

*** All present are expected to conduct themselves in accordance with our City's Core Values ***



OFFICIAL NOTICE AND AGENDA

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

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

Meeting of the: **INFRASTRUCTURE AND FACILITIES COMMITTEE OF THE CITY OF WAUSAU**
Date/Time: **Thursday, June 12, 2025 at 5:15 p.m.**
Location: **City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS**
Members: **Chad Henke, Lou Larson, Michael Martens, Tom Neal, Sarah Watson**

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the May 8, 2025 meeting.
2. Discussion and possible action on preferred design alternative for STH 52 (East Wausau Avenue) from 6th Street to 18th Street.
3. Discussion on street reconstruction tree preservation.
4. Discussion on City Street Light Policy.
5. Update on 2025 Street Reconstruction Projects.
6. Discussion on truck route enforcement.
7. Update on the proposed Fleet Maintenance Facility and possible location.

Adjournment

CHAD HENKE - Committee Chair

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

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 06/05/25 @ 3:30 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@ci.wausau.wi.us 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.

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: May 8, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

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

Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Dustin Kraege, Andrew Lynch, Randy Fifrick, Lori Wunsch, *Via Webex*: Nick Patterson – T. Wall Enterprises

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

Noting the presence of a quorum, at approximately 5:15 p.m. Chair Henke called the meeting to order.

Approval of minutes of the April 10, 2025 meeting

Neal moved to approve the minutes of the previous meeting. Larson seconded and the motion passed 5-0.

Discussion and possible action on parking restrictions in the 800 block of Sherman Street

Tonia VanSlate, 810 Sherman Street, has a son that was born with tuberous sclerosis. He can only see out of the right eye. He has epilepsy and daily non-convulsive seizures where he wonders. He does not know what he is doing when he has them and basically does not have control of his body. Behavioral issues and other things come with this. He will eventually have to get tumors removed. His visual impairment is the biggest concern. VanSlate bought her house about 3 years ago. There are issues with parking in front of her house, especially during the fair. She bought no parking signs and put them up for her son's safety. However, the Police Department said she legally could not do that. She was told the best thing to do would be to ask for permanent no parking. Her neighbors across the street have extra people living with them and have an abundance of vehicles. They like to park two vehicles directly in front of her house or across from each other. This has almost caused accidents. VanSlate showed pictures of the parking issues. This does not impact anyone else on her block.

Larson noted that there is no parking on that side of the street to 8th Avenue. If it helps for the safety of the family, he does not have a problem extending no parking another block.

Larson moved to extend no parking one block to the corner of 9th Avenue and Sherman Street. Seconded by Watson.

Wesolowski asked if this would be for both sides of the street or just the north side. Larson stated just the north side. Discussion followed on the existing parking restrictions.

Watson asked if there is any other signage, such as children at play signs, that could be installed. Lindman stated that type of signage is not typically used as it has been found it does not work.

There being a motion and a second, motion to extend no parking one block to the corner of 9th Avenue and Sherman Street passed 5-0.

Henke combined agenda items 3, 4, 5, and 6 with no objection from committee.

Discussion and possible action on State/Municipal Agreements for signal rehab at Bridge Street and 6th Street, at Bridge Street and 5th Street, at Bridge Street and 1st Avenue, and at Thomas Street and Grand Avenue

Wesolowski explained that staff applied for funds on connecting highways under the Highway Safety Improvement Program (HSIP). This is favorable to the City with a 90-10 split; most DOT grants are 70-30. We will design the projects and get 90% of those funds back and get 90% of the construction costs back. The Electrical Department is happy we applied for this as these signals are not in the greatest shape. This is a competitive grant process. We have 2 projects already in the works. With these additional intersections, we will

have a total of 6 projects. Two are scheduled for next summer. These 4 intersections will probably be 2 years down the road.

Neal moved to approve each State/Municipal Agreement. Seconded by Watson and the motion passed 5-0.

Discussion and possible action on Plat and Relocation Order for Project ID 6999-18-11, Business Campus Trail East-West Connector

Niksich stated that we are currently underway on design of this project. This connects at 72nd Avenue and follows City property which is not used in the business campus and extends to 84th Avenue. Early in the design process we ran a couple of different alternatives. One alternate was to use all City property; the second alternate would require some real estate acquisition. The second alternate was the more desirable route and less expensive. To kick off the real estate acquisition process, we need to approve the Plat and Relocation Order

Neal moved to approve. Seconded by Larson and the motion passed 5-0.

Discussion and possible action on adding pedestrian warnings on 17th Avenue at Garfield Avenue

A resident reached out to Henke regarding the crossing by O'Reilly Auto Parts going into the west side of Marathon Park. Paula Schultz, a resident of Garfield Avenue, has lived in the neighborhood for 30+ years. Approximately 1 year ago she asked if the Police Department could do a safety survey because she uses the crosswalk almost daily. They did and at that time they did not see enough foot traffic to enhance the safety of the crosswalk. Fast forward to April 1, her family was going for a walk into the park with 3 dogs. A family member was in front of her in the 4th lane of traffic when he was narrowly missed by a car, but the car hit their dog. The person admitted to going 40 MPH. He was a 25-year-old driver with no insurance. It is now a month later and thankfully the dog has survived. They have just under \$3,000 in vet bills. She is now hypersensitive to crosswalks and is now seeing other crosswalks that are not up to par in the community. She also has a concern with speed. In front of Festival Foods, it is 25 MPH, but one block south it is 35 MPH. Most people in the community are aware that people generally drive over 35 MPH. She is advocating to get the speed limit dropped to 25 MPH. She is also looking for higher visibility and showed pictures of signs that refer to state law and are at car level height. When she crosses, she gauges if she has enough time to get to the middle. If a car is speeding, they do not stop. They let her stand in the middle even though she has the right-of-way. She is looking for flashing lights and noted the white lines in the crosswalk do not go from one side to the other. She asked if higher visibility paint for crosswalks could be considered.

Larson walks his dog to Marathon Park and there is no designated crosswalk to cross 4 lanes of traffic. It is dangerous. He would not mind walking a few extra feet to reach a designated crosswalk.

Larson moved to pursue some kind of flashing lights/crosswalk safety. Seconded by Neal.

Wesolowski indicated there is a designated crosswalk. The crosswalk was just recently repainted and does go all the way across with cross ladders. Typically, if it is a standard crosswalk with a stop sign, two lines are painted across. If it is a high traffic area or a non-controlled intersection, we put cross hatches through it. There are also pedestrian crossings ahead and pedestrian crossing signs at the crosswalk.

Watson asked if it was possible to install flashers. Henke said if we want it done this year, we could put in a budget modification for flashing signs. If Finance cannot find the money, we would have to budget for it next year. Watson suggested having the Bike and Ped Committee look into some of the suggestions offered, such as the reflective paint. She likes the idea of the state law signs as sometimes we need reminding to pause for pedestrians. Items like these make our City more walkable, and making the City more bike and ped friendly is one of our goals.

Martens frequently travels 17th Avenue and Stewart Avenue. He is surprised at the gap between controlled intersections. There is one on Sherman and one on Stewart. Having rapid beacons would be advantageous. Martens asked for an explanation on Item 4 of the staff report, which indicates the condition of maximum of four

lanes crossed, unless there is a raised median, in which case it can be six lanes, is not met. Niksich explained there is a left-hand turn lane. Martens said that intersection is terrible. He would support adding beacons at the intersection.

Henke asked about resurfacing of 17th Avenue. Wesolowski stated 17th Avenue was added to year 2030 of the 5-year list. Staff is looking to apply for either LRIP or STP Urban funding as it will be a very expensive project. At that time, pedestrian accommodations would be improved. We would probably look at shifting the crosswalk into the median to provide a stop. Henke asked about amending the motion to approve beacons and look for a budget modification. Larson and Neal agreed.

There being a motion and a second, motion to approve flashing beacons and look for a budget modification to get this done this year passed 5-0.

Discussion and possible action on revision to the Developer's Agreement with Green Tree Construction, Inc. for Green Tree Meadows Subdivision

The revision modifies the timeline in Section 12. Green Tree Construction hoped to be under construction already. There was difficulty in getting permits, which they have now received. They have to close on the land and construction probably won't start until mid-to-late summer. They do not feel they would get paving done this year. Staff does not have an issue with switching the completion of Phase 1 from 2025 to 2026. Wesolowski feels it is a reasonable request from the developer.

Martens moved to approve the revision to the Developer's Agreement with Green Tree Construction. Seconded by Watson and the motion passed 5-0.

