



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, June 9, 2022 at 5:15 p.m.

Location:

City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS

Members:

Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the May 12, 2022 meeting.
2. Public Hearing: Vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane.
3. Discussion and possible action on vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane.
4. Presentation on Fleet Maintenance Shop - Barrientos Design.
5. Presentation on downtown redevelopment street concepts - Toole Design.
6. Discussion and possible action on request from Town of Wausau regarding 25th Street from McIntosh Street to Townline Road.
7. Discussion and possible action on rerouting of STH 52 and Business Hwy 51 in the City of Wausau.
8. Discussion and possible action on State Municipal Agreement for Project ID 6999-18-08/78, North 18th Street, STH 52 to Sell Street.
9. Discussion and possible action on authorizing a public hearing to amend the Official City Map for the 28th Avenue corridor.
10. Construction update for 2022 projects.

Adjournment

LOU LARSON - Committee Chair

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

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 06/03/22 @ 11:00 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6590 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, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: May 12, 2022, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Doug Diny, Gary Gisselman, Chad Henke, Lou Larson, Lisa Rasmussen

Also Present: Eric Lindman, TJ Niksich, Cord Buckner, Tara Alfonso, Lori Wunsch

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

Noting the presence of a quorum, at approximately 5:30 p.m. Lindman called the meeting to order.

Select a Chairperson and Vice Chairperson for 2022-2024 term

Henke nominated Larson for Chair with Larson accepting the nomination. Seconded by Diny. Diny feels everyone is fully qualified and added an engineer would potentially be a good fit. Diny nominated Henke for Chair with Henke accepting the nomination. Seconded by Rasmussen. No other nominations were received. A secret ballot was taken with three votes for Larson and two votes for Henke. Lindman turned the meeting over to Chair Larson.

Rasmussen nominated Gisselman for Vice Chair noting as a past Chair he would be very helpful in the leadership role. Seconded by Diny. Gisselman accepted the nomination. No other nominations were received and a unanimous ballot was cast.

Establish regular meeting date and time for 2022-2024 term

Diny stated he prefers the meeting time of 5:15 pm. Henke has a prior commitment on Thursdays and would prefer 6:00 pm. Rasmussen had no preference and stated the committee could adjust certain meetings as needed. If the need is only the summer months, those three meetings could be adjusted leaving the remaining meeting times at 5:15 pm. Gisselman noted he has County Board meetings at 7:00 pm, but these meetings vary. Rasmussen stated when Henke has a conflict, he can let staff know. The committee agreed to keep the regular meeting time at 5:15 pm.

CONSENT AGENDA

- A. Approve minutes of the April 14, 2022 meeting**
- B. Action on Stormwater Maintenance Agreement with PIP JV LLC at 2025 County Road U**
- C. Action on Easement with Christiana Gandy and Zachary Gandy at 109 Freedom Way**

Rasmussen moved to approve the consent agenda items. Diny seconded and the motion carried unanimously 5-0.

Discussion and possible action on amending Wausau Municipal Code Section 10.48.090 Annual and monthly permits

Larson noted the next two items seems to be cut and dry. He believes they are lenient on parking permits with the mall not being there. Lindman agreed and stated the mall ramps are very lightly used.

Rasmussen moved to approve. Seconded by Gisselman and the motion carried unanimously 5-0.

Discussion and possible action on authorizing the modification of fees to the City of Wausau Fees and Licenses Schedule adopted pursuant to Wausau Municipal Code Section 3.40.010(a)

Diny moved to approve. Seconded by Henke.

Lindman stated this is regarding allowing overnight parking in Lot 5 from April to November.

There being a motion and a second, motion to approve carried unanimously 5-0.

Discussion and possible action on amending Wausau Municipal Code Section 10.48.120 Violations

This item is for clarification of the ordinance to help with enforcement.

Rasmussen moved to approve. Seconded by Diny and the motion carried unanimously 5-0.

2021 MS4 Annual Report and Compliance Update

Niksich highlighted items from the MS4 annual report that was submitted to the DNR. In 2021 there were 11 commercial construction sites greater than 1 acre. All needed inspections, which amounted to over 40 inspections. There are 49 major outfalls that discharge into the river that were inspected. Those are identified as being 24" or greater or a discharge from an industrial source. 11 of these needed to be tested due to them being flowing during dry weather or being submerged. 3 were found to be outside of the testing limits. The source was identified and removed.

DPW removed 7,500 tons of material through street sweeping and catch basin cleaning. This was mostly sediment and other rubbish/debris. To meet educational requirements, a Salt Wise open house was held at DPW. Representatives from Salt Wise in Madison were here. We also invited representatives from surrounding municipalities. We reviewed the practices DPW uses to reduce salt while still maintaining safe roads during the winter. Representatives from the County, Merrill, Schofield, and Weston shared their best ways to manage ice during the winter.

Diny asked the definition of an illicit discharge. Niksich replied it is anything other than storm water. 2 of the 3 illicit discharges were chlorine related. 1 was due to hydrant flushing where the municipal water was creating too much chlorine. The other was an apartment building using city water for their chiller. The water was rerouted to go into the sanitary.

Diny asked where the street sweeping debris is taken. Niksich explained every year we apply for a beneficial reuse permit where we bring the material to a site. Once a year we have to test it to make sure it is not outside any contaminate boundaries. If within compliance, we can use it as some type of beneficial reuse. Currently we bring the material to the airport to use as fill.

Henke asked if this was submitted in March and if we have had any feedback from the DNR. Niksich said the deadline for submittal was March 31st. We typically do not hear back from the DNR. They review the document and keep on file.

Niksich spoke of a grant that has been submitted for a stormwater pond conversion. This is a 50-50 grant up to \$300,000 to convert a pond from a dry pond to a wet pond. During the next MS4 permit term, which is in 2024, the DNR is requiring all communities along the WI river basin to begin reducing their total phosphorus loading that discharges into the river. Currently the requirement is to have a 68.6% reduction; we are at 28.1%. We create 6,402 pounds of phosphorus and discharge 4,603 pounds. We need to reduce that by just over 2,500 pounds per year. Converting the dry pond to wet will help reduce by only a mere 13.9 pounds. The pond conversion is estimated to cost \$470,000 and only reduce discharge by 13.9 pounds. We need about 18 times that per permit term to remain in compliance with the DNR.

Larson asked what the long-term vision is if we are only reducing discharge by 13 pounds. Niksich said there are multiple ways to reduce discharge, such as creating wet out of dry ponds, creating new wet ponds where stormwater discharges directly into the WI River, or through redevelopment. As older industrial buildings and parking lots are redeveloped, there are requirements through the DNR to remove suspended solids that do not already have controls. Currently there is a leaf pickup study being conducted. If we meet those requirements, we could use that as phosphorus reduction. There is also phosphorus training we could do with either the sanitary utility or with neighboring communities that discharge into the same basin.

Larson asked how many ponds are needed. Niksich indicated the master plan from 2019 identified 10 projects that would get us close to that 10%. However, even those 10 projects will not achieve 10%. The DNR does have a clause that says to the maximum extent practical, meaning as long as we are making an effort. However, Niksich does not feel one project would show a significant amount of effort. We have to show that we are either creating new ponds or show something making an actual impact to phosphorus reduction. The leaf study should be completed shortly which he believes would apply as we are already doing leaf pickup. However, there will be different requirements as before it was very strict and stringent. In order to meet redevelopment requirements, we would have to do a study. This would create a monetary burden as we would have to hire a consultant to study new development and how much phosphorus we are removing.

Diny asked if phosphorus is measured off of the 47 outfalls. Niksich explained phosphorus is calculated by all of the runoff created within the city of Wausau. It is determined through modeling, not through sampling or something extremely scientific. Beginning in 2024 there will be a large commitment to reducing phosphorus. A stormwater utility would go a long way to help raise needed funds to work towards DNR compliance. For educational purposes, Rasmussen feels it would be helpful to revive the stormwater utility presentation. Right now, projects would be levy dependent because we do not have any other revenue collection to use for it. If under a mandate to get to a certain level, she feels it would be a benefit to have a discussion about a stormwater utility. Council now has the means to create a stormwater utility if it chooses to, but we need to learn about it first. She requested a presentation at the next meeting regarding how a stormwater utility would function and what it would cost people. Lindman indicated a presentation could be brought forward in June or July. He noted that as staff looks at streets and redevelopment, they do look at stormwater storage, retention, bioswales etc. As we redo areas, these will be added in the design if we can fit them in.

Gisselman asked if ponds were the direction we are moving or if there are other ways. Niksich said wet ponds are the most cost effective and efficient. There is a mechanical separator and different coagulates that will stick to the phosphorus and speed up the process, but at this point Niksich does not believe they are advanced enough to be cost efficient.

Diny asked if this is incorporated in RFPs for projects. Niksich explained there is redevelopment and new development. New development is any piece of property that was previously undeveloped. That requires 80% total suspended solid removal prior to leaving the site, redevelopment projects require 40% total suspended solid removal.

Construction update for 2022 Projects

Niksich stated 6th Street from Horseshoe Springs to Evergreen is a mill and overlay project that is near completion. It should be fully completed early next week. The Asphalt Paving Project includes the intersection of Kent and Grand Avenue, and 6th Street from Jackson Street to Scott Street. This is anticipated to begin mid to end of June with completion in early July.

Project A is the extension of watermain from Bugbee up Campus and Burek. This project is tied to the new water plant. They will be replacing the 6" watermain with 18" watermain. This project also includes the reconstruction of Bugbee. The project is expected to start early June with completion by the end of September. A1 Excavating is the contractor. Project B consists of 4th Avenue from Bridge Street to Knox Street and 4th Street from McClellan to Scott. Haas Sons is the contractor. It is anticipated to start early June with completion mid-September. Project C consists of Torney Ave from Townline Road to McDonald Street. This is a complete reconstruction funded by CDBG funds. We are still waiting on funding, so the project has not been bid yet. All of these projects have potential for delays. We are still waiting on watermain. This is the first year the City has ordered it ourselves. We ordered in January and are hoping to receive it in early June.

We just received all easements for the 72nd Avenue Trail project. This was the last piece needed to submit final plans, specifications, and estimates to the DOT for approval. The approval process takes about a month and a half. The plan is to bid this project the end of July with construction in August and completion by the end of the year. Larson asked if this trail is just along 72nd Avenue or if it includes the loop behind. Niksich replied the trail is along 72nd Avenue from Packer Drive to International. Larson questioned if there was a plan to do more in the

future. Niksich indicated a TAP grant has been submitted, but he does not believe we will hear back on the grant until the fall. Larson has seen many people walking on the street in this area and he fears someone may get hit. Niksich said the second trail is estimated at around \$1 million with an 80-20 cost share if TAP funding is received.

