. 11 th Street	(Sylvan St – E. Crocker St)	\$440,000
N. 11 th Street	(Brown St – South Termini)	\$70,000
N. 11 th Street	(McClellan St – Washington St)	\$340,000
N. 11 th Street	(Jackson St – Kickbush St)	\$220,000
N. 12 th Street	(E. Crocker St – Brown St)	\$700,000
N. 12 th Street	(Forest St – McIndoe St)	\$650,000
N. 12 th Street	(Hamilton St – North Termini)	\$250,000
S. 12 th Street	(Plumer St – McIntosh St)	\$440,000
N. 12 th Avenue	(Merrill Av – W. Randolph St)	\$340,000
N. 12 th Avenue	(Norton St – Nicolet St)	\$200,000
S. 12 th Avenue	(W. Thomas St – Chellis St)	\$440,000
S. 13 th Avenue	(Greenhill Dr – Callon St)	\$100,000
S. 13 th Avenue	(Sherman St – Rosecrans St)	\$200,000
S. 13 th Avenue	(W. Thomas St – Bopf St)	\$180,000

N. 13 th Street	(Stark St – Steuben St)	\$100,000
N. 13 th Street	(Franklin St – Jefferson St)	\$440,000
S. 13 th Street	(Kickbusch St – McIntosh St)	\$440,000
N. 14 th Avenue	(Arlington Ln – W. Randolph St)	\$440,000
N. 14 th Avenue	(Pine St – Elm St)	\$440,000
S. 14 th Avenue	(Sherman St – Rosecrans St)	\$200,000
S. 14 th Avenue	(Chellis St – W. Thomas St)	\$420,000
N. 14 th Street	(Stark St – Steuben St)	\$100,000
N. 14 th Street	(McIndoe St – South Termini)	\$200,000
N. 14 th Street	(Jackson St – North Termini)	\$200,000
N. 15 th Avenue	(Arlington Ln – W. Randolph St)	\$400,000
S. 15 th Avenue	(Rosecrans St – W. Thomas St)	\$120,000
S. 15 th Avenue	(W. Thomas St – Bopf St)	\$140,000
N. 15 th Street	(Park Av – E. Wausau Av)	\$100,000
N. 15 th Street	(Stark St – Steuben St)	\$100,000
N. 16 th Avenue	(Arlington Ln – W. Randolph St)	\$500,000
N. 16 th Avenue	(Brady St – W. Wausau Av)	\$400,000
N. 16 th Avenue	(Norton St – Kenwood Dr)	\$270,000
S. 16 th Avenue	(Sheridan Rd – Sherman St)	\$160,000
S. 16 th Avenue	(W. Thomas St – Bopf St)	\$200,000
N. 16 th Street	(Stark St – E. Hamilton St)	\$180,000
N. 18 th Ave	(Sherman Street – Rosecrans Street)	\$200,000
S. 19 th Avenue	(Sherman St – Rosecrans St)	\$200,000
S. 19 th Avenue	(Bopf St – W. Thomas St)	\$150,000
S. 20 th Avenue	(Sherman St – North Termini)	\$140,000
S. 20 th Avenue	(Rosecans St – Sherman St)	\$150,000
S. 20 th Avenue	(Walnut St – Bopf St)	\$100,000
S. 21 st Avenue	(Nehring St – North Termini)	\$440,000
S. 21 st Avenue	(Sherman St – Rosecrans St)	\$150,000
S. 21 st Place	(Sherman St – Rosecrans St)	\$150,000
S. 21 st Place	(North Termini – Sherman St)	\$240,000
S. 22 nd Avenue	(Helmke St – Nehring St)	\$100,000
S. 22 nd Avenue	(Sherman St – West St)	\$140,000
S. 22 nd Place	(Sherman St – Rosecrans)	\$150,000
S. 22 nd Place	(North Termini – Sherman St)	\$250,000
N. 28 th Avenue	(Westhill Dr – Apple Ln Offset 675 feet)	\$900,000
N. 29 th Avenue	(Maple Hill Dr – W. Wausau Av)	\$370,000
N. 32 nd Avenue	(Seymour Dr – Wildwood Ln)	\$440,000
S. 39 th Avenue	(Stewart Av – Tanglewood Ln)	\$400,000
S. 48 th Avenue	(Sherman St – Packer Dr)	\$440,000
S. 48 th Avenue	(Packer Dr – Sherman St)	\$270,000
S. 54 th Avenue	(Sherman St – Packer Dr)	\$250,000
S. 56 th Avenue	(Stewart Av – South Termini)	\$70,000
S. 80 th Avenue	(Highland Dr – North Termini)	\$420,000
Adams Street	(N. 5 th St – N. 7 th St)	\$340,000
Adams Street	(N. 8 th St – N. 10 th St)	\$340,000