Discussion and possible action on addition of 2nd Street from Forest Street to Division Street and Division Street from 2nd Street east to the dead end to proposed 2026 Street Reconstruction Projects

Since 2026 Projects were approved last month, this potential project has surfaced. The building at 2nd Street and Forest Street is getting developed into a bakery. Staff was contacted about the condition of the road. The road is in horrible shape. There are no users other than the Post Office. Groat indicated there could be a TID amendment that could fund this road reconstruction. If the TID amendment goes through, staff would be in favor of reconstructing these roads in 2026. The street was not a high priority when nothing was there, but with the investment being made to the property, it makes sense to reconstruct the street.

Neal is familiar with the condition of the roadway. The new addition looks nice and seems like it deserves infrastructure investment to help it along.

Neal moved to approve. Seconded by Larson.

Watson asked when the process of amending the TID is coming. Wesolowski said it is coming soon. The project could be approved. If the TID amendment is not approved, the project would fall off the list.

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

Update on the proposed Fleet Maintenance Facility and possible location

Terry Kilian, 133 East Thomas Street and Alder for District 3, has a concern regarding the reference in the packet to the possible use of Cleveland Ave for the Fleet Facility and Fire Department usage. The site is zoned residential and surrounded by residential properties. It is an area that has long endured multiple types of industry and environmental related issues. The public input has been extensive and there has been strong opposition to any further industrialization. The end use of this property should be something of benefit and positive for the neighborhood. Council voted in 2021 to completely remove this property from the feasibility study for the fleet facility. She asked why it continues to be referenced for the fleet facility or any other industry. The City

committed to submitting an EPA clean up grant application for the property. A key part of that grant is providing an end use for the property defined by public participation. She expects the City to honor that commitment.

Lindman stated that since the last update a property on Single Ave came up for sale. Staff worked with our design architect to see if that property was feasible. The lot is narrow but long and a little over 6 acres. It is not wide enough when looking at buildings and turning movements. We also had them look at 901 Cherry St. This property would work for the facility if the parking lot is included. In the past, the owners of the parking lot were not interested in selling. Staff will go back and discuss other options with them. If we were to use it, we would build right up to the parking lot. With that and the trail, there would be no place for snow. Some property owners near the DPW site have reached out to staff. Staff will determine what properties would be interested in selling to see if expanding the current site would be a viable option.

Neal is concerned about the Cherry Street property as an option as there may be higher value use of that property. It could be an attractive option for someone to develop.

Fifrick has been trying to assist in finding a site for the fleet. Unfortunately, there are not a lot of locations that meet the size requirements. Having residential or some type of mixed use would bring a greater tax revenue return. One of the main interests in acquiring the Cherry St/1st Ave properties is the extension of the river edge trail. Having the Public Works garage there as well as the trail is an option. From a development perspective, he would love to see more residential development, but we have to keep in mind that we need to find a new place for the fleet facility. Neal feels that in terms of the City's strategic direction and visions for development, this is not one of them. He feels we have to heighten our efforts to find another location for the facility. He hopes this is the last site to look at before exhausting all other avenues.

About this time, Watson left the meeting.

Fifrick noted that most people are aware of the City's long history of trying to remove industrial land uses along the river. The Cherry Street property is a less than desirable standard we want to see for riverfront property. Being able to acquire it for the best use is their interest.

Neal added it could be a property we could actively market as a development opportunity. Larson agrees with Fifrick as we need to put the fleet somewhere. He mentioned the properties sitting along the riverfront not being developed for years. Larson is all for going forward with the Cherry Street property as there are not a lot of other places the fleet facility could go.

Discussion and possible action on Foundry on 3rd Ph 1, LLC Parking Lease Agreement

Fifrick explained this is a parking agreement with the Foundry on 3rd for the Sears/East Ramp. Currently there are 975 parking spots available in the ramp; last check we had 159 permits. This agreement is for 100 reserved stalls on the 3rd floor of the ramp that would be paid for on a monthly basis starting December 1, 2025. It provides a 20-year guaranteed revenue to the City or as long as the ramp is operable. For this long-term commitment, we have provided a 20% discount for the Foundry. There is one change; Section 4A(i) under City commitments we are looking at removing the sweeping provision under City responsibilities. Based on the equipment we have, this is not something we can do.

Henke said this came to Economic Development and it didn't seem like it was whole, so it was referred back. There was talk it should come to this committee because it is part of the facilities. Fifrick explained that sometimes when talking about development we start to silo things through the Economic Development Committee. Since we are talking about a City facility it made sense to come to Infrastructure & Facilities.

Larson does not have a problem with reserving 100 spots. He questioned the life span of the ramp as we just tore down a ramp that was 30 some years old and these ramps are 30 some years old. He asked if we are going to be on the hook to build another ramp if this one is dead in 5 years. He strongly opposes giving a 20% discount as we already have given them multiple tax-free years. He would rather see 100 stalls saved for T. Wall and whoever wants to park in the spots would have to get a permit like everyone else.

Wesolowski explained that Walker Restoration inspects the ramps every year and we do have a budget every year for ramp maintenance. The Sears and Penney's Ramps are of different construction than the McClellan Ramp was. Sears and Penney's are a post tension structure, which is a lot more robust. The ramps are in good condition, and we put money into maintenance each year and will continue to. This year there is \$600,000 for maintenance in the Jefferson Ramp. Funds are rotated each year. He is confident that we will get at least 20 years out of the Sears ramp.

Neal disagrees with Larson about the discount. He believes a discount is something you do with a development partner. The property is essentially delivering no revenue and is largely vacant. We can work with a development partner, give them a sweetened deal for a limited number of parking spaces, and maybe look forward to working with this partner again in the future. Strategically, in terms of revenue and for the sake of future development, he strongly supports this.

Henke said this is not the first discount we have on parking ramps. Fifrick indicated there are other agreements with discounted fees. He noted there are agreements that reserve stalls for a company. That does not necessarily mean they have to pay for the stalls, but we need to account for the stalls. One agreement is for up to 400 stalls for a building that now sits empty. We wanted to ensure that if we are reserving these stalls for them, that they are paying for them. It is very unlikely that they will have 100 people parking there the whole time. They could go the route of individual parking, but for their development they want to streamline it and make it easier for their tenants. This provides a guaranteed stream of revenue where we are lacking one now.

Martens asked if this was the source of parking for the Foundry, or if they had underground or street parking. Fifrick said they do have underground parking as well; this additional parking will supplement that. Martens said Finance offers discounts to other businesses that utilize parking downtown. Compass Properties has a number of spaces for employees and businesses in their buildings. Offering a discount is not unusual. For a 20-year commitment, he thinks a discount is the least we can do.

Neal moved to approve. Seconded by Martens and the motion passed 3-1 with Larson the dissenting vote.

Discussion and possible action on First Revision to the State/Municipal Agreement for Stewart Avenue from South 72nd Avenue to South 48th Avenue, Project ID 6999-09-02/72

Wesolowski indicated this section of Stewart Avenue was reconstructed last summer. The project costs came in above the State/Municipal Agreement. This revision reflects the actual costs and also reduces the delivery costs under Section 24(e)(ii). The delivery cost was reduced from 10% to 4%. This is a standard fee they charge, which Lindman and Groat were able to get reduced. With this revision the delivery costs go from roughly \$178,000 to about \$71,000, saving about \$107,000.

Neal moved to approve. Seconded by Larson and the motion passed 4-0.

Discussion and possible action approving Amendment to Temporary Lease Agreement with Woodson YMCA Foundation Inc. (Yawkey Park)

Neal moved to approve the extension as requested. Larson seconded and the motion passed 4-0.

Adjourn

Larson moved to adjourn the meeting. Neal seconded and the motion carried 4-0. Meeting adjourned at approximately 6:15 p.m.

STAFF REPORT TO INFRASTRUCTURE AND FACILITIES

COMMITTEE – June 12, 2025

AGENDA ITEM

Discussion and possible action on preferred design alternative for STH 52 (East Wausau Avenue) from 6th Street to 18th Street

BACKGROUND

STH 52 (East Wausau Avenue) from 6th Street to 18th Street is scheduled for reconstruction in 2029. Because this is a connecting highway, the Wisconsin Department of Transportation (WDOT) is responsible for leading the design and for the reconstruction costs associated with the roadway. The City of Wausau has signed a State Municipal Agreement (SMA) with the State for this project. (Attached) As part of this design project, the WDOT has contracted with EMCS to complete the design for the project. A public informational meeting (PIM) was held on May 14th, 2025 at the Horace Mann Middle School. The design aspects and alternatives were discussed at the meeting. A copy of the PIM handout is attached. The handout fully describes the project and the alternatives.