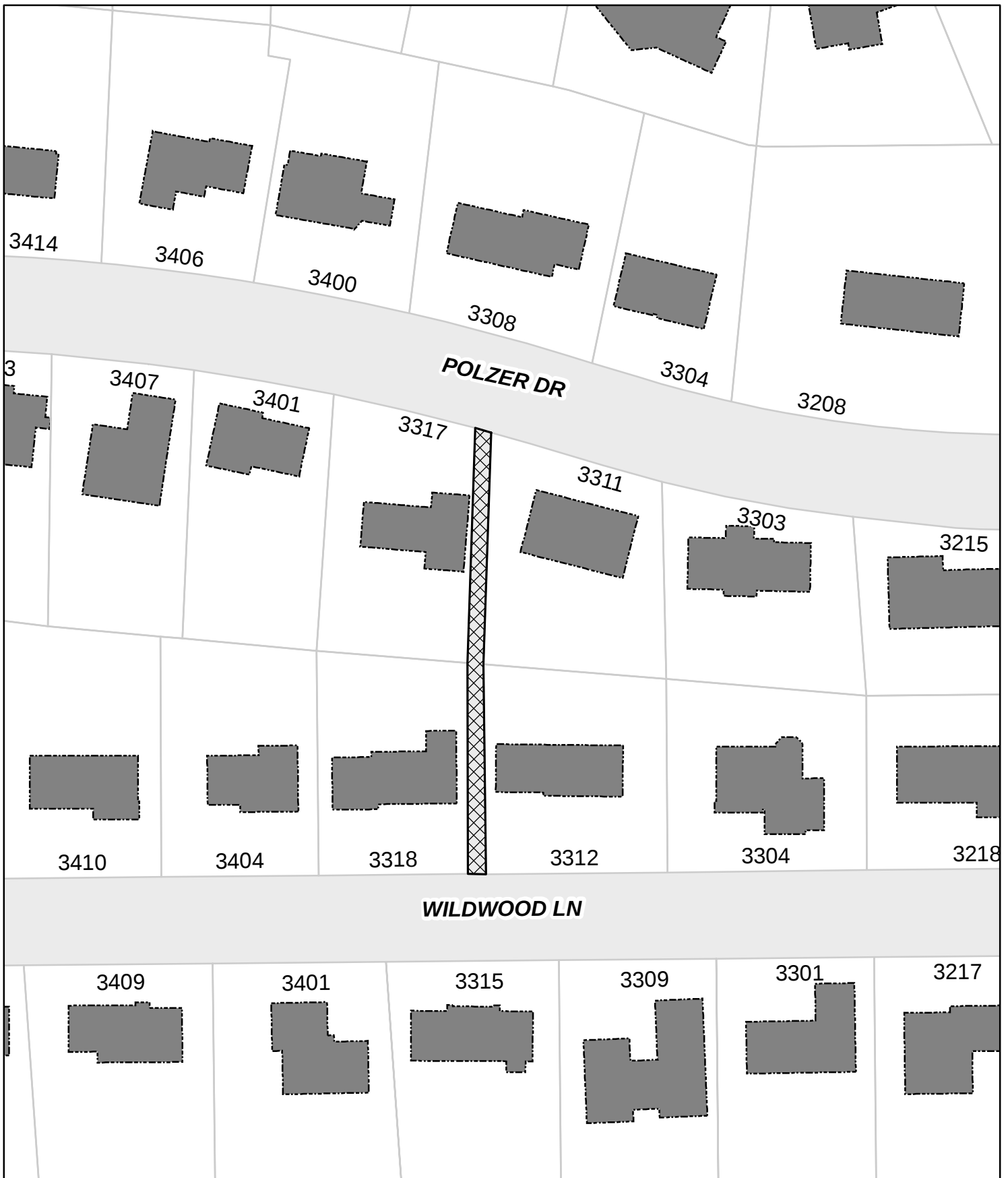
Diny asked if there were any street maintenance pieces to the 3rd Street clinic project, such as Fulton Street. Niksich believes Fulton from 1st to 6th Street is on the 5-year plan. Lindman added that Fulton is one street we are looking at applying for STP Urban funding or possibly TID funding depending on redevelopment. He believes it is year 4 or 5 of the 5-year plan.

At a future meeting, Larson would like an update on the new facility for DPW. Lindman said the consultant is preparing a presentation and anticipating presenting it in June.

Adjourn

Diny moved to adjourn the meeting. Henke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:05 p.m.

AGENDA ITEM
2. Public Hearing: Vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane 3. Discussion and possible action on vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane
BACKGROUND
A petition was received from the abutting property owners to vacate the unused walkway right-of-way. The walkway between the lots was never developed. A copy of the petition and a map are included.
FISCAL IMPACT
Minimal, the right of way would revert to the adjacent landowners and go on the tax roll.
STAFF RECOMMENDATION
Engineering staff does not have plans to develop a walkway in this right-of-way. Recommend approval depending upon public comment.
Staff contact: Allen Wesolowski 715-261-6762



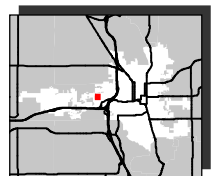
0 25 50 100 Feet
Map Date: March 17, 2022

CITY OF WAUSAU

Marathon County, Wisconsin

Legend

- Existing Building
- Existing Right-of-Way
- Proposed ROW Vacation
- Municipal Boundary

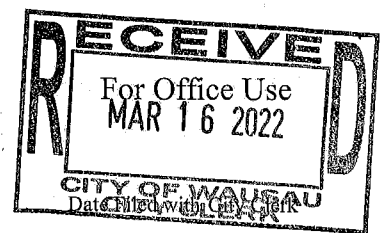


PETITION

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



Vacate 10' public walkway
abutting 3311 & 3317 Polzer
& 3312 & 3318 Wildwood Lane

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <u>Barbara Storch</u>	<u>Barbara Storch</u>	<u>3311 Polzer Dr.</u>	<u>3/15/22</u>
2. <u>James L. Desautels</u>	<u>JAMES L. DESAUTELS</u>	<u>3317 Polzer Dr.</u>	<u>3/15/22</u>
3. <u>Kori Moncke</u>	<u>Kori Moncke</u>	<u>3312 Wildwood Ln.</u>	<u>3/15/22</u>
4. <u>Chris Burger</u>	<u>Chris Burger</u>	<u>3318 Wildwood Ln.</u>	<u>3/15/22</u>
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

CITY OF WAUSAU Barbara Storch being duly sworn disposes and says that he is a resident of the affected area, residing at 3311 Polzer Drive 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 residents 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 16 day of March, 2022

Kathleen J. Bernerside
Signature of City Clerk or designee

Bene J. Storch
Barbara J. Storch
(Signature of Circulator)

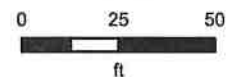
3311 Polzer Drive
(Address of Circulator)



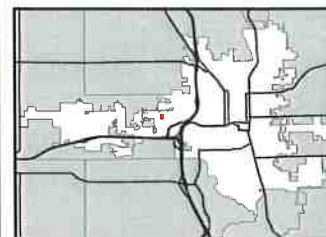
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 3/11/2022



-  Municipal Boundaries
-  Parcel



NOTES:

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

AGENDA ITEM
Presentation on Fleet Maintenance Shop – Barrientos Design
BACKGROUND
City staff has been working with Barrientos Design & Consulting to review potential site locations for a new fleet maintenance shop and also to relocate the entire DPW Street/Construction Division to a new location. Barrientos will provide a presentation on sites reviewed and probable costs for relocation.
FISCAL IMPACT
Budgeted professional services.
STAFF RECOMMENDATION
Staff is looking for feedback from the committee to assist us determining next steps
Staff contact: Eric Lindman 715-261-6745



City of Wausau

Department of Public Works

Facility Planning Study



May 12, 2022

- **Facility Assessment & Space Needs Study (2018, Barrientos)**
 - Concluded facility conditions are inadequate for operations
 - Cost to maintain over 10 years exceeds \$2.3 million
 - Fleet truck & equipment storage is significantly limited
 - Fleet Repair Garage is insufficient and poses safety risks

Overview



- **Facility Assessment & Space Needs Study (2018, Barrientos)**

- Concluded facility conditions are inadequate for operations
 - Cost to maintain over 10 years exceeds \$2.3 million
 - Fleet truck & equipment storage is significantly limited
 - Fleet Repair Garage is insufficient and poses safety risks
- Optimal facility space needs are ~101,000 SF (83,000 SF current)
 - Studied new construction options on current site
 - Study showed that current site is undersized for optimal facility and poses flood risk (additional construction costs)

Overview

OPTIONAL REPAIR PROGRAM
Phase 1: Fleet Garage Study

City of Barrientos, 2018

Item	Quantity	Unit	Rate	Amount
Repair/Replace	10	SF	10,000	100,000
Paint	10	SF	1,000	10,000
Lighting	10	SF	1,000	10,000
Roof	10	SF	1,000	10,000
Foundation	10	SF	1,000	10,000
Drainage	10	SF	1,000	10,000
Other	10	SF	1,000	10,000
Total				150,000

OPTIONAL 2: Construction Cost Estimate
Phase 2: Fleet Garage Study

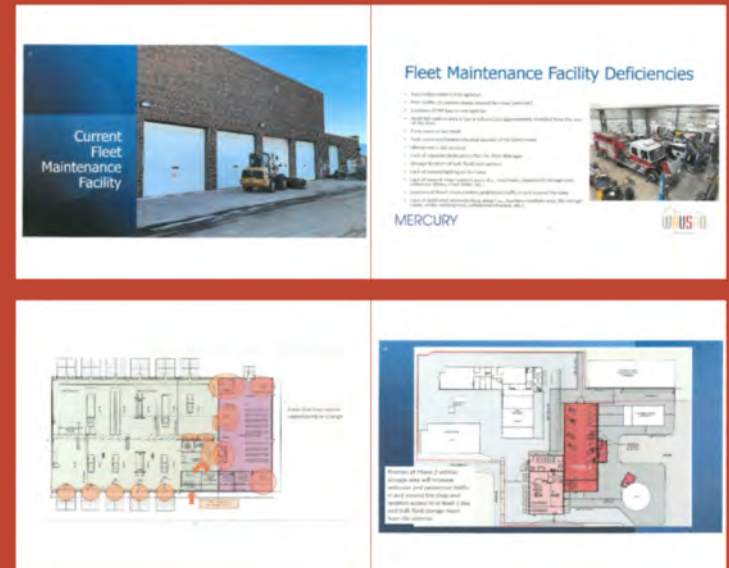
City of Barrientos, 2018

Item	Quantity	Unit	Rate	Amount
Construction	10	SF	1,000	100,000
Paint	10	SF	1,000	10,000
Lighting	10	SF	1,000	10,000
Roof	10	SF	1,000	10,000
Foundation	10	SF	1,000	10,000
Drainage	10	SF	1,000	10,000
Other	10	SF	1,000	10,000
Total				150,000



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- **Fleet Management Study Report (2021, Mercury)**
 - Found DPW operations would be more efficient if Motor Pool Division and DPW Operations were separated into two buildings

Overview



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- **Fleet Management Study Report (2021, Mercury)**
 - Found DPW operations would be more efficient if Motor Pool Division and DPW Operations were separated into two buildings
- **Alternate Site Evaluation Study (2022, Barrientos)**
 - Developed Optimal Floor plans and Site plan
 - Studied current site with additional parcels purchased
 - Evaluated 11 alternative site options