Adams Street	(N. 10 th St – East Termini)	\$110,000
Adolph Street	(Cleveland Ave – East Termini)	\$270,000
Alexander Street	(S. 2 nd Ave – S. 4 th Av)	\$200,000
Ankor Street	(S. 12 th St – East Termini)	\$80,000
Arlington Lane	(N. 18 th Ave – East Termini)	\$35,000
Arlington Lane	(N. 16 th Ave – Merrill Av)	\$240,000
Arthur Avenue	(N. 18 th Av – East Termini)	\$35,000
Augusta Avenue	(N. 6 th St – N. 8 th St)	\$350,000
Bellis Street	(McIntosh St – Jefferson St)	\$900,000
Bellis Street	(Manson St – Single Av)	\$240,000
Bertha Street	(Mary Street – Zimmerman Street)	\$1,000,000
Birch Street	(N. 6 th St – N. 7 th St)	\$240,000
Bopf Street	(S. 17 th Av – S. 19 th Av)	\$200,000
Broadway Avenue	(STH B51 – Lillie St)	\$1,400,000
Bridge Street	(6 th Street – 10 th Street)	\$680,000
Brown St	(N. 6 th St – N. 13 th St)	\$1,200,000
Callon Street	(S. 6 th St – STH B51/S. 1 st Av)	\$500,000
Center Street	(Park Av – E. Wausau Av)	\$120,000
Chellis Street	(S. 11 th Av – S. 12 th Av)	\$140,000
Cherry Street	(W. Wausau Av – Bos Creek Dr)	\$1,400,000
Cherry Street	(E. Oak St – E. Cedar St)	\$180,000
Clark Street	(East Termini – S. 4 th Av)	\$800,000
Clayton Street	(Cherry Street – N. 2 nd Av)	\$150,000
Coel Boulevard	(Ross Ave – Schwebach St)	\$200,000
Cordell Street	(Woods Pl – Lakeview Dr)	\$100,000
Cottage Street	(S. 3 rd Av – West Termini)	\$100,000
E. Crabtree Circle	(E. Crabtree Dr – West Termini)	\$70,000
E. Crabtree Drive	(E. Crabtree Cir – Lenard St)	\$100,000
Crescent Drive	(N. 4 th Ave – W. Randolph St)	\$200,000
Dekalb Street	(N. 2 nd St – N. 4 th St)	\$200,000
Dekalb Street	(N. 10 th St – N. 12 th St)	\$140,000
Division Street	(S. 2 nd St – East Termini)	\$100,000
Division Street	(West Termini – STH B51/Grand Av)	\$70,000
Dunbar Street	(Genrich St – Prospect Av)	\$180,000
W. Eldred Street	(N. 3 rd Av – N. 1 st Av)	\$200,000
Elmwood Boulevard	(Lakeview Dr – South Termini)	\$200,000
Emerson Street	(Lakeview Dr – South Termini)	\$180,000
Emerson Street	(Lakeview Dr – Eau Claire Blvd)	\$320,000
Ethel Street	(Grand Avenue to Zimmerman Street)	\$1,200,000
Fairmount Street	(Broadway Av – Weston Av)	\$200,000
Fleming Street	(Grand Av – Roosevelt St)	\$370,000
Fleming Street	(Weston Av – Mathie St)	\$240,000
Forest Street	(Prospect Av – East Termini)	\$140,000
Forest Street	(Bellis St – N. 12 th St)	\$410,000
Fulton Street	(N. 1 st St – N. 7 th St)	\$1,200,000
Fulton Street	(N. 8 th St – N. 10 th St)	\$270,000