The comments from the PIM are also attached.

Other considerations:

New Lighting

- 50-50 cost share for a new continuous lighting system.
- All costs beyond standard lighting system are 100% local costs.
 - Must be continuous lighting system meeting AASHTO Roadway Lighting Illumination Design Standards.
- Community Sensitive Design (CSD) can be used for decorative light poles, banner arms, festoons, etc. as approved by the department.
 - Festoon outlets must be on a separate circuit.
 - City would have to request CSD funding.
- **Current City cost share including E&C is estimated at \$357,500 for lighting from 6th Street to 18th Street.**

Sidewalk Extension

- 80/20 (State/Local) cost share for new sidewalk from 13th Street to 18th Street.
- Does not include base aggregate course under the sidewalk (this has not been City standard previously; if you add base aggregate course, some cost would be added.)

Current City cost share including E&C is estimated at \$19,500 for added sidewalk (north side) from 13th Street to 18th Street.

FISCAL IMPACT

Please refer to the SMA and above Background for possible additional costs.

STAFF RECOMMENDATION

Engineering staff has the following recommendations:

Design alternate A2 with the exception we would recommend maintaining a 5' boulevard for green space and tree planting.

Revise the SMA to include continuous lighting. If CSD funding can be obtained from the WDOT staff would suggest decorative lighting.

Revise the SMA to include the cost share for the sidewalk on the north side of East Wausau Avenue from 13th Street to 18th Street.

Staff contact: Allen Wesolowski 715-261-6762



**STATE/MUNICIPAL
FINANCIAL
AGREEMENT**

Date: June 13, 2022
 I.D.: 6999-00-01, 23, & 71
 Road Name: STH 52
 Title: C Wausau, East Wausau Avenue
 Limits: N 6th Street to N 18th Street
 County: Marathon
 Roadway Length: 1.0 miles

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

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

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: East Wausau Avenue is a two-lane urban roadway with on-street parking located within the connecting street limits in the city of Wausau. The existing pavement has deteriorated and is reaching the end of its service life. The existing crosswalk curb ramps do not meet current Americans with Disabilities Act (ADA) Standards.

Proposed Improvement - Nature of work: The proposed improvement is a pavement replacement. Work consists of removing and replacing the existing pavement. The project will also upgrade cross walk curb ramps, complete curb and gutter replacement in spot locations, and storm sewer repairs.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 3 (to be adjusted in the final plan).


TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
6999-00-01 ² Preliminary Engineering:	\$ 234,000	\$ 175,500	75%	\$ 58,500	25%
6999-00-23 ² Real Estate Acquisition:	\$ 30,000	\$ 30,000	100%	\$ -	0%
6999-00-71 ¹ Construction:					
² Roadway (cat 0010)	\$ 3,234,000	\$ 3,234,000	100%	\$ -	0%
Subtotal:	\$ 3,234,000	\$ 3,234,000		\$ -	
Non-Participating	\$ -	\$ -	0%	\$ -	100%
Total Cost Distribution	\$ 3,498,000	\$ 3,439,500		\$ 58,500	

¹Estimates include construction engineering

²See number 8 of Terms and Conditions

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 2 – 6); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the city of Wausau (please sign in blue ink)	
Name (print) Katie Rosenberg	Title Mayor
Signature 	Date 11 Aug. 2021
Signed for and in behalf of the State (please sign in blue ink)	
Name Michael B. Wendt	Title WisDOT North Central Region Planning Chief
Signature Michael B. Wendt	Digitally signed by Michael B. Wendt Date: 2022.08.31 09:17:38 -05'00'

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality’s foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State’s Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.

- (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
- (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) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (i) Conditioning, if required, and maintenance of detour routes.
 - (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
6. The work will be administered by the State and may include items not eligible for federal/state participation.
7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.
8. Basis for local participation:
- a) **Preliminary Engineering – 6999-00-01:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 75% and the Municipality is responsible for 25% of all design engineering costs necessary for State construction projects on a connecting highway.

- b) **Real Estate Acquisition – 6999-00-23:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the acquisition of necessary real estate. However, it shall be the responsibility of the Municipality to provide all of the real estate work and payments necessary to acquire the rights, interests, and/or releases for this project.

When State or Federal dollars are to be used to reimburse the Municipality for any real estate acquisition related costs, all real estate activities are subject to reviews and approvals by the State. Required State reviews and approvals are identified in the Local Public Agency manual. Examples of some review and approval items are listed in the following table.

Contract services & fee for consultant services	Nominal Value approvals
Capability statement for consultant services	Administrative revisions
Appraisal reviews	Revised offers
Offering price approvals	Acquisition Stage Relocation Plan
Relocation computations	Revised relocation computations
Relocation claims	Sales Studies

The Municipality will be given a direct cash reimbursement for the approved real estate costs of this project. Reimbursement will be limited to one payment request for the total real estate expenditures when all real estate activities have been completed.

In order for the Municipality to receive reimbursement for acquiring the real estate, the State must be given copies of all the related documents for review and approval. The reimbursement will be based on detailed invoices and supporting documents provided by the Municipality to the State, which show actual expenditures.

Approved real estate costs are those actual costs appropriately documented by the Municipality, and further approved by the State for reimbursement.

Real Estate Remnant Parcels: Any remnant properties created by partial acquisitions and acquired as part of this public improvement project, or any additional lands deemed unnecessary for the project, will be acquired by the Municipality. Such remnants or additional lands will not be considered for reimbursement of their acquisition costs and must be purchased with Municipal funds. Post project disposal and/or use of these remnants and additional lands will be at the sole discretion of the Municipality.

All municipal lands, owned by the Municipality being party to this agreement, required for this improvement project shall be dedicated/donated as right of way by specific resolution of the municipal governing body at no cost to the State. Exceptions to this dedication are those lands held by the Municipality under 4F and 6F Park lands.

c) **Participating Construction – 6999-00-71:**

1. **Roadway Items (Category 010):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% for the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction, required through WisDOT design process and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement.

If the new sidewalk is NOT required through WisDOT design process; the Municipality is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Bicycle Accommodations: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs for bicycle accommodations, where recommended by the State's Facility's Development Manual.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of costs necessary to construct a storm sewer system that accommodates roadway drainage, and surface water naturally flowing to the state trunk highway. The Municipality is responsible for 100% of the cost to over-size the storm sewer system to accommodate all additional local storm water caused by existing or future developments, and the Municipality agrees to pay these costs.

Parking Policy: In accordance with State statute 86.32(4), the Municipality is required to pay the actual construction costs and any associated costs (if applicable) of that part of the state trunk highway on which parking is permitted. The local cost share is the amount of the total project cost that represents the construction cost of the parking lane(s).

Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

- d) Non-Participating Construction Local Utilities : In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to, new installation or alteration of sanitary sewer and water, including service connections. The Municipality is also responsible for 100% of all costs caused by changes to Municipal owned utilities related to other utilities (gas, electric, telephone, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities).

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

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

Public Involvement Meeting

WIS 52

**City of Wausau, East Wausau Avenue
North 6th Street to North 18th Street
Marathon County**

Project ID: 6999-00-01



May 14, 2025

This handout and other items are available on this project's design website at

<https://wisconsindot.gov/Pages/projects/by-region/nc/wis52marathon/default.aspx>

Thank you for your interest in this project. We look forward to your feedback.

Purpose

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for proposed improvements on approximately one mile of WIS 52 in the Marathon County. The purpose of this handout is to provide information regarding the proposed improvements, describe the potential impacts, and offer an opportunity for public comment.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community and are welcomed and appreciated throughout the design process.