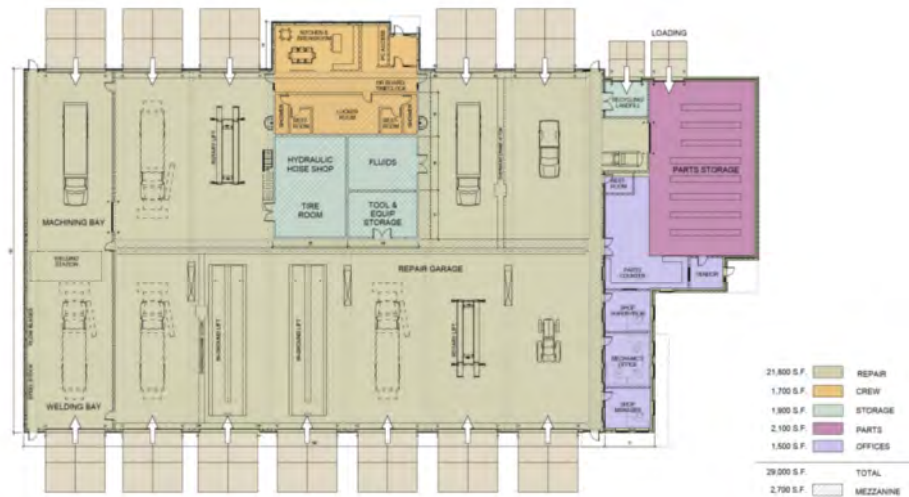
Overview



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- **Alternate Site Evaluation Study (2022, Barrientos)**
 - Developed Optimal Floor plans and Site plan
 - Studied current site with additional parcels purchased
 - Evaluated alternative site options
- **Today**
 - Propose three best directions for DPW Facility

Overview

Optimal Floor Plans



Wausau Public Works
DPW/ Repair Garage Plan

8.26.21



Wausau Public Works
DPW/ Repair Garage Plan

8.26.21

Optimal Site Plan



OPTIMAL SITE PLAN

Wausau Department of Public Works

11.15.21

Construction Cost Estimate - Optimal Plan

City of Wausau
Main Garage Precast, Repair Garage Precast, Storage Buildings Pre-Engineered

	SF/Quantity	Cost per SF	Total
Main Garage			
Vehicle Parking	68,000	222 \$	15,096,000
External Truck Wash	4,300	222 \$	954,600
Sign & Carpentry Shops	2,700	222 \$	599,400
Crew Quarters	3,500	255 \$	892,500
Administrative Areas	3,000	264 \$	792,000
	81,500	Total \$	18,334,500

Repair Garage (Motor Pool Division)			
Repair Shop	20,800	260 \$	5,408,000
Parts Department	2,100	233 \$	489,300
Storage	1,900	222 \$	421,800
Crew Quarters	1,700	255 \$	433,500
Administrative Areas	1,500	264 \$	396,000
	28,000	Total \$	7,148,600

Site Construction			
Site Work - developed land	19.5	\$ 190,000 \$	3,705,000
Fuel Station		allow \$	350,000
Tempered Storage Building	1,800	\$ 90 \$	162,000
Utility (Brine & Salt Storage Sheds)	14,000	\$ 122 \$	1,712,550
	15,800	Total \$	5,929,550

New Furniture			
Workstations	10	\$ 10,000 \$	100,000
Assembly Room	1	\$ 35,000 \$	35,000
Safety Training	1	\$ 20,000 \$	20,000
Conference Room	1	\$ 20,000 \$	20,000
	13	Total \$	175,000

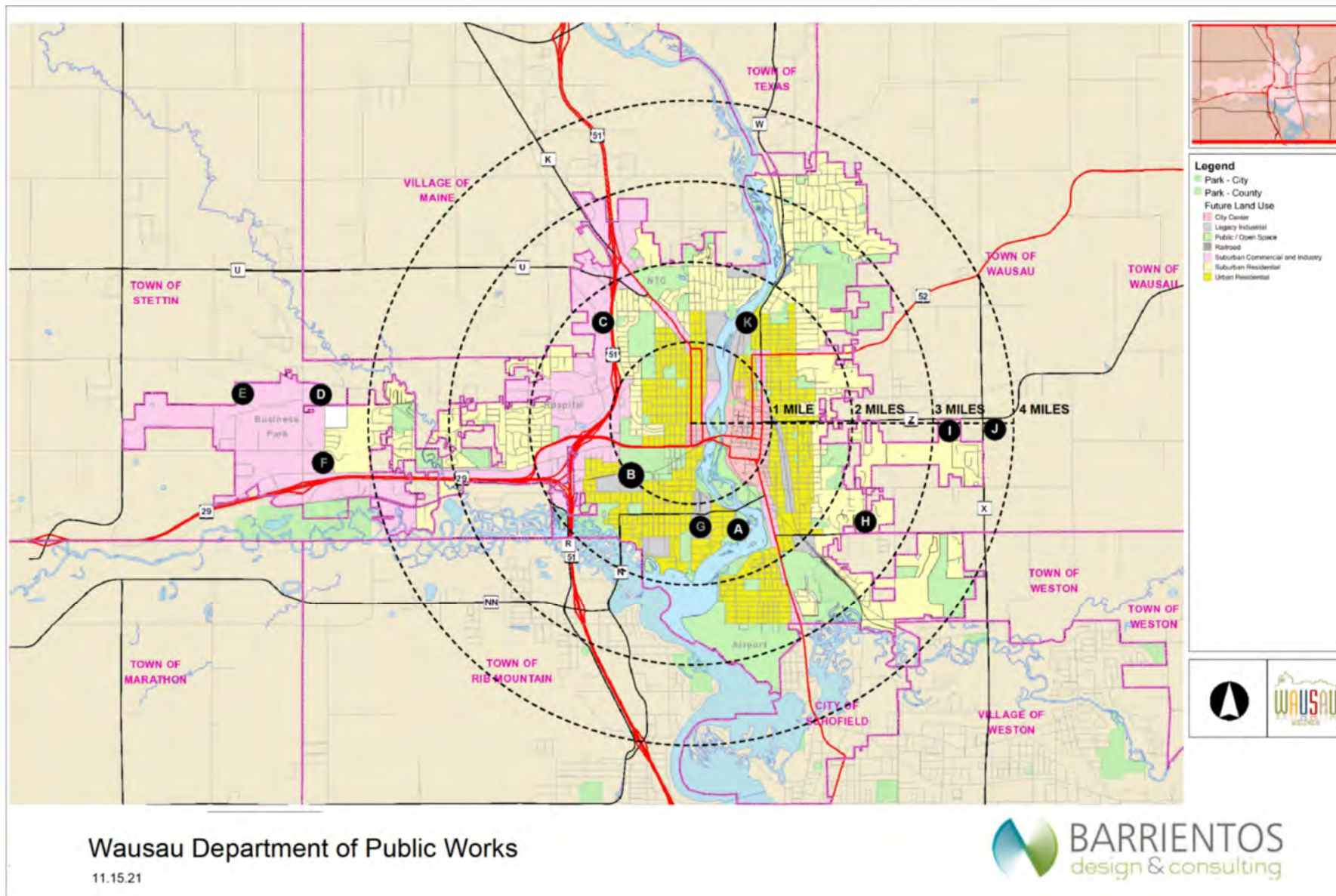
Total Construction Cost \$ 31,412,950

Notes

* Estimate does not include site acquisition costs, moving/relocation expenses, or plan approval and review fees.

* Includes soft costs, construction managing contingency, architecture & engineering fees and permitting fees.





Site Selection Criteria Ranking

City of Wausau Department of Public Works

	A	B	C	D	E	F	G	H	I	J	K
	Existing DPW Site	Current County HWY Dept. (West St.)	Westwood Drive	Settin Drive	International Drive	Stewart Ave	Kolbe & Kolbe Cleveland Ave	County Road N	County Road Z	County Road Z & X	County Materials Corp (Winton St.)
Rating 3 = Best, 2 = Ok, 1 = Poor											
Sufficient Site Size (19 + acres)	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Distance to Service Areas	3.0	3.0	3.0	1.0	1.0	1.0	3.0	3.0	2.0	2.0	2.0
Access to Main Arterial Roads/ Bridges	3.0	3.0	2.0	1.0	1.0	2.0	3.0	3.0	3.0	3.0	2.0
No Floodplain or Wetlands	1.0	3.0	3.0	2.0	2.0	1.0	3.0	3.0	3.0	3.0	3.0
Environmental Justice	1.0	2.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	3.0	2.0
Access Road without steep inclines	3.0	3.0	2.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	3.0
Sufficiently flat Site Topography	3.0	3.0	3.0	3.0	2.0	1.0	3.0	3.0	3.0	3.0	3.0
Fit with Neighboring Properties & City Masterplan	3.0	3.0	3.0	2.0	3.0	3.0	2.0	1.0	3.0	3.0	1.0
Existing Zoning Conformance	3.0	3.0	2.0	1.0	3.0	3.0	3.0	1.0	2.0	2.0	3.0
Extra Site Development Costs	1.0	1.0	3.0	3.0	1.0	1.0	2.0	3.0	3.0	3.0	1.0
Total Ranking	23.0	26.0	27.0	22.0	22.0	21.0	27.0	24.0	26.0	26.0	21.0
Total Ranking (Selected Sites)	23.0	26.0	27.0	22.0				24.0	26.0	26.0	

Facility Options

A. Current Site +



B. West Street+ (Current CTY HWY)



C. Westwood Dr.



A: Existing Department of Public Works (Myron St.)

The existing site is described in Part One.

- City owned
- Brownfield Site
- 16.0 Acres

Benefits

- Centrally located site
- Having the Main Garage and Repair Garage on the same site is optimal for operations
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

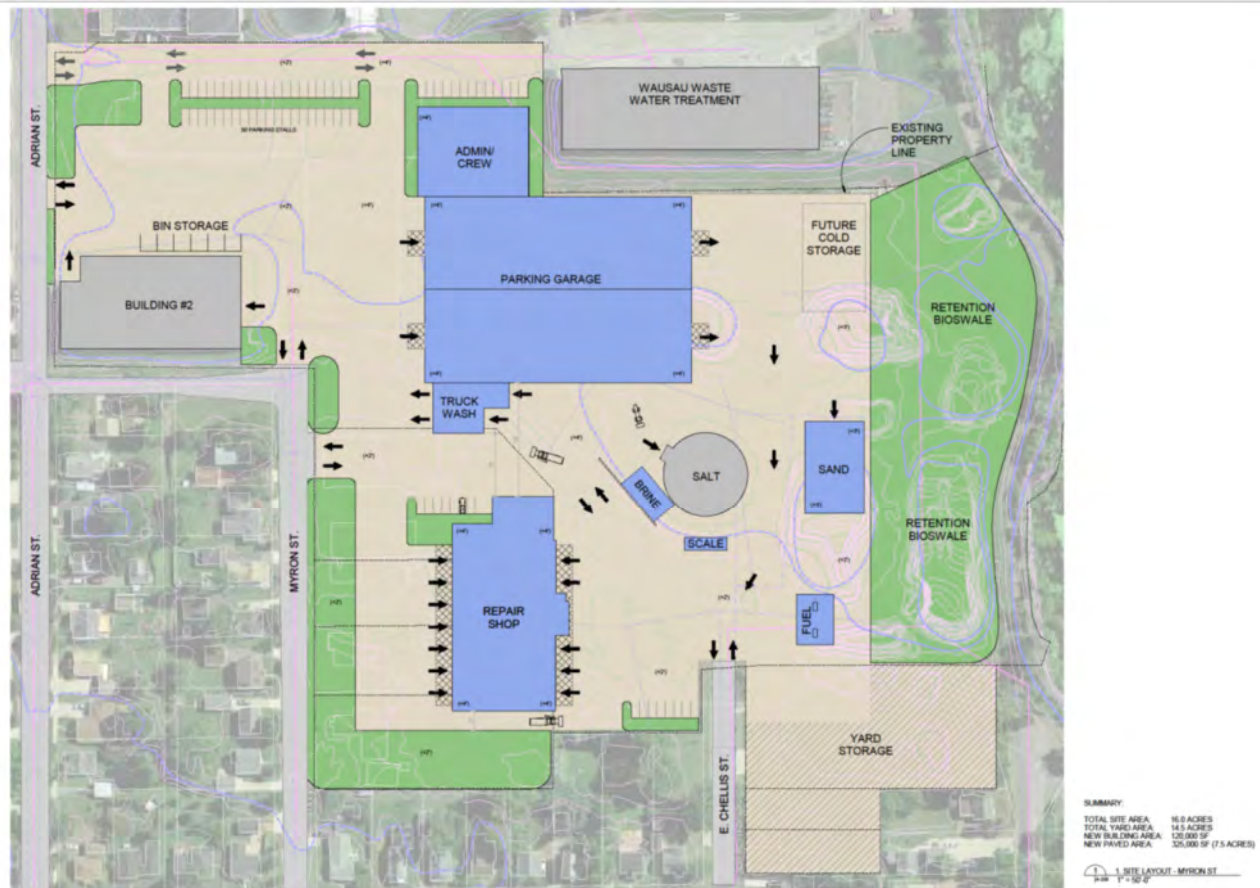
- The site is in a floodplain and new buildings would require significant infill
- There is poor existing fill (possibly landfill material) in ground that would need to be analyzed and possibly remediated
- An old creek runs through the site so substantial stormwater drainage would be required
- Although all facilities would fit on site, the traffic flow and yard storage are not optimal
- Minimal room for future building/ storage needs