Fulton Street	(N. 15 th St – East Termini)	\$100,000
Garfield Avenue	(S. 17 th Av – S. 19 th Av)	\$250,000
Garfield Avenue	(West Termini – S. 6 th Av)	\$200,000
Garfield Avenue	(S. 4 th Av – S. 3 rd Av)	\$80,000
Garth Street	(Ross Av – North Termini)	\$75,000
Genrich Street	(E. Thomas St – Single Av)	\$340,000
Gilbert Street	(N. 6 th St – N. 7 th St)	\$140,000
Gilbert Street	(N. 10 th St – Malak Cir)	\$500,000
Graves Avenue	(Lillie St – Surgeon Eddy Rd)	\$200,000
Graves Avenue	(Zimmerman St – Kings Ct)	\$180,000
Gray Place	(Scott St – McClellan St)	\$100,000
Gray Place	(Grant St – Franklin St)	\$100,000
Greenhill Drive	(S. 8 th Av – S. 14 th Av)	\$700,000
Hamilton Street	(N. 5 th St – N. 7 th St)	\$350,000
Helmke Street	(S. 22 nd Ave – S. 24 th Av)	\$270,000
Henrietta Street	(Grand Ave – Prospect Av)	\$240,000
Henrietta Street	(Prospect Av – Saint Paul St)	\$240,000
Hillcrest Avenue	(S. 8 th Av – Elm St)	\$400,000
Holub Street	(N. 12 th Av – West Termini)	\$200,000
Hubbill Avenue	(S. 32 nd Av – East Termini)	\$680,000
Humboldt Avenue	(N. 2 nd St – N. 10 th St)	\$1,100,000
Imm Street	(S. 3 rd Av – Lakeview)	\$250,000
Jackson Street	(West Termini – RR Tracks)	\$420,000
Jefferson Street	(N. 6 th St/STH 52 – N. 10 th St)	\$750,000
Kickbusch Street	(Grand Av – East Termini)	\$500,000
King Street	(Broadway Av – North Termini)	\$140,000
Kings Court	(Graves Av – Weston Av)	\$100,000
Knox Street	(Cherry St – N. 3 rd Av)	\$250,000
Kolter Street	(Mathie St – Roosevelt St)	\$150,000
Lake Street	(S. 12 th Av – Madison St)	\$360,000
Lakeview Avenue	(Imm St – Wyatt St)	\$340,000
Lake View Court	(Lake View Dr – East Termini)	\$180,000
Lamont Street	(Weston Av – Kent St)	\$350,000
Lasalle Street	(Grant St – McIndoe St)	\$200,000
Le Messurier Street	(Seymour St – Prospect Av)	\$200,000
Le Messurier Street	(S. Bellis St – S. 13 th St)	\$580,000
Lenard Street	(E. Randolph St – Burns St)	\$270,000
Lenard Street	(E. Campus Dr – E. Crabtree Dr)	\$340,000
Lillie Street	(Broadway Av – St Austin Av)	\$250,000
Lincoln Avenue	(N. 2 nd St – N. 10 th Av)	\$900,000
Lines Street	(Broadway Av – South Termini)	\$160,000
Madison Street	(Madison St {Turn South} – East Termini)	\$300,000
Madison Street	(Bopf St – S. 17 th Av)	\$100,000
Manson Street	(Bellis St – S. 10 th St)	\$100,000
Maple Hill Drive	(N. 28 th Av – N. 29 th Av)	\$140,000
Maple Street	(N. 1 st Av – N. 11 th Av)	\$1,000,000