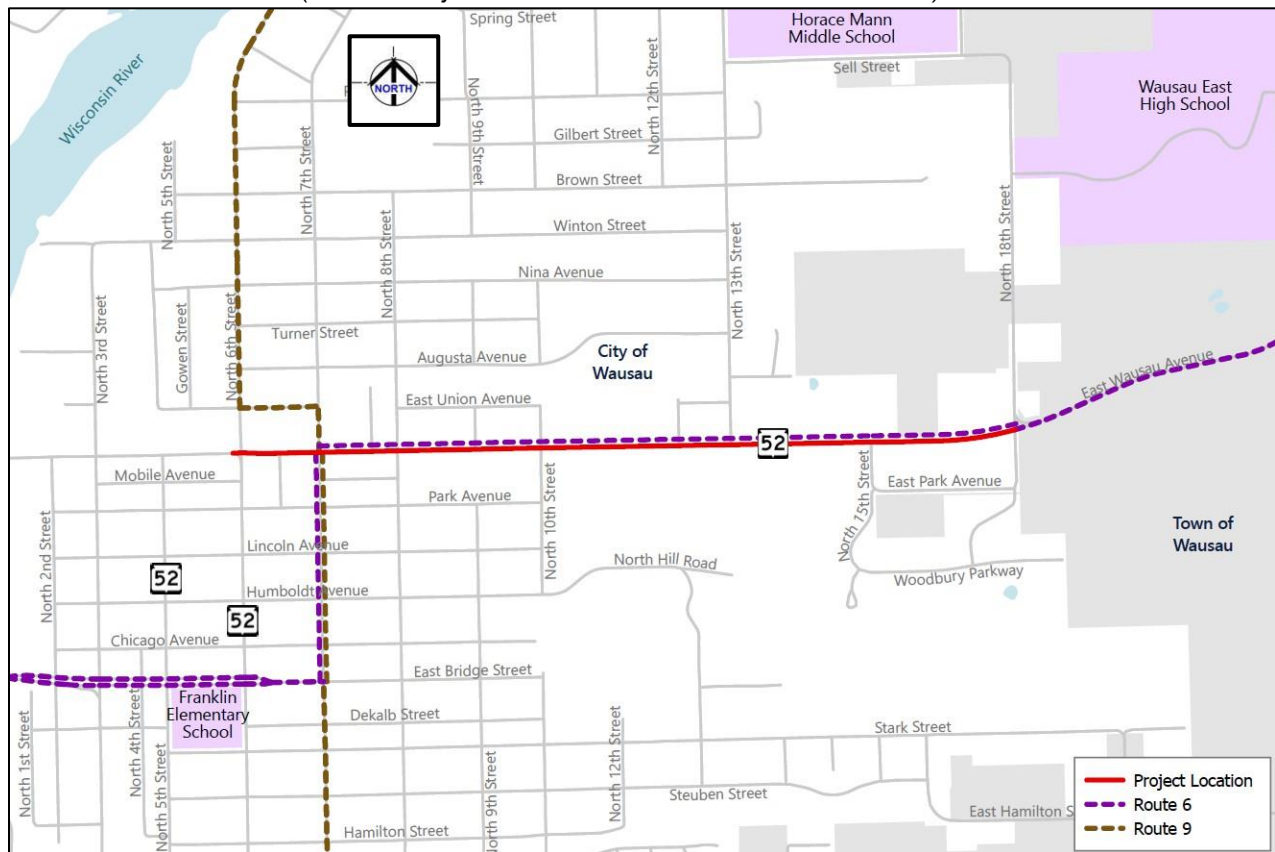
Included at the end of this handout, as well as on the project website, is a comment form that may be used for written comments regarding the proposed improvements. You are encouraged to fill out this form and return using the pre-paid mailer attached. Comments may also be submitted via email or phone to the contact listed below.

Project location

The project is located on WIS 52 in the city and town of Wausau between North 6th Street and North 18th Street.

WIS 52 is also a designated Wausau Metropolitan Planning Organization (MPO) bicycle route from North 7th Street to County X (Route 6). Route 9 crosses WIS 52 at North 7th Street.

(WIS 52 Project Limits and Wausau MPO Bike Routes)



Connecting Highway Limits

Within the project limits, WIS 52 is designated as a WisDOT Connecting Highway.

<https://wisconsindot.gov/Pages/projects/data-plan/plan-res/connecting.aspx>

- Connecting highways carry state highway traffic on local streets
- Connecting highway aids from WisDOT help the city of Wausau maintain WIS 52 to state highway standards
- The city of Wausau
 - Maintains the roadway and drainage systems
 - Controls access
 - Owns the right of way

Project purpose and need

The pavement was reconstructed in 1988 and 1991 with concrete pavement with ongoing repairs. The North 18th Street intersection was widened with turn lanes in 2005, and an asphalt overlay was placed in 2008 from North 6th Street to North 13th Street. The existing pavement is deteriorating with cracking and rutting throughout. The pavement has met the end of its useful service life.

Additional needs include:

- Deteriorated curb and gutter and drainage inlets.
- Existing curb ramps do not meet Americans with Disabilities Act (ADA) standards.
- There are no pedestrian facilities along the north side of WIS 52 from North 13th Street to North 18th Street.
- Outdated traffic signal equipment at the North 6th Street intersection.
- Poor accommodation for pedestrians through the North 6th Street intersection
 - Curb ramps do not meet ADA standards
 - No pedestrian push buttons on the traffic signals
 - No marked crosswalks
- City municipal facilities (sewer and water) are deteriorating and outdated.
- There are ongoing crashes occurring between North 6th Street and North 13th Street.
 - Crash data (2017 to 2021): total of 41 crashes
 - 51% of crashes involved rear end collisions
 - 37% of crashes consisted of angle collisions at driveways and intersections
 - The lack of turn lanes was determined to be a contributing factor
 - School-age traffic was also a contributing factor
 - 40% of the drivers involved in the crashes were under 25 years of age
 - Most crashes occurred during the AM and PM school travel periods
 - Review of current crash data demonstrates that similar crash patterns are continuing to occur

Proposed improvements

The following improvements are proposed to address the project needs.

Pavement improvements

- Full depth pavement replacement on WIS 52 with new asphalt pavement and new curb and gutter between North 6th Street and North 18th Street

Drainage improvements

- Replace the drainage inlets and repair the storm sewer as needed throughout the project
- Address overland flows from the south side of WIS 52 to minimize icing on the sidewalks and roadway by installing drain tile

Sidewalks improvements

- Replace all sidewalk and upgrade curb ramps to meet ADA standards, where feasible
- Construct new sidewalk along the north side of WIS 52 from North 13th Street to North 18th Street (subject to city approval)

North 6th Street Intersection improvements

- Install new traffic signals and add pedestrian push buttons at the traffic signals
- Upgrade the geometry to better accommodate pedestrians

Municipal improvements

- Replace municipal sewer and water between North 6th Street and North 13th Street
- Install new street lighting (subject to city approval)

Alternatives to Address Safety Needs

- Funding was approved for safety improvements between North 6th Street and North 13th Street.
- The project will evaluate multiple typical sections for the reconstruction of WIS 52 roadway including a median turn lane (two-way left-turn lane) to improve safety.

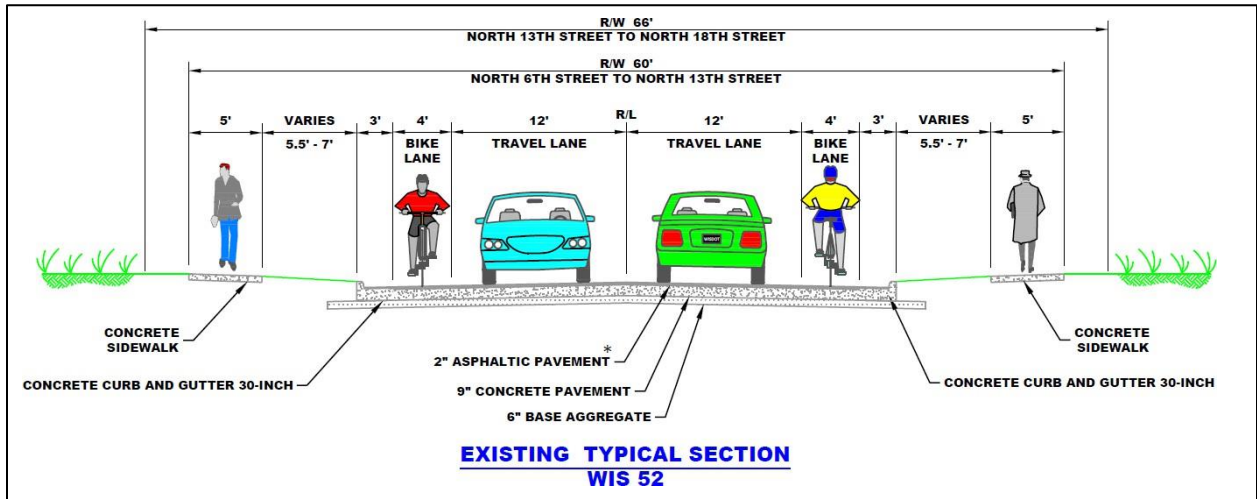
The selected typical section is subject to public input and approval of the environmental document.