A. Current DPW Site

- Site: 14.8 acres (City owned)
 - Need to acquire adjacent parcels or split facility
 - Demolition Required
 - Additional flood-zone site work
-
- Ability to reuse some facilities
 - Ability to construct with Phased approach



A. Current DPW Site

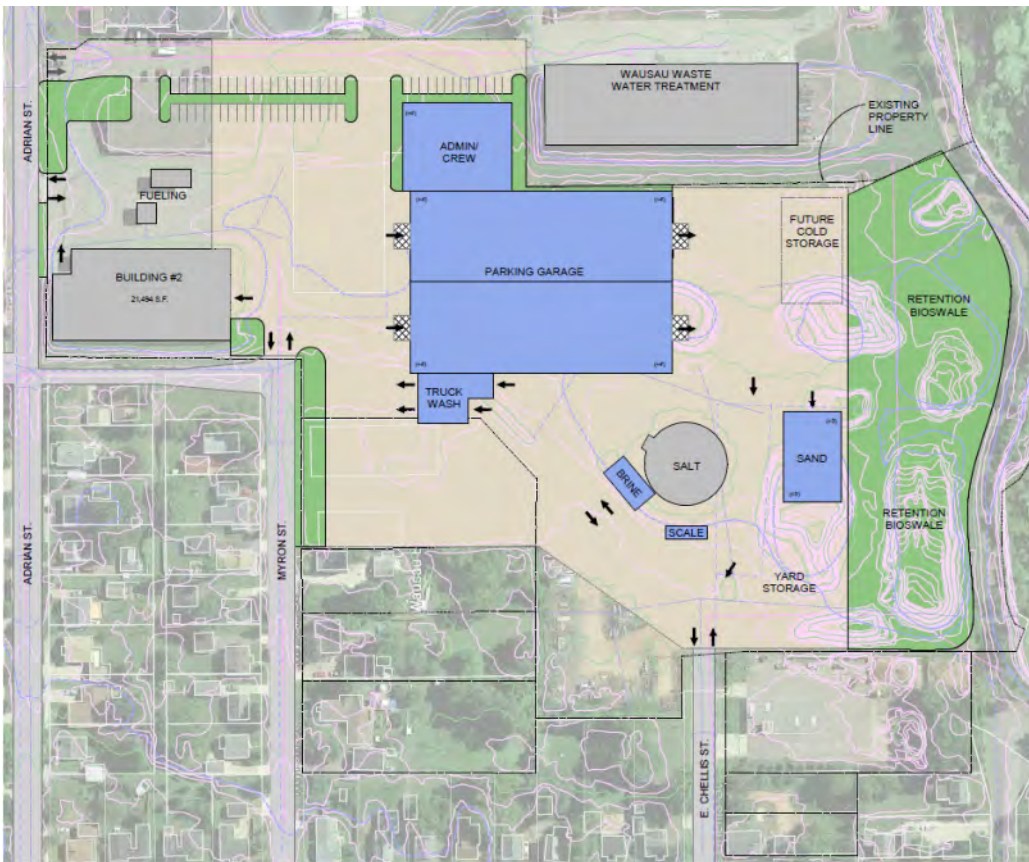


Wausau Department of Public Works

11.15.21



A. Current DPW Site



B-2: Current County Highway Department (West St.)

The City asked to review the West St. site for its usefulness given the currently owned land (This option: B-2 differs from option B because it was previously assumed the parcel to the East could be utilized).

The site is being vacated by the Highway Department in the next 2-5 years. The County recently purchased 1212 West storage warehouse buildings so this portion of the site is incorporated.

Given the current extents of the site it would fit the Repair Garage, fuel station, cold storage, and the sand / salt storage. It could also house 44,000 SF of Heated Vehicle Parking and utilize the existing tempered storage for 17,000 SF of Vehicle Parking which combined makes up 98% of the optimal parking needed. What does not fit on the site is yard storage, stockpiles, a retention pond, and 11% of Vehicle Garage space.

- Public entity owned
- Brownfield Site
- 12.5 Acres

Benefits

- Centrally located site
- Similar building uses as existing owner
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- Demolition Required
- Coordination with current tenant vacating
- Minimal room for future growth
- Not all facilities fit on site
- Would require underground stormwater management or retention pond

Further analysis needed to determine if city gutter can be used in place of retention pond.

B. West Street

(current County HWY Site)

- Site: 12.5 acres (City owned)
- Need to acquire adjacent parcels or split facility
- Demolition Required
- Ability to reuse some facilities
- Ability to construct with Phased approach



B. West Street



Wausau Department of Public Works

01.31.22



C: Westwood Drive

This site is a greenfield property with the proper size to fit the optimal plan. It borders interstate 51 and has a four-lane access road with routes to the north and south of the city. The site topography is suitable and drains to an existing retention pond at the north-east. If the County Highway Department relocates to the CTH U site (half a mile from this site) some overlapping uses could be shared.

- Privately owned
- Greenfield Site
- 23.3 Acres

Benefits

- Centrally located site
- Adequate space for optimal plan
- Good access road/routes
- Good topography with existing retention pond
- Overlapping uses could be shared with County facility

Drawbacks

- Land must be acquired
- Access road to the south has some incline

C. Westwood Drive

- Site: 23.3 acres (not City owned)
 - Need to acquire land
 - Greenfield Site
-
- Ability to construct with Phased approach



C. Westwood Drive



Facility Options

A. Current Site +



Wausau Department of Public Works
11.15.21



- Site: 14.8 acres (City owned)
- Need to acquire adjacent parcels or split facility
- Demolition Required
- Additional flood-zone site work

B. West Street + (Current CTY HWY)



Wausau Department of Public Works
11.15.21



- Site: 12.5 acres (City owned)
- Need to acquire adjacent parcels or split facility
- Demolition Required

C. Westwood Dr.



Wausau Department of Public Works
11.15.21



- Site: 23.3 acres (not City owned)
- Need to acquire land
- Greenfield Site

Agenda Item No.

5

STAFF REPORT TO CISM COMMITTEE – June 9, 2022

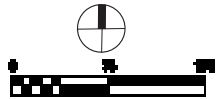
AGENDA ITEM
Presentation on downtown redevelopment street concepts – Toole Design
BACKGROUND
Toole will present updated street concepts for the downtown redevelopment.
FISCAL IMPACT
None
STAFF RECOMMENDATION
None - informational purposes only.
Staff contact: Allen Wesolowski 715-261-6762



**DRAFT FOR DISCUSSION
WAUSAU CENTER STREET DESIGN
JUNE 2022**

TOOLE
DESIGN

OVERVIEW PLAN



WAUSAU CENTER STREETS

A SPACE FOR ALL

Streets support a range of transportation, access, and civic functions, and the role of streets have evolved over time.

A community’s downtown streets are exceptionally unique in that they often need to provide for different - and sometimes competing - design and operational needs. Wausau Center streets should first and foremost be designed to be human-centered and encourage people to walk and enjoy the space, and it is also important to consider all of the functions throughout a day such as providing for the delivery of goods and parking. Street functions that need to be considered in Wausau:



Public Realm

As public spaces, they also have a civic function and can be designed with places to rest, gather, eat, or play.



Mobility

Streets allow users to move from one location to another by several modes, including walking, biking, transit, cars, and other forms of mobility.



Parking

Private vehicles—including cars, bikes, scooters, and other mobility devices—are sometimes stored on the street while their users are at their destinations.



Loading People

People access buses, the streetcar, or cars at the curb or valet drop-offs. Seating, shelter, and shade can help make the wait more comfortable.



Delivery and Service

Goods have to be transported between delivery vehicles and buildings, either using designated loading zones or at the curb.

WHAT IS A FLUSH STREET?

Flush streets often provide a more holistic approach to designing for all the activity that happens in the public realm, from building face to building face. These streets emphasize the social and economic function of streets, intending to create a vibrant place for people to move and gather. Simultaneously, when designed appropriately, they still allow for typical operational needs such as delivery of goods and transit operations.

Flush streets essentially operate a lot like curbed streets, but they provide for greater flexibility in how the right-of-way can be used. Flush streets still clearly delineate where pedestrians walk, where bicyclist ride, where people drive vehicles and park, where green stormwater infrastructure can be maximized, and where cafe seating or retail spill-out space should occur. Additionally, flush streets are designed to provide flexible and accessible space for festivals, farmers markets, and other activities, during which streets could be closed to motor vehicles.



What are the design features of a flush street?

Flush streets can take on many different forms and there is no single way to design them. While the exact design can vary, they tend to have a several key features that distinguish them from a conventional street:

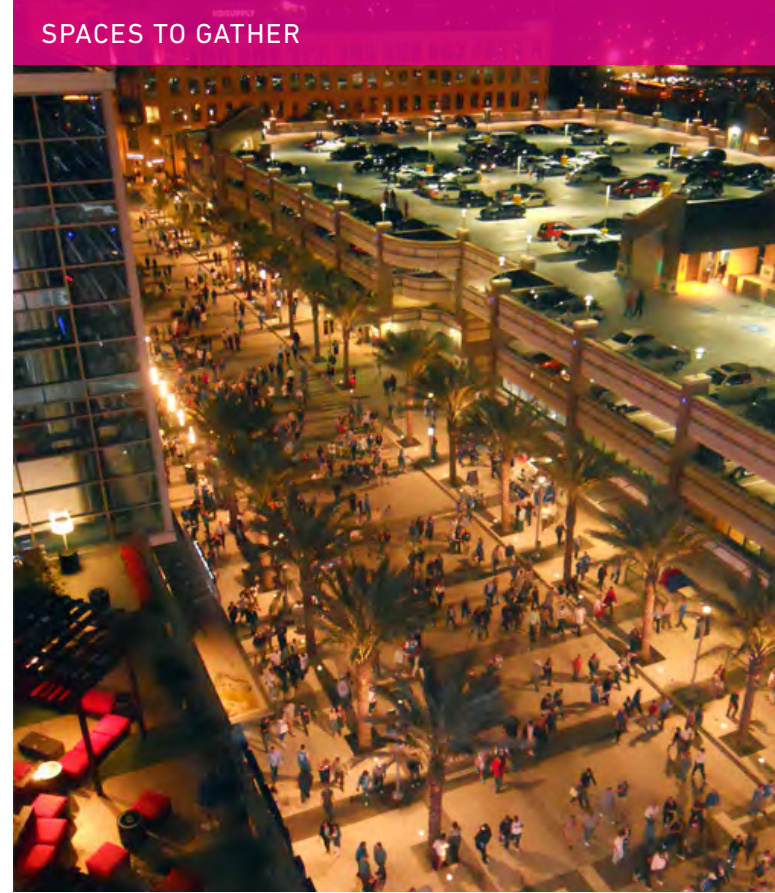
- Special pavement is used to make the flush street distinct from conventional streets, delineate zones within the flush street, and create an attractive environment.
- Flush streets are a seamless experience throughout the space and easier for people with limited mobility, wheelchairs, or strollers to move around.
- Flush streets are designed to encourage slow vehicle speeds allowing bicyclists to coexist in the road comfortably.
- Vertical curbs are minimal and may only be used to help delineate green stormwater infrastructure and on-street parking.
- Lighting is designed at the human scale, rather than the automotive scale. There is soft lighting throughout to both create an inviting atmosphere and make sure all users are clearly visible. Like drainage, the placement of light poles can help separate the pedestrian-only comfort zone from the shared zone.
- A furnishing zone for shade trees, seating, trash and recycling bins, bicycle parking, planters, or other features is aligned with light poles. This helps organize potential obstacles and define separation between flush street space.
- Places for people to gather and rest are mixed in throughout. These can range from a simple bench in the shade of a tree to larger plaza spaces for events.
- Tactile warning strips are used at entrances to the flush street space and throughout intersections to indicate the change in environment, which is especially necessary for people with limited vision.
- Gateway features notify people when they are entering and leaving the flush street space.
- On-street parking can be incorporated, if desired.
- Informational guidance to help people use the space, including signs, kiosks, and auditory cues, as well as information provided to navigational app providers.