Marshall Street	(Lakeview Dr – Kent St)	\$410,000
Mary Street	(Ethel St – Lake View Ct)	\$180,000
Mathie Street	(Kolter St – Weston Av)	\$230,000
McCleary Street	(Myron St – E. Thomas St)	\$340,000
McClellan Street	(N. 10 th St – East Termini)	\$300,000
McDonald Street	(Grand Ave – Torney Av)	\$180,000
McIndoe Court	(N. 15 th St – East Termini)	\$70,000
McIndoe Street	(N. 6 th St – N. 7 th St)	\$180,000
McIntosh Street	(Seymour St – Bellis St)	\$480,000
Mobile Avenue	(N. 3 rd St – N. 6 th St)	\$200,000
Mobile Avenue	(N. 7 th St – N. 8 th St)	\$180,000
Mount View Blvd	(Kent St – Lakeview Dr.)	\$400,000
Nehring Street	(S. 20 th Av – S. 22 nd Av)	\$200,000
Nicolet Street	(Stevens Dr. – N. 12 th Av)	\$70,000
Nina Avenue	(N. 5 th St – N. 6 th St)	\$140,000
North Hill Road	(N. 10 th St – East Termini)	\$70,000
Norton Street	(Stevens Dr. – N. 12 th Av)	\$180,000
Oak Street	(N. 10 th Av – Cherry St)	\$1,000,000
Oakwood Blvd	(Lakeview Dr. – South Termini)	\$130,000
Oakwood Circle	(Oakwood Blvd – West Termini)	\$70,000
Parcher Street	(N. 6 th St – N. 9 th St Offset 634 feet)	\$140,000
Parcher Street	(N. 9 th St – N. 13 th St)	\$600,000
Pardee Street	(S. 17 th Ave – S. 20 th Av)	\$300,000
Park Ave	(N. 2 nd St – N. 10 th St)	\$1,100,000
Pine Crest Avenue	(Seymour Ln – Wildwood Ln)	\$410,000
Pine Street	(N. 10 th Av – N. 12 th Av)	\$270,000
Pleasant Street	(Grand Av – Garth St)	\$140,000
Plumer Street	(East Termini – Grand Av)	\$510,000
Plumer Street	(S. 4 th St – East Termini)	\$180,000
Plumer Street	(S. Bellis St – S. 13 th St)	\$580,000
Porter Street	(S. 1 st Av – S. 3 rd Av)	\$240,000
Porter Street	(S. 17 th Av – S. 19 th Av)	\$340,000
Prospect Avenue	(Townline Rd – McDonald St)	\$150,000
Quaw Street	(N. 2 nd Av – N. 6 th Av)	\$410,000
Quaw Street	(East Termini/N9thAv – West Termini)	\$200,000
Quaw Street	(N. 12 th Av – Stevens Dr)	\$120,000
W. Randolph Street	(Burek – Merrill Av)	\$1,500,000
Rosecrans Street	(S. 13 th Av – 22 nd Pl)	\$900,000
Ross Avenue	(Sturgeon Eddy Rd – Grand Av)	\$950,000
Ruder Street	(Fairmont St – Grand Av)	\$200,000
Ruder Street	(Geisler St – Wisconsin St)	\$200,000
Schwebach Street	(Coel Blvd – West Termini)	\$100,000
Seymour Street	(Kickbusch St – E. Thomas St)	\$540,000
Sheridan Road	(S. 15 th Av – S. 17 th Av)	\$125,000
Sherman Street	(S. 56 th Av – S. 52 nd Av)	\$200,000
Short Street	(N. 1 st St – N. 3 rd St)	\$200,000