Alternatives

- No-Build alternative
- Alternative A1/A2 – safety improvements with median left turn lane
- Alternative B1/B2 – no safety improvements
- Alternative C – combination of Alternative A, B, and added input
- Alternative D – replace in kind alternative

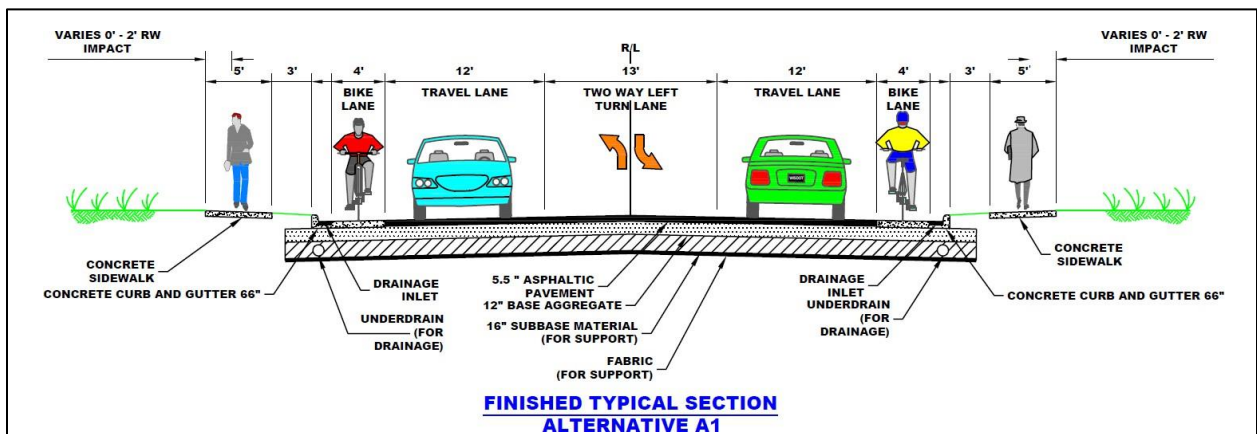
No-Build Alternative

- Maintains all existing conditions
- Continues maintenance of pavement, drainage, and utility systems
- Does not address identified needs
- Results in increasing maintenance costs over time



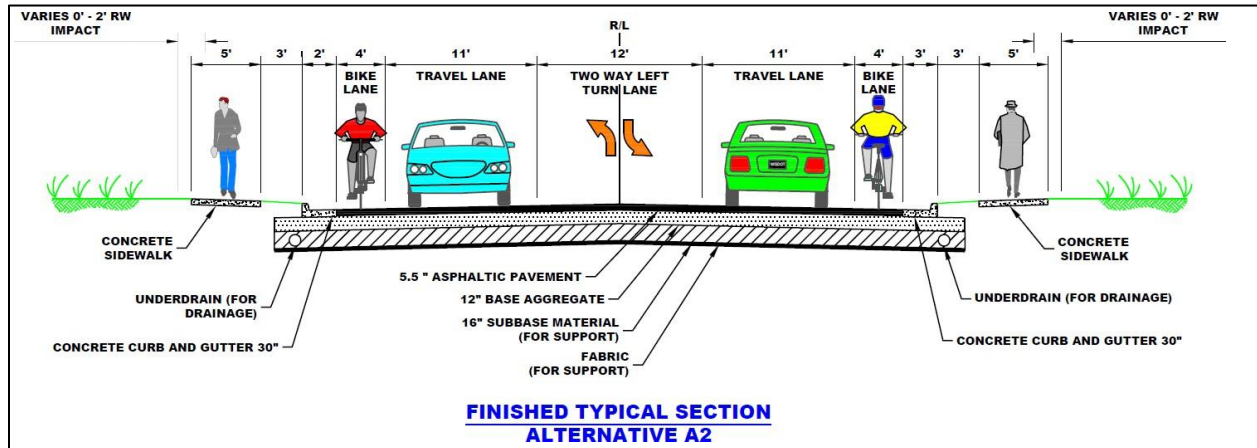
Alternative A1 - safety improvement with median turn lane

- 12-ft travel lanes and 13-ft median turn lane
- 4-ft bike lanes within gutter pan (uses a wider 66-inch curb and gutter)
- New sidewalks (5 to 6-ft width); terrace varies from 0-ft to 3-ft to minimize impacts
- Eastbound travel lane would be superelevated (tipped up) between North 12th Street and North 18th Street



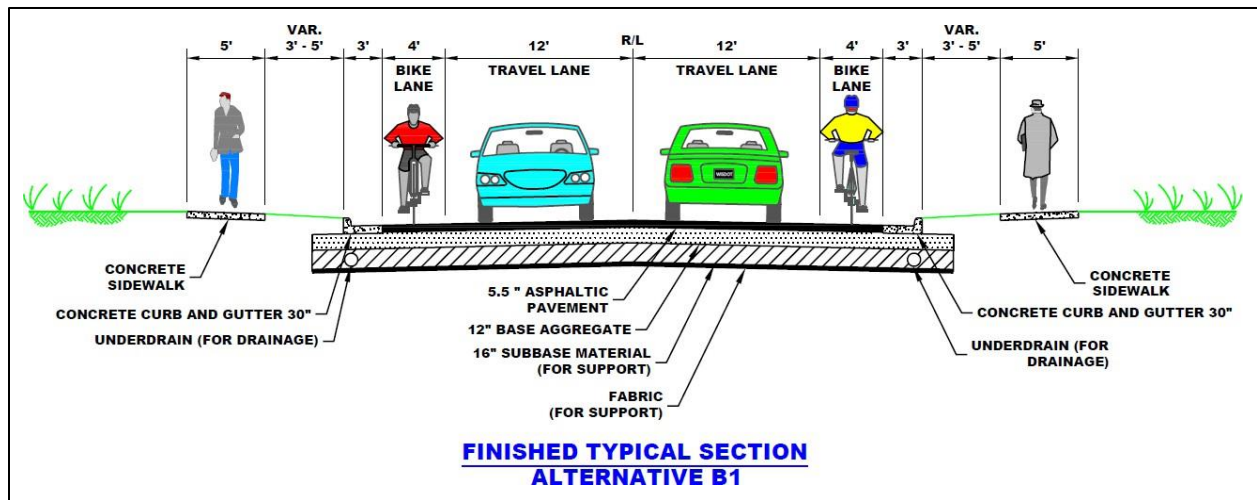
Alternative A2 - safety improvement with median turn lane

- Implements minimum with standards to reduce impacts
- 11-ft travel lanes and 12-ft median turn lane
- 4-ft bike lane with standard 30-inch curb and gutter
- New sidewalks (5 to 6-ft width); terrace varies from 0-ft to 3-ft to minimize impacts
- Eastbound travel lane would be superelevated (tipped up) between North 12th Street and North 18th Street