FLUSH STREET SPACE DESIGN FEATURES

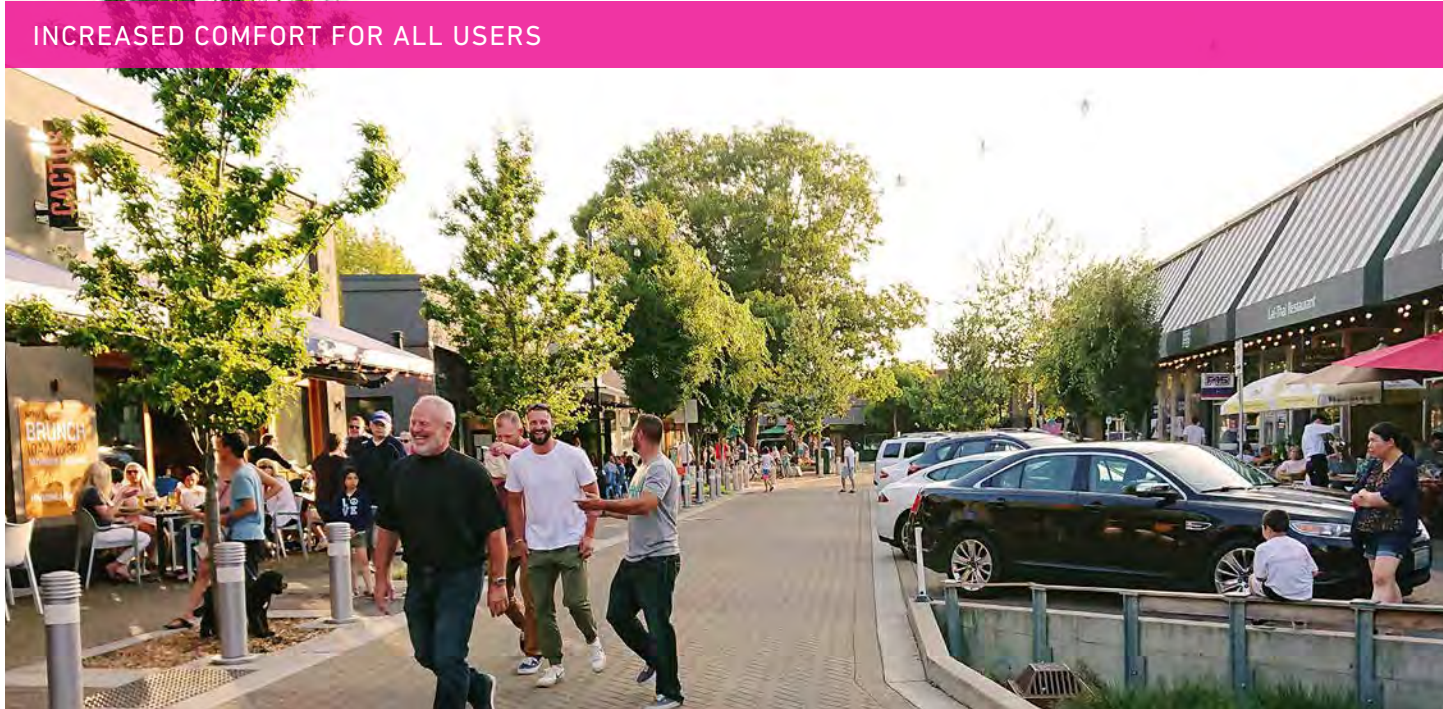
SPECIAL PAVEMENT MATERIALS



SPACES TO GATHER



INCREASED COMFORT FOR ALL USERS

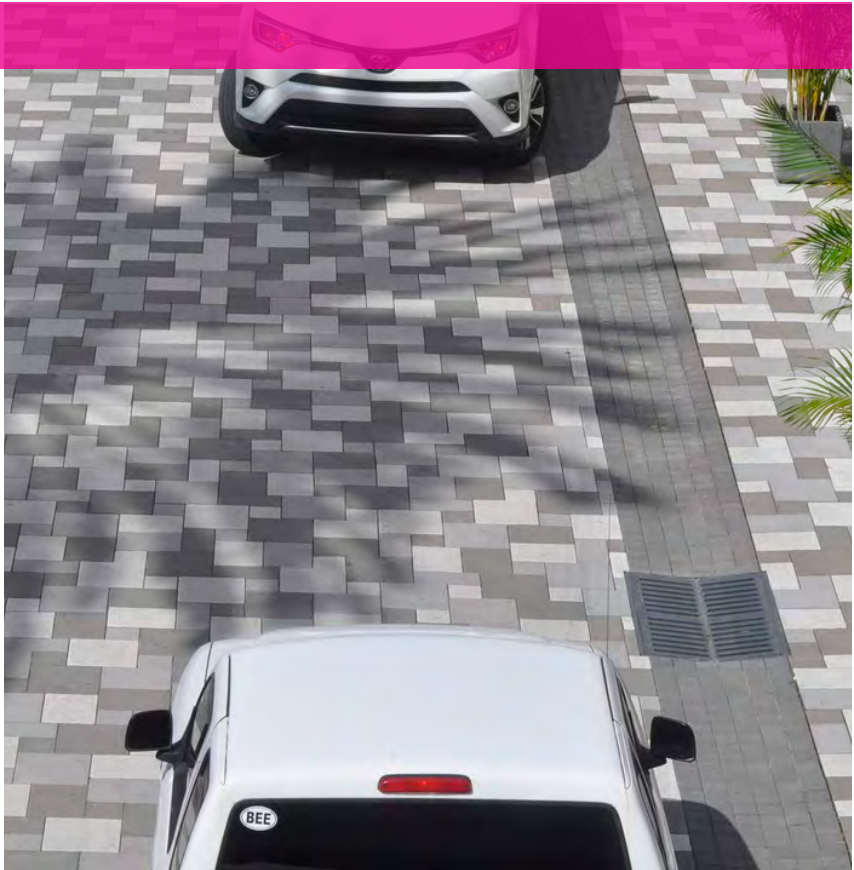


ECONOMIC DEVELOPMENT



FLUSH STREET SPACE DESIGN FEATURES

INTEGRATED STORMWATER MANAGEMENT



HUMAN-SCALE LIGHTING



FLEXIBLE FURNISHING ZONE



FLUSH STREET SPACE DESIGN FEATURES

GATEWAY AND INTERSECTION BUMPOUTS

TALKING BOOK & BRAILLE LIBRARY
AND
MOBILE SERVICES



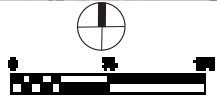
SLOW VEHICLE SPEEDS



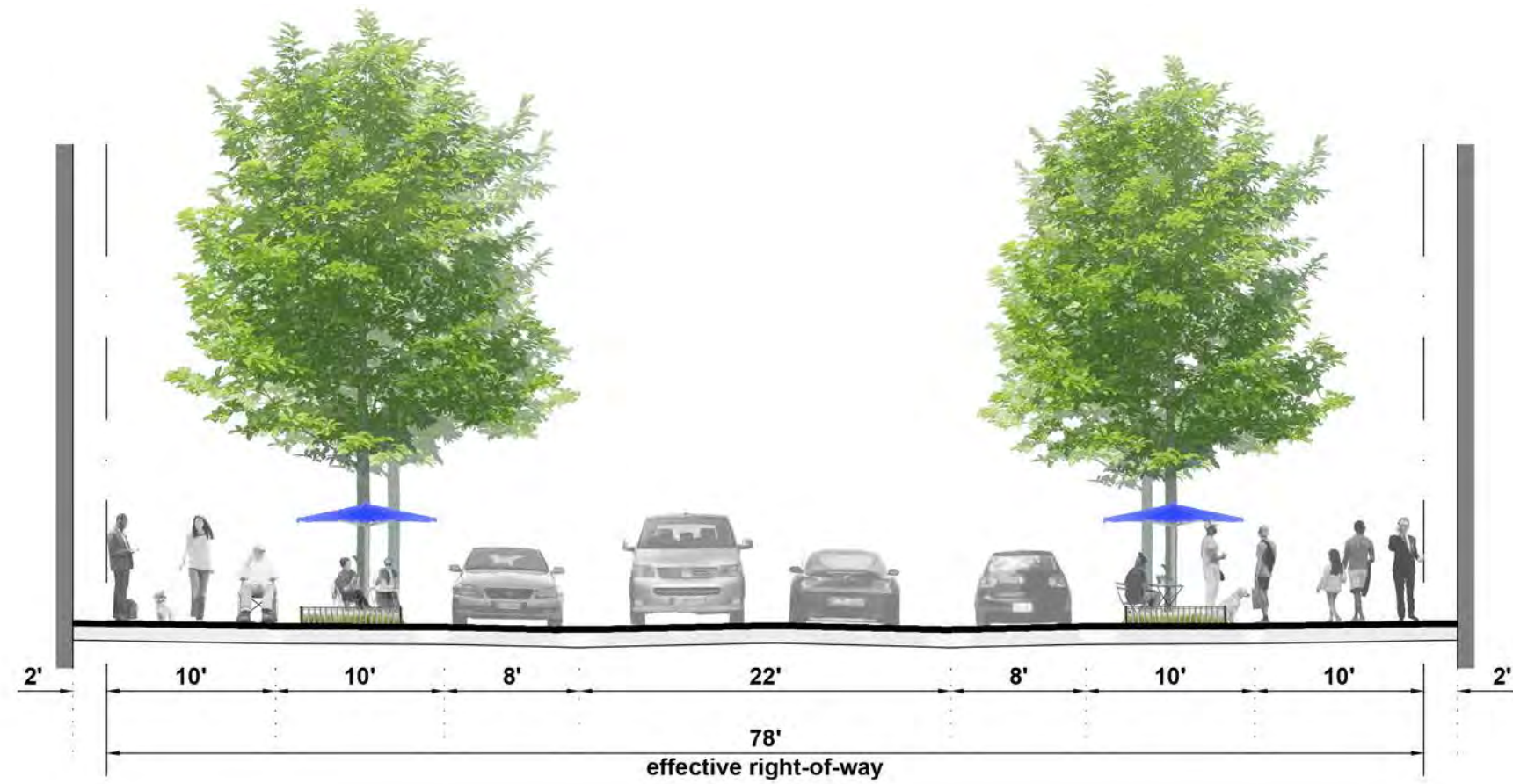
VERTICAL EDGE



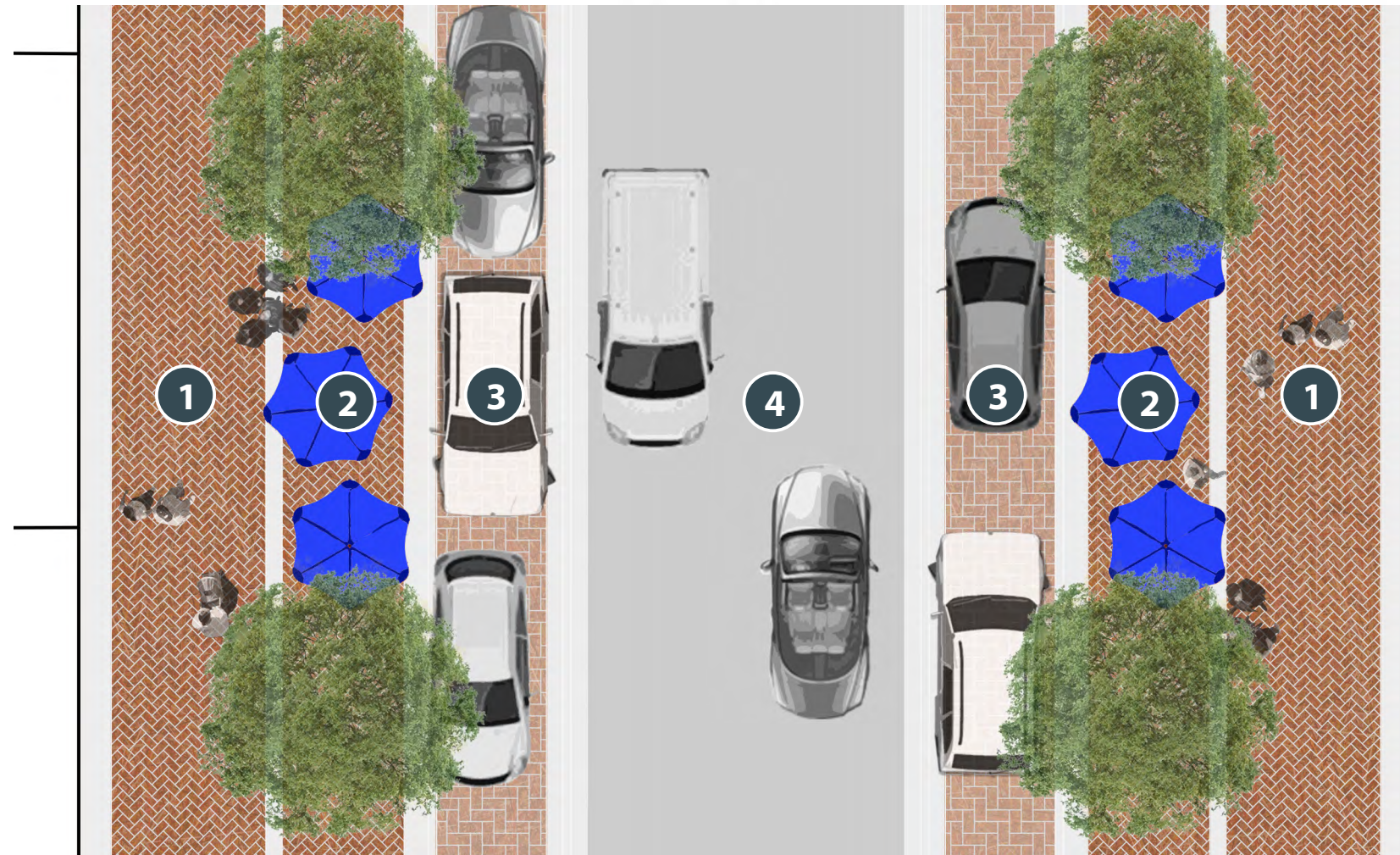
OVERVIEW CONCEPT PLAN



78' ROW
FLUSH STREET
2-SIDE PARKING



- 1 Sidewalk**
- 2 Furnishing/
Landscape**
- 3 On-Street Parking**
- 4 Travel Lanes**



STREETSCAPE PHOTO RENDER 2ND STREET LOOKING NORTH



STREETSCAPE PHOTO RENDER 3RD/JACKSON STREET LOOKING WEST



AGENDA ITEM

Discussion and possible action on request from Town of Wausau regarding 25th Street from McIntosh Street to Townline Road

BACKGROUND

Town of Wausau officials met with City staff to discuss the condition and maintenance of 25th Street between McIntosh Street and Townline Road. The roadway lies in the Town of Wausau. The roadway is a crushed granite roadway maintained by the Town of Wausau. See the attached map for location. The road experiences rutting in the spring during the time the frost is leaving the ground. The Town of Wausau submitted the attached letter to the City of Wausau requesting assistance.

The Engineering Department has also received email requests from the owner of the apartment buildings off 25th Street to upgrade 25th Street.

FISCAL IMPACT

The fiscal impact to the City is fully dependent upon discussions and actions of this item.

STAFF RECOMMENDATION

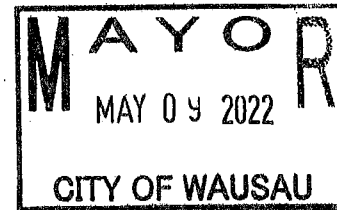
Engineering staff supports the Town of Wausau to apply for any BIL or other local funding to fund the project. The City cannot apply for funding since it is a town road. The Town of Wausau has also requested the gate exiting onto Buteo Cove be opened to ease traffic onto 25th Street. The apartment owner has agreed to leave this gate open. Engineering has confirmed from a site visit that this access is indeed open.

Staff contact: Allen Wesolowski 715-261-6762

TOWN OF WAUSAU
161484 COUNTY ROAD Z
WAUSAU, WI 54403

May 5, 2022

Mayor Katie Rosenberg
City Hall
407 Grant Street
Wausau, WI 54403



Dear Mayor Katie,

Thank you so much for meeting with the Town of Wausau Board, the Clerk, and our Highway Supervisor on Monday, April 25, regarding 25th Street.

As you know since the construction of an apartment complex located on the westside of 25th Street, this road has been both a concern of the Town and residents of the apartment complex. Over the years, the Town has added countless loads of granite and road base to the road with daily grading required in the spring. At this time of year, the road is nearly impassible to the point of it becoming a safety issue.

Due to the high number of cars (approximately 650 cars per day) the road needs to be reconstructed. The high volume of traffic is mostly from the apartment complex. The apartment complex has 10 buildings with 10 units in each building or 100 apartments. Prior to the construction of the apartment, the car count on that road was approximately 25 cars per day with only two homes located on the road in the Town. When the apartment complex was proposed, the Town of Wausau Chairman was so concerned about the road being able to handle the increase in traffic that he attended all the meetings asking the City of Wausau to require the developer to be responsible for paving 25th Street. However, that request was never considered. When the actual construction began on the apartment, the road bottom gave out from the heavy truck traffic. An alternate construction road off of County Road N (Townline Road) was made so the construction of the apartment complex could continue.

Moving forward the Town has a concern if it invests the money to reconstruct the road (approximate cost is \$300,000 to \$400,00) the city will annex the road since this is an area where future development will most likely occur. In addition, the Town does not have the additional revenue needed for such a costly project and it is hard to justify spending that much money on a road with only two taxpayers living on it.

The Town would like to ask if the City would consider a few proposals to address the issues of 25th Street.

1. Would the City be willing to split the cost of reconstructing the road? With the new federal Infrastructure funds available, would it be possible for the City and Town to collaborate on submitting a proposal for consideration for a grant for either 2023, 2024, or 2025?

2. If the Town would reconstruct the road, would the City consider an agreement with the Town whereas the City would reimburse the Town the cost of the road if any annexation occurs along the road. The cost could be prorated.

3. Could the City investigate why a gate is located on the south end of the apartment complex driveway preventing the apartment residents from using the city street? Could the City make the developer remove the gate or at least keep the gate open during the months of March, April, and May so the residents do not have to travel on 25th Street at least during the spring?

**TOWN OF WAUSAU
161484 COUNTY ROAD Z
WAUSAU, WI 54403**

If the City has any other suggestions to improve 25th Street, please let us know.

We really appreciate your offer of sharing our concerns with the Capital Improvement and Street Maintenance Committee. If you have any questions, feel free to contact any of the Town Board. Thanks so much for your consideration to our request.

Sincerely,

Matt Baer, Chairman
On behalf of the Town of Wausau Board



Chairman Matt Baer: 715-581-3205

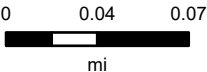
Supervisor Sharon Hunter: 715 842 7433

Supervisor Steve Buntin: 715 842 3795

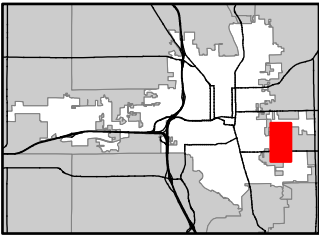


City of Wausau
DPW

Date Printed: 6/1/2022



- Mile Marker
- Highway Exit
- Municipal Boundaries
- Parcel



Ayres Associates Inc
Geospatial Division
5201 E Terrace Dr, Suite 200
Madison, WI 53718
(608) 443-1200
www.ayresassociates.com
City of Wausau
407 Grant St
Wausau, WI 54403
(715) 261-6740
www.ci.wausau.wi.us

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

AGENDA ITEM

Discussion and possible action on rerouting of STH 52 and Business Hwy 51 in the City of Wausau

BACKGROUND

Business Hwy 51 and STH 52 run through the City of Wausau as connecting highways. Being designated as a connecting highway means the Wisconsin Department of Transportation (WDOT) is the controlling authority over these roadways. It also means the WDOT is responsible for the reconstruction of these roadways. The City of Wausau receives connecting highway aid on these segments of roadway to do roadway maintenance such as pothole patching and pavement marking.

Engineering and Planning has been working with the WDOT to move the connecting highways out of the downtown in an effort to convert several of the one-way streets in the downtown to two-way traffic. Converting these streets to two-way traffic would be consistent with the Toole plan adopted by Council.

See the attached map which outlines the existing STH 52 and Business Hwy 51 connecting highway routes in the City of Wausau and a proposed alternative to these connecting highway routes. From the map, STH 52 would utilize Bridge Street. Business Hwy 51 would utilize 1st and 3rd Avenues from Stewart to Thomas Street and Thomas Street from 3rd Avenue to Grand Avenue. WDOT has reviewed these proposed routes and is prepared to move ahead and study these changes. In talks with the WDOT, the first step in the process is a traffic study. A traffic study would identify the exiting traffic counts on the routes and use modeling to predict if any impacts to traffic patterns or traffic counts would occur. After the traffic study is done, if the results appear reasonable and acceptable, an environmental study would be done to determine the impacts, if any, to the residents and businesses on the corridor. The final step would be to identify all the financial impacts with the route changes and develop State/Municipal agreements addressing the changes and any financial considerations.