Spruce Street	(N. 12 th Av – N. 14 th Av)	\$200,000
Spruce Street	(N. 3 rd Av – N. 10 th Av)	\$700,000
St Austin Av	(Lillie St – Sturgeon Eddy Rd)	\$800,000
Steuben Street	(N. 5 th St – N. 6 th St)	\$140,000
Steuben Street	(N. 15 th St – N. 16 th St)	\$100,000
Stewart Place	(S. 1 st Av – S. 2 nd Av)	\$100,000
W. Strowbridge Street	(Merrill Av – West Termini)	\$500,000
Sumner Street	(Bellis St – S. 10 th St)	\$100,000
Sunset Drive	(N. 12 th Av – Spruce St)	\$350,000
E. Thomas Street	(Grand Av – Genrich St)	\$360,000
E. Thomas Street	(S. 10 th St – West Termini)	\$70,000
W. Thomas Street	(S. 17 th Av – S. 19 th Av)	\$200,000
Torney Avenue	(Townline Rd – McDonald St.)	\$270,000
E. Union Avenue	(N. 1 st Av – Cherry St)	\$90,000
E. Union Avenue	(N. 8 th St – N. 10 th St)	\$300,000
W. Union Avenue	(N. 8 th Av – N. 10 th Av)	\$200,000
Walnut Street	(S. 20 th Av – S. 17 th Av)	\$300,000
Washington Street	(N. 7 th St – N. 6 th St)	\$160,000
W. Wausau Avenue	(N. 16 th Av – N. 10 th Av)	\$700,000
W. Wausau Avenue	(N. 1 st Av – Cherry St)	\$140,000
West Street	(21 st Pl – S. 22 nd Av)	\$200,000
Weston Avenue	(Grand Av – Lillie St)	\$1,300,000
Wisconsin Street	(Kolter St – Ruder St)	\$70,000
Young Street	(Prospect Av – East Termini)	\$240,000
Zimmerman Street	(Ross Av – Kent St)	\$100,000

Sum Total of Other Streets: Approx. \$90 Million

- Notes:
1. Street reconstruction costs do not reflect Sewer and Water Costs
 2. WDOT Street Reconstructions not included in this plan

AGENDA ITEM

Discussion on options for pedestrian crossing improvements at 12th Avenue and Stewart Avenue

BACKGROUND

The pedestrian crossing at Stewart Avenue and 12th Avenue has been a point of discussion for many years. The pedestrian traffic for John Muir School and Marathon Park can be substantial at certain obvious times of the day. The current system configuration is the following:

- 15 mph speed limit signs with flashing yellow beacon on top of speed sign
- Pedestrian crossing signs at the cross walk
- Overhead flashing yellow beacons
- Crossing guards during school hours
- The yellow beacons are turned on manually by the crossing guards and flash continuously while the crossing guards are at the intersection

Two different options have been looked at to improve the pedestrian crossing facilities at this intersection.

Option 1:

The first option would be to add Rapid Response Flashing Beacons (RRFB) to the pedestrian signs at the side of the road, in the median and overhead. The RRFB's would be controlled by push buttons. The advantage to this system is the increased visibility of the RRFB and the ability for pedestrians to activate the lights with push buttons even when crossing guards are not present.

Option 2:

The second option looked at is the HAWK system which uses overhead stop signals to stop motorists during a pedestrian crossing. This system is typically reserved for the most extreme cases where pedestrian accidents and high rates of speed exist.

Upgrades to the system will need to be coordinated with WDOT since this is STH 52.

FISCAL IMPACT

Estimates for the 2 system upgrades will be provided at a later date.

STAFF RECOMMENDATION

Staff is not looking for a formal recommendation at this time. Staff will continue to work on the alternatives with the WDOT and vendors to get estimates for construction. This staff report was to look at the current conditions and outline possible upgrades. Further discussion and action can be taken at future CISM meetings.

Staff contact: Allen Wesolowski 715-261-6762