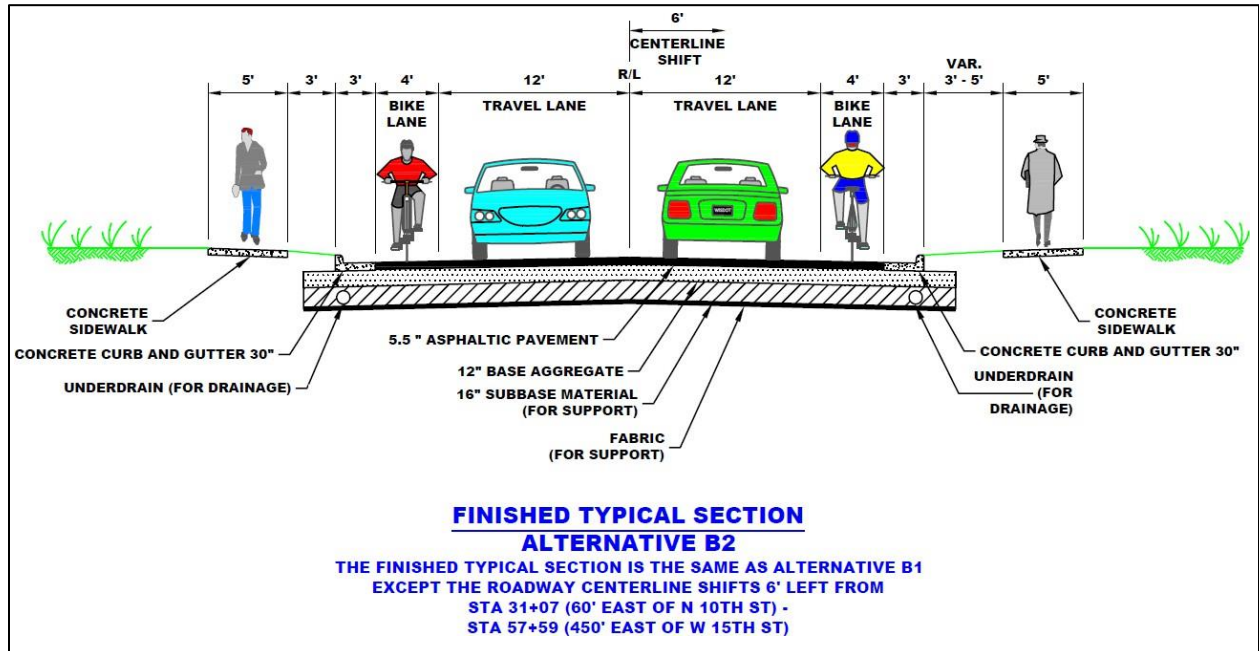
Alternative B1 – no safety improvements

- 12-ft travel lanes
- 4-ft bike lane with standard 30-inch curb and gutter
- New sidewalks (5 to 6-ft width)
- Terrace is typically 5-ft; varies from 0-ft to 3-ft to minimize impacts at select locations



Alternative B2 – no safety improvements

- Same as Alternative B1 except that the centerline is shifted 6-ft north from North 10th Street to North 15th Street
- Alignment shift is being considered avoid making steep driveway slopes along the south side of WIS 52 worse



Alternative C – combination of various alternatives

- Alternative C could be some combination of Alternative A (safety improvements), Alternative B (no safety improvements), and other input collected from stakeholders

Alternative D – replace in kind alternative

- Replaces all pavement and curb and gutter at existing elevations
- Replaces sidewalk only where impacted due to curb ramp upgrades, utility and drainage work
- Would retain features similar to the existing conditions with limited changes to pavement and driveway slopes and drainage patterns
- Minimizes all impacts, where feasible

Preliminary impacts

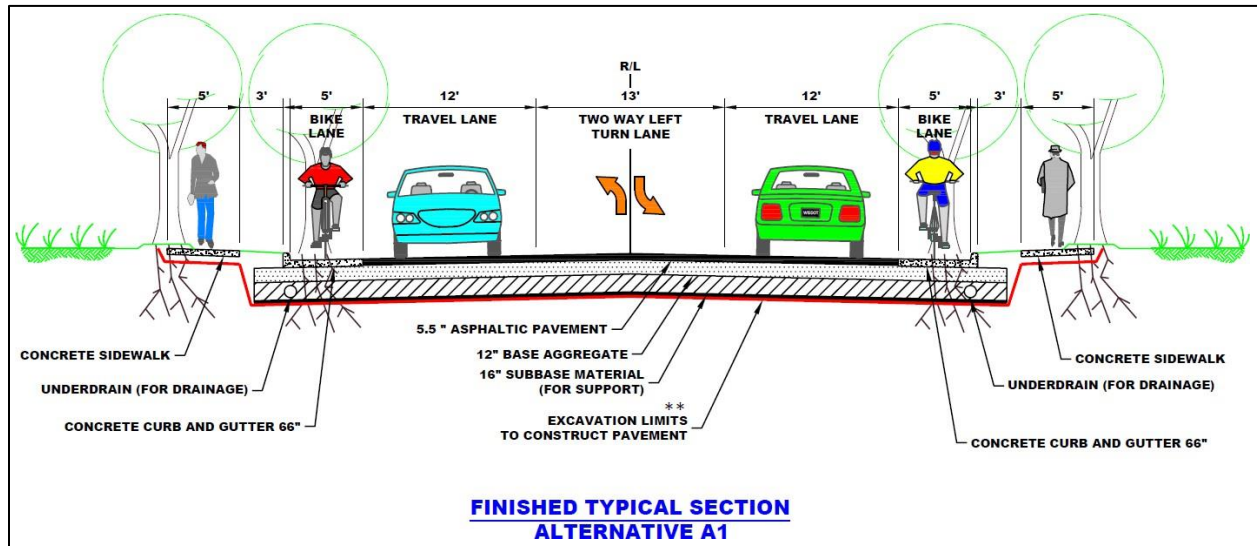
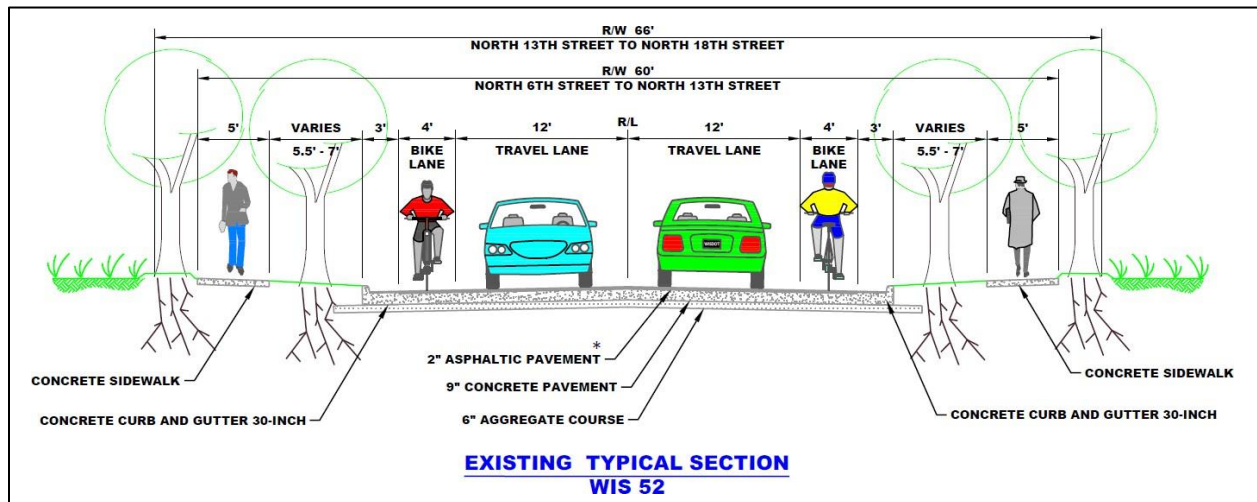
Alternative	No-Build	Alt A1	Alt A2	Alt B1	Alt B2	Alt C	ALT D
Improves Pavement and Drainage	--	✓	✓	✓	✓	TBD	TBD
Improves Pedestrian Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves North 6 th Street Intersection	--	✓	✓	✓	✓	TBD	TBD
Provides Bicycle Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves Safety	--	✓	✓	--	--	TBD	TBD
New Permanent Right of Way (acre)*	--	0.4	0.3	0.1	0.2	TBD	TBD
Temporary Easements (acre)*	--	2.6	2.6	2.2	2.0	TBD	TBD
Permanent Drainage Easements (acre)*	--	0.02	0.02	0.03	0.02	TBD	TBD
Tree Impacts	--	✓	✓	✓	✓	TBD	TBD