The WDOT is proposing to fund the traffic study to begin the process. Staff is requesting this committee consider recommending moving forward with the traffic study as a first phase in the process.

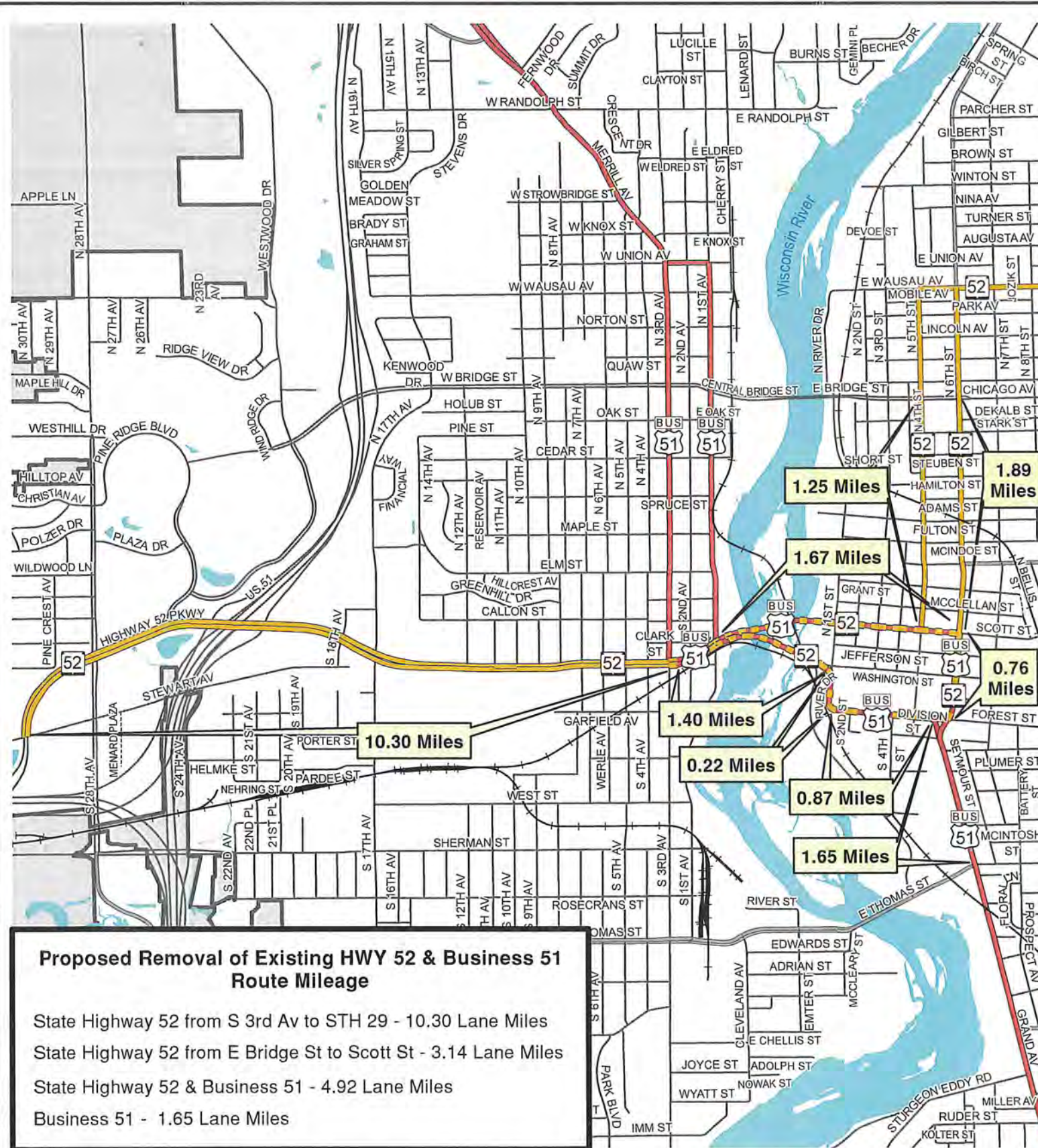
FISCAL IMPACT

None at this point. The WDOT is proposing to fund the traffic study for the reroute. Future financial impacts would be evaluated if the next steps are taken.

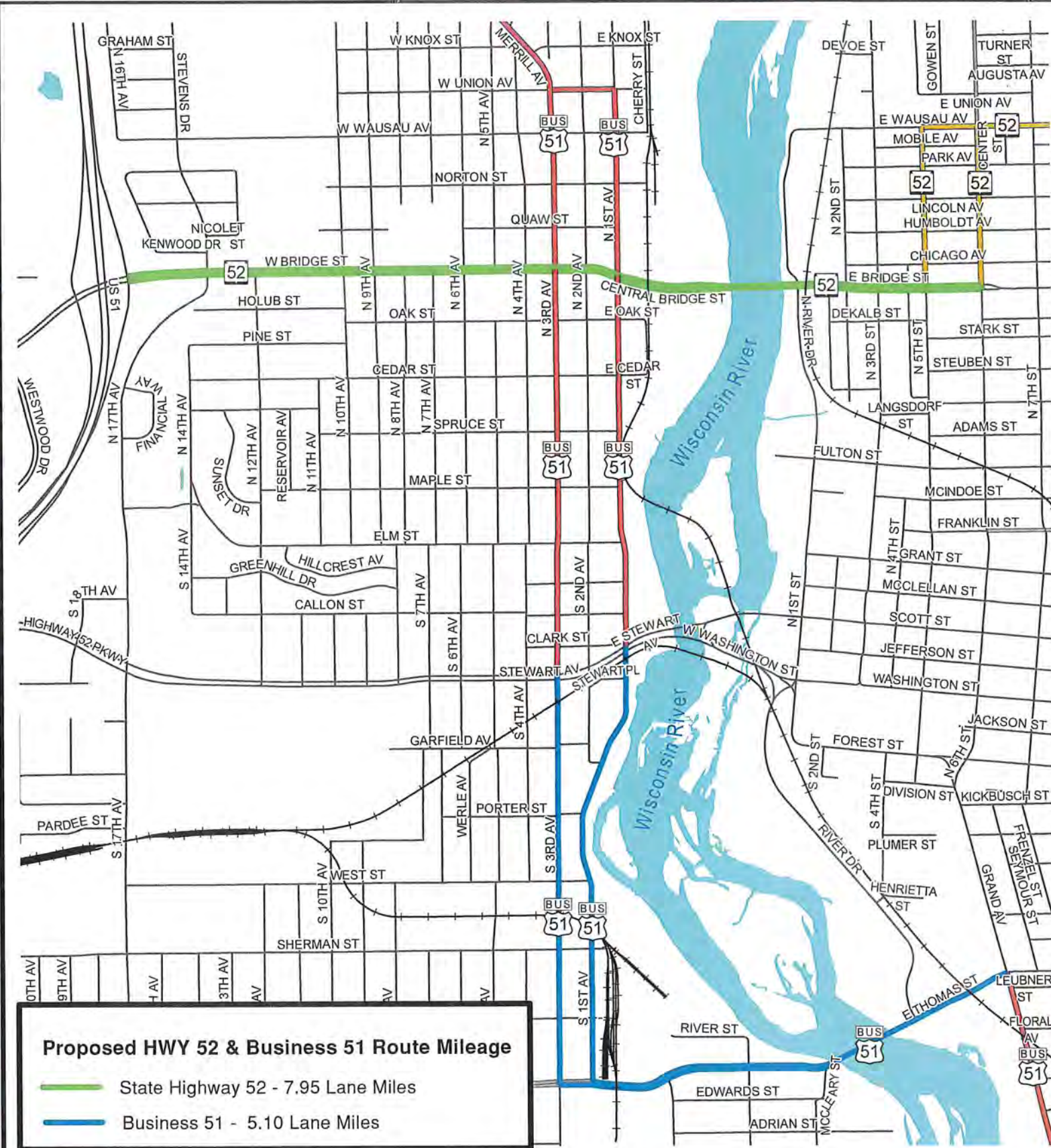
STAFF RECOMMENDATION

Engineering and Planning staff support moving ahead with the traffic study to evaluate the potential reroute of STH 52 and Business Hwy 51 in the City of Wausau. Results of the traffic study and future steps in the process would be brought back to CISM for consideration.

Staff contact: Allen Wesolowski 715-261-6762



Existing State Highway 52 & Business 51 Routes



Option 2 - Proposed State Highway 52 & Business 51 Routes

AGENDA ITEM

Discussion and possible action on State Municipal Agreement for Project ID 6999-18-08/78, North 18th Street, STH 52 to Sell Street

BACKGROUND

The Engineering Department applied for STP Urban funding for the FFY 2022 - Bipartisan Infrastructure Law (BIL) for the above-mentioned project. The project was approved by the MPO and the WDOT and an attached State/Municipal Agreement was drafted. The agreement lays out the project terms and timelines.

FISCAL IMPACT

The agreement lays out the financial terms in the summary of costs. The total project cost is estimated at \$702,487. Federal funds would account for \$484,391 and City funds \$218,096. These funds would need to be budgeted in 2023.

STAFF RECOMMENDATION

Staff recommends approval.

Staff contact: Allen Wesolowski 715-261-6762



Division of Transportation
System Development
North Central Region
510 North Hanson Lake Road
Rhineland WI 54501

Tony Evers, Governor
Craig Thompson, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (715) 365.3490
Facsimile (FAX): (715) 365.5780

E-mail: ncr.dtsd@dot.wi.gov

May 31, 2022

Eric Lindman
Director of Public Works and Utilities
City of Wausau
407 Grant Street
Wausau, WI 54403

Eric,

Enclosed for signature is the project agreement for the following project that has approved funds in the BIL FFY 2022 Program.

Project ID: 6999-18-78
C Wausau, North 18th Street
STH 52 to Sell Street
Marathon County

Please sign and return one (1) copy of the agreement. Electronic signatures are acceptable. Return the copy of the agreement by mail or email to the Department with signatures prior to June 10, 2022 at this address:

North Central Region
Attn: Ben Roskoskey
510 North Hanson Lake Road
Rhineland, WI 54501

or benjamin.roskoskey@dot.wi.gov

Note the cost ratios for each project phase and any federal/state funding limits which may exist. The Municipality is responsible for the entire cost for non-participating items as well as any costs which exceed the funding limits, if applicable.

An agreement is not considered fully approved unless it has been approved by both the Municipality and the State, and it is not considered fully executed unless a fully approved copy has been returned to the Municipality.

The Municipality and its consultants (or any other parties hired by the Municipality) **MUST NOT** begin work on a federal-state – funded project phase until the State has provided notice of project authorization. Any such work would be ineligible for federal/state funding. Authorization will coincide with the currently scheduled year that is stated in the agreement.

If you have any questions regarding the agreement or need an extension to the submittal date, please call me at (715) 365-5783 or email benjamin.roskoskey@dot.wi.gov.