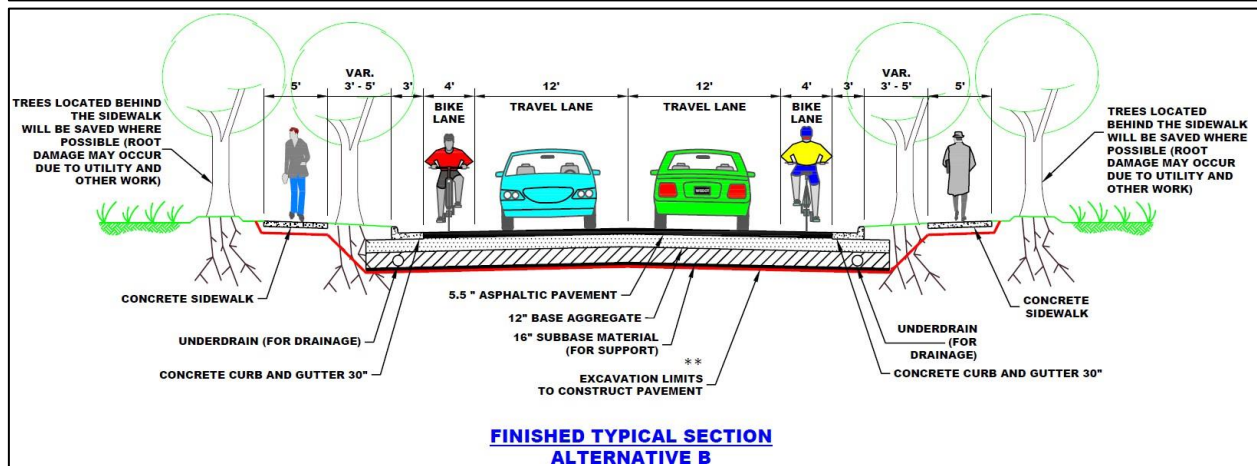
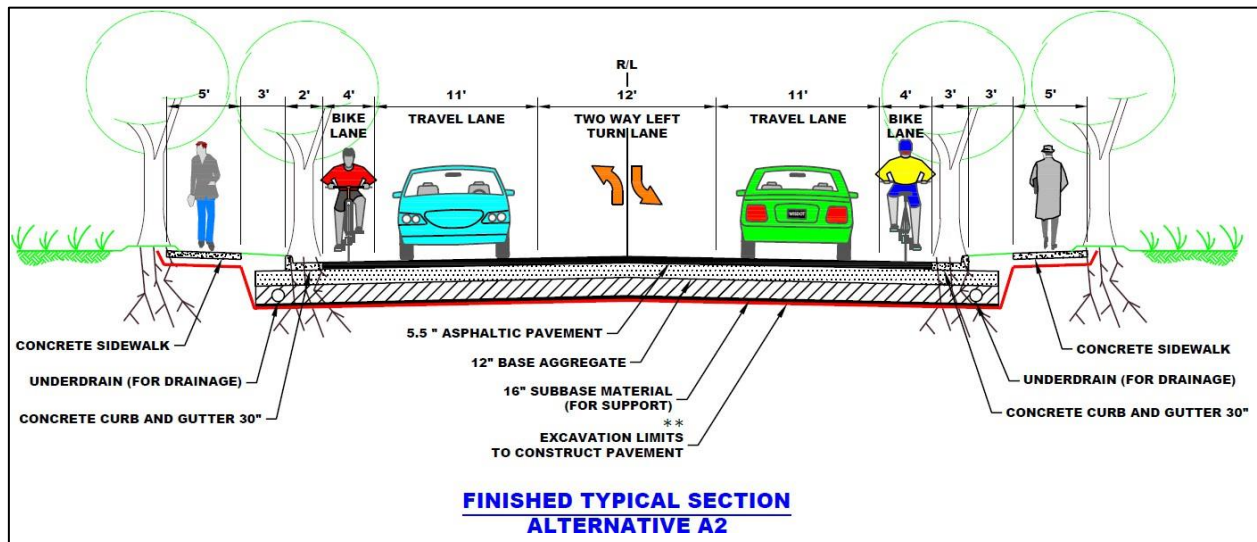
* Values are based on level of design completed
TBD = To Be Determined

Tree Impacts

- Tree impacts area shown with an asterisk (*) on the project exhibits
 - Saving any trees will be determined during the design process
- Ash trees are shown with a different color asterisk (*) on the project exhibits
 - Emerald ash borer (EAB) is an invasive beetle that kills ash trees
 - Per Wisconsin DNR, EAB commonly kills ash trees costing local governments significant dollars for tree removal and replacement
 - The city of Wausau has a plan in place for management (removal and disposal) of ash trees to avoid spreading EAB: <https://www.marathoncounty.gov/services/urban-forestry>
- Excavation impacts
 - Due to 3-ft pavement excavation and utility impacts, there would be similar tree and tree root impacts for all proposed alternatives
 - Additional excavation will be required for drainage and utilities (***) which may impact trees

ESTIMATED EXCAVATION LIMITS —————





Proposed traffic impacts

Construction is currently scheduled for 2029.

- WIS 52 traffic will be detoured.
 - Various state and county routes will be evaluated.
- WIS 52 will remain open to local and emergency traffic.
 - Local staging requirements will be determined during the design process
 - Coordination for postmaster, garbage, bus routes, etc.
- Motorists can expect some delays to occur

More details will be shared on sequencing and staging at future meetings. Frequent coordination will occur with property owners and businesses during construction.

Your feedback is needed

Property and business owners are encouraged to provide information on traffic and access needs on your comment form. Important information to share would include items such as:

- Handicap or other special access needs
- Bus route or other special transportation needs
- For businesses:
 - number of visitors or patrons to your location
 - hours of operation and shift changes
 - number of employees (by shift)
 - daily or weekly truck traffic (deliveries, etc.)
 - time of day for deliveries
 - type/size of delivery vehicles

Real estate

Right of way and easements are required for the project.

- Fee acquisition may be required for the new roadway (narrow strips)
- Temporary easements will be required for blending slopes, driveway match points, staging, and utility connections
- Permanent easements may be required for drainage features

Preliminary real estate needs are shown on the exhibits. A landowner rights pamphlet is available.

The city of Wausau will acquire real estate. Any impacted property owners will be contacted directly during the design process. The city of Wausau expects to begin real estate acquisitions in Spring 2026.

Project update/next steps

- Data collection - Fall 2024
- City kickoff meeting - March 12, 2025
- Local Officials Meeting #1 - April 16, 2025
- Public Involvement Meeting #1 - May 14, 2025 **
- Concept plans and reports - Summer 2025
- Local Officials Meeting #2 - Fall 2025
- Public Involvement Meeting #2 - Fall 2025 **
- Environmental Document - Winter 2025
- Preliminary plans and reports - Spring 2026
- Right of Way Acquisition – Spring 2026 to Spring 2028
- Final plans - May 1, 2028
- Construction – 2029

**Additional public meetings will be held, as required, during the design and construction process.

Public input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

There are several ways to submit your input by **May 28, 2025**:

1. Fill out the comment form attached to this handout and mail it to WisDOT
2. Complete the fillable online survey on the project website
<https://wisconsindot.gov/Pages/projects/by-region/nc/wis52marathon/default.aspx>
3. Email comments or questions to the contact(s) listed below

Deaf, hard-of-hearing, deaf-blind, and speech-disabled persons should contact the Wisconsin Relay Service by dialing 711.

For more information, please contact:

Michael Jelinek
Project Leader
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495
(715) 421-8098
Michael.Jelinek@dot.wi.gov

Preston Bohn, P.E.
Project Manager
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495
(715) 421-7382
Preston.Bohn@dot.wi.gov

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Place
Stamp
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Attn: Michael Jelinek
WisDOT North Central Region – Wisconsin Rapids
1681 Second Avenue South
Wisconsin Rapids, WI 54495

To mail, fold here and tape.

Public Involvement Comments (pared down summary)