Sincerely,

Ben Roskoskey

Ben Roskoskey
Local Programs Manager – NC Region



**STATE/MUNICIPAL AGREEMENT
FOR A STATE- LET URBANIZED
AREA STP-URBAN PROGRAM
PROJECT**

Program Name: STP-Urban

Population Group: 50,000 to 200,000

Sub-program #: 206

**Cycle: FFY 2022- Bipartisan
Infrastructure Law (BIL)**

Date: May 31, 2022

I.D.: 6999-18-08/78

Road Name: C Wausau, North 18th Street

Limits: STH 52 to Sell Street

County: Marathon

Roadway Length: 0.473 miles

Functional Classification: Urban Collector

Project Sponsor: City of Wausau

Urbanized Area: Wausau

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

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: **This existing 2-lane urban roadway (34-feet wide) was last rehabilitated in 2002. Currently, concrete sidewalk exists on the east side of the roadway. Currently, there are no bicycle accommodations provided on the facility. The existing asphaltic pavement is in deteriorated condition exhibiting longitudinal, lateral and alligator cracking. It is no longer economically feasible to maintain the roadway.**

Proposed Improvement - Nature of work: **Rehabilitation (Pavement Replacement). The City of Wausau is proposing to replace the existing pavement with Hot Mix Asphalt (HMA). The improvements will be contained within the existing subgrade shoulder points. There are no historical or archeological resources located within the project Area of Potential Affect (APE). No property acquisitions are required for the proposed action. Bicycle accommodations are not proposed on this project.**

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable federal requirements: **Repair and maintenance of haul roads and upgrade of existing curb ramps to ADA and DEPARTMENT standards.**

The Municipality agrees to the following FFY 2022 BIL Urbanized Area project funding conditions:

Project ID 6999-18-08 design costs are funded 100% by the Municipality including state review of design costs.

Project ID 6999-18-78 construction costs are funded with 70% federal funding up to a funding limit of \$484,391. The Municipality agrees to provide the remaining 30% and any funds in excess of the \$484,391 federal funding limit. Non-participating costs are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year 2023. **In accordance with the State's sunset policy for STP-Urban projects, the subject FFY 2022 BIL STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2023, or by June 30, 2028.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary of Costs Table below are estimates. The final Municipal share is dependent on the final federal participation, and actual costs will be used in the final division of cost for billing and reimbursement. In no event shall federal funding exceed the estimate of \$484,391 in the Summary of Costs Table.

SUMMARY OF COSTS					
PHASE	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-18-08					
State Review	\$10,000	\$0	0%	\$10,000	100%
<i>Project totals</i>	\$10,000	\$0		\$10,000	
ID 6999-18-78					
Participating Construction	\$567,200	\$397,040	70% MAX *	\$170,160	30% + BAL
Non-Participating Construction	\$500	\$0	0%	\$500	100%
State Review	\$124,787	\$87,351	70% MAX *	\$37,436	30% + BAL
<i>Project totals</i>	\$692,487	\$484,391		\$208,096	
Total Est. Cost Distribution	\$702,487	\$484,391	N/A	\$218,096	N/A

*Construction ID# 6999-18-78 federal funding is limited to \$484,391 as identified by the MPO.

This request is subject to the terms and conditions that follow (pages 3 - 7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signatures certify the content has not been altered by the municipality.
Signed for and on behalf of: **City of Wausau** (please sign in blue ink.)

Name Title Date

Signed for and on behalf of the State:

Name Title Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding and confidentiality requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06. This includes the sharing of financial data prior to the conclusion of the competitive bid period.
 - f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.
 - g. Federal statutes that govern the Surface Transportation Program (STP), including but not limited to 23 U.S.C. 133.
 - h. General requirements for administering federal and state aid set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved FFY 2022 BIL Urbanized Area STP-Urban program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.

- e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. State review services for construction ID 6999-18-78.
 - j. Upgrade of existing ADA curb ramps to meet ADA and State standards prior to August 1, 2022. All newly installed curb ramps will require State inspection and acceptance prior to August 1, 2022.
 - k. Other 100% Municipality funded items: Maintenance and Repair of Haul Roads, adjustments to water and sanitary utilities and upgrading existing curb ramps to ADA and State standards.
5. The work will be administered by the State and may include items not eligible for federal participation.
6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs subject to project funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the FFY 2022 BIL Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current *WisDOT Facilities Development Manual*.
 - h. Real estate for the improvement.
 - i. Preliminary engineering and design.
 - j. State review services for design ID 6999-18-08
 - k. Other 100% Municipality funded items: Repair and maintenance of haul roads
8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.

9. Work to be performed by the Municipality without federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. 51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. To guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
13. **In accordance with the State's sunset policy for Urbanized Area STP-Urban projects, the subject FFY 2022 BIL Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2023, or by June 30, 2028.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance in a manner consistent with reasonable industry standards, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates to State upon request.
 - f. Provide relocation orders and real estate plats to State upon request.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

- j. Upgrade of existing curb ramps to meet ADA and State standards prior to August 1, 2022.

16. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred with by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.
- f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted oversize and overweight loads. The contractor is responsible for any damage caused to haul roads if they do not obey size and weight laws, use properly equipped and maintained vehicles, and do not prevent spilling of materials onto the haul road (*WisDOT Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under Municipal Responsibilities and Requirements.

LEGAL RELATIONSHIPS:

- 17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
- 18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or

because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.

19. Contract modification: This State/Municipal Agreement can only be modified by written instruments duly executed by both parties. No term or provision of either this State/Municipal Agreement or any of its attachments may be changed, waived or terminated orally.
20. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
21. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.
23. Maintenance of Records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the Department. The Department reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.

24. The Municipality agrees to the following FFY 2022 BIL Urbanized Area STP-Urban project funding conditions:
 - a. ID 6999-18-08: Design is funded 100% by the Municipality. This phase includes plan development and state review. The work includes project review, approval of required reports and documents and processing the final Plan, Specification & Estimate (PS&E) document for award of the contract. Costs for this phase include an estimated amount for state review activities to be funded 100% by the Municipality.
 - b. ID 6999-18-78: Construction:
 - i. Costs for participating construction items are funded with 70% federal funding up to a funding limit of \$484,391, when the municipality agrees to provide the remaining 30%, and any funds in excess of the \$484,391 federal funding limit.
 - ii. Non-participating costs for maintenance and repair of haul roads are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities.

[End of Document]

AGENDA ITEM

Discussion and possible action on authorizing a public hearing to amend the Official City Map for the 28th Avenue corridor

BACKGROUND

The official city map for the 28th Avenue corridor was established by the City Council to protect the corridor for the future construction of a 4-lane roadway. CISM directed staff to look at reducing the footprint of the corridor for a 2-lane roadway. Staff has worked with a consultant to develop the corridor that would be needed for a 2-lane alternative. A public hearing is needed by state statute to make any changes. The public hearing would be set for the August CISM meeting.

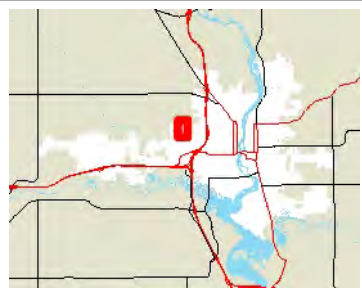
FISCAL IMPACT

Reducing the footprint of the roadway and official city map would reduce the construction cost of the roadway.

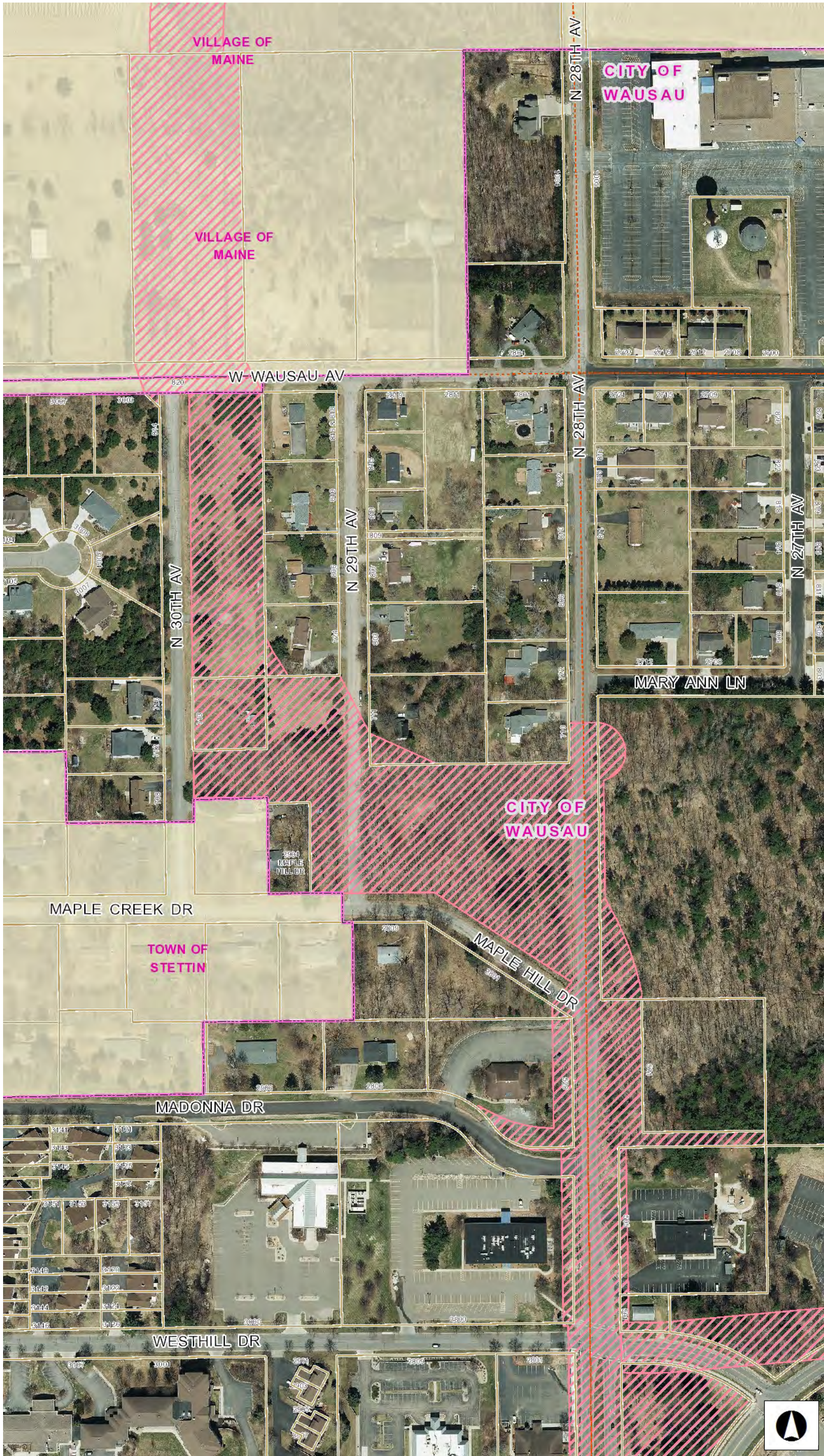
STAFF RECOMMENDATION

Staff recommends approving moving ahead and setting up a public hearing.

Staff contact: Allen Wesolowski 715-261-6762



- Legend
- Parcel
 - Section Line/Number
 - Official City Feature
 - Municipality



Map Created: 10/29/2021

100.00 0 100.00 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 No.

10

STAFF REPORT TO CISM COMMITTEE – June 9, 2022

AGENDA ITEM
Construction update for 2022 projects
BACKGROUND
Staff will give an update and answer questions on current construction projects.
FISCAL IMPACT
N/A
STAFF RECOMMENDATION
For discussion only.
Staff contact: Allen Wesolowski 715-261-6762