Project ID 6999-00-01

PIM #1, Public Involvement Comment Period May 14, 2025, to May 28, 2025

City of Wausau, East Wausau Avenue

North 6th Street to North 18th Street

WIS 52, Marathon County

Comments

- When is the start/finish date of construction?
- Will entrances be changed to my business?
- We would prefer to go with option #A1.
- We do NOT like the idea of the alternative B2 reference that includes shifting the of center line.
- Main concern with ALL of the options, is the steepness of our driveway after the final changes are completed. Can we get a flat area at the driveway?
- We DO like the idea of a turn lane to be put all of the way to 18th street due to the number of close calls we have had on this road
- We were told that the upgrade to sewer/water was ending at 13th Street, will systems past 13th need work so the road does not have to be dug up again.
- There are water issues that we currently have in our yard from the neighbor's yard and the water running down our driveway from the roadway. Updated storm drains may be needed.
- An area of the sidewalk has drainage issues. It gets 1-3 inches of water.
- No matter the solution, maintaining a 5' terrace should be a priority to allow trees to be replanted (and by extension, I think replanting trees on the whole corridor should be a priority for the city).
- Not only is a treeless expanse of concrete ugly in terms of aesthetics, not having them means a valuable source of shade for pedestrians and cyclists is lost.
- I don't think adding a center turn lane is the right solution to the safety problem, especially given the other trade-offs. I won't deny that there are safety issues, the crash numbers don't lie, but while adding the center turn lane might reduce automobile accidents, I suspect it would increase the rate of pedestrian and cycling accidents.
- For pedestrians and bicyclists, the wider a road is, the harder it is to cross (for numerous reasons).
- The issue is that people don't pay attention & go too fast, increasing the frequency & severity of accidents.
- Parts of this corridor could make decent use of traffic calming measures.
- Make the bike lanes protected (with concrete barriers or poles)
- I support sidewalk on north side of the section between 13th & 18th
- I think adding the planning "pedestrian island" at North 6th Street is an improvement over the current situation.
- We are concerned about the increased noise & vibrations from the road being closer to the house.
- If trees are an ongoing issue with buckling the sidewalks because the trunk and root systems get too large then why not plant trees that are dwarf in nature.
- Concerns with snow storage in 3-foot terrace.
- Would a 25-mph speed limit reduce snow storage issues in a 3-foot terrace?
- I consider the sidewalk on the north side of the road between 13th street and 18th street to be nice to have and not a need to have
- You have charted the accidents and know where they are happening. If I remember correctly, they were mostly around a couple of intersections. So, I would say just add the turn lanes at those trouble spots and not make those turn lanes all the way from top to bottom.
- Questions about and lack of support for 6-foot offset of the center line (B2)
- Can we move the 25-mph speed limit out to 18th street
- Is there speed information at all points along the corridor for which it has been collected?
- Are there vehicle traffic counts along the route as well as connecting roads?
- Are there crash data reports or summary, associated with the 2017-2021 period data included in the info packet, and any more recent reports that are available?
- Are there any preliminary drawings of the alternatives with elevation and top-down corridor view?
- Is there information pertaining to the downstream stormwater drainage route, basin locations, any known or suspected concerns and constraints, and information pertaining to expanded water quality and quantity management facilities or techniques being considered?
- What comments have been provided by City of Wausau, Marathon County, and/or MPO staff, to the degree these are available?
- What comments were provided by the Wausau School District, to the degree these are available?
- Will this project result in local assessments to adjacent properties?
- Are improvements to connecting roads being considered?
- Are modifications to municipal sanitary sewer or water within the scope of this project, or being considered while the roadbed is open?
- Need the approach to my driveway 3 feet wider to the right side of front driveway.
- My house is a historical building/home.
- Regarding crashes: speeding is the issue, and the road should be patrolled more.
- Approx 6th to 7th a manhole pops up when heavy rain occurs 5-7 times in last 10 years
- I think there should be a roundabout.

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – June 12, 2025***

AGENDA ITEM
Discussion on street reconstruction tree preservation
BACKGROUND
<p>Each year the City of Wausau completes a full reconstruction of several roadway corridors. This typically includes adding, removing or reconstructing water main, sanitary sewer main, water and sanitary services, storm sewer, sidewalk, curb and gutter and road surface. Due to the scale of these projects, it is typical that a large number of trees require removal.</p> <p>Tree removals are determined through a collaborative effort between the engineer and city forester. When determining which trees are required to be removed, the typically considered factors are current tree health, species, and likely future health due to construction impacts. Safety to construction workers and residents is the top priority when making tree removal decisions.</p> <p>This topic was also discussed at the Parks and Recreation Committee Meeting on May 5th, 2025. See attached meeting minutes.</p>
FISCAL IMPACT
N/A
STAFF RECOMMENDATION
For discussion and comment.
Staff contact: TJ Niksich 715-261-6748

CITY OF WAUSAU – PARKS AND RECREATION COMMITTEE MEETING MINUTES

Date/Time: May 5, 2025, at 5:15 p.m.

Location: Council Chambers, City Hall

Parks and Recreation Committee Members Present: Lou Larson (c), Carol Lukens, Tom Neal, Lisa Rasmussen,

Excused: Sarah Watson

Others Present: Jamie Polley-Parks Director, John Kahon-City Forester, Thomas Niksich-Project Engineer

In accordance with Chapter 19, Wisc. Statutes, notice of this meeting was posted and sent to the Daily Herald in the proper manner. A quorum was present, and the meeting was called to order at 5:15pm.

1. Approve Minutes – April 7, 2025 – **Motion** by Neal, second by Lukens to approve the Park and Recreation Committee November 4, 2024, minutes. Motion **carried** by voice vote; vote reflected as 4-0.
2. Discussion and Possible Action Related to Urban Forestry Presentation – John Kahon presented the Emerald Ash Borer Plan (EAB Plan). The EAB Plan was updated in 2020. Since 2021, of the 6,000 ash trees identified in the city of Wausau, 1,695 have been removed. The goal is to remove an average of 375 ash trees per year, which puts the department on track for complete removal and replacement in 12 to 15 years. There are 3,317 inventoried ash trees in the wooded rights-of-way, a portion of which are getting injections to maintain them so they can be removed at a manageable pace. Last year, 742 trees were injected; in 2023, 948 trees were injected; and in 2022, 873 were injected. In 2025, the focus for injections will be the northeast portion of Wausau. The goal is to slowly thin and replace the trees, as opposed to clear cutting all at the same time. If, however, a resident asks for an ash tree to be removed, the request will be honored. This year, 806 of the remaining trees are not on the injection list. These trees are either in rough shape, on a poor site, or are very small trees, and are the focus of the removals. Each year, fewer ash trees are being injected, and more trees are being removed and replaced. There are some residents who want to maintain ash trees on their boulevard. If they contact the department and pay for professionals to inject the tree, the tree is allowed to remain. Total tree removal has increased from 800 per year to 900 per year, while roughly 540 new trees are being planted; this is a deficit of 360 trees per year. The trees being planted are 2-inch diameter trees, which are impactful and quite sizable. Grant Planting – Legacy Trees won the Departmental bid to purchase trees for replanting, and, because of their pricing, the Department was able to plant 415 trees, rather than the 300 expected. In the spring, 180 of those trees were already planted and the remainder will be planted this fall. The focus for pruning is on the smaller trees, so that as they grow, they will be strong, healthy, and have a good structure. There is tree loss due to street construction projects. There are many things to consider when deciding whether to keep a tree, but the decision tends to hinge on the assessment of the standing, survivability, and long-term staying power of the tree. Niksich presented about curb stability, water runoff, and frost heave on the roads. One foot of aggregate is left behind the curb to help protect the integrity of that curb and the soil behind the curb, which protects the road from frost heave and the buckling that can result. The width of the roads per city ordinance for all residential streets are between 33 and 37 feet at the back of the curb. The width is determined by traffic patterns and whether bike lanes are required. Utilities and services are typically seven feet deep and do affect the trees themselves. In the past five years a tree root barrier has been installed with each tree planting. This prevents the tree roots from growing into the sidewalks.
3. Education Items – None
4. Future Agenda Items – A special Committee Meeting may need to convene due to Riverlife Concessionaire having to pull out for the summer due to family life concerns.
5. Next Meeting: Monday June 2, 2025, at 5:15pm, Council Chambers, City Hall 407 Grant St, Wausau, WI 54403
6. Adjournment – **Motion** by Rasmussen, second by Lukens to adjourn at 6:35pm. Motion **carried** by voice vote, vote reflected as 4-0.

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – June 12, 2025***

AGENDA ITEM

Discussion on City Street Light Policy

BACKGROUND

The current policy for installation of new street lights is attached. This policy would apply if a resident requested a light at a specific location.

Street lighting for Street reconstruction projects is considered on a street-by-street basis.

Considerations for adding lighting include:

- Continuity of the lighting system
- Pedestrian density
- Hazard mitigation
- Other

Reconstruction project lighting can come at the recommendation of staff or the request of an alder or resident concerns. Lighting for projects would be considered by I&F and included in the reconstruction budget.

FISCAL IMPACT

Fiscal impacts vary. For individual installations by WPS, the city is billed an installation cost and then assumes a monthly bill.

For street reconstruction the cost of the lighting is budgeted in the reconstruction project.

STAFF RECOMMENDATION

None, discussion item only.

Staff contact: Allen Wesolowski 715-261-6762

CITY OF WAUSAU STREET LIGHTING GUIDELINES

PURPOSE: The lighting of streets, facilities, and other areas deemed important to the City of Wausau; vehicle traffic, pedestrian safety, and general community aesthetics. It is with these goals in mind that the City of Wausau hereby establishes these general guidelines.

NEW SUBDIVISIONS:

The City of Wausau shall establish within any developer's agreement, the provision for street lighting with the developer paying all the costs for the purchase and installation of the proposed street lighting. After the installation, the City of Wausau shall pay for the operational costs. The City of Wausau shall maintain a sufficient budget to provide for the continued operational costs after installation. The City of Wausau reserves the right to accept, deny, or modify any lighting project by a developer.

- 1.) The developer shall install street lighting using Wisconsin Public Service standards. No street lighting shall be installed which does not conform to Wisconsin Public Service standards.
- 2.) The developer shall submit a street lighting plan to Wisconsin Public Service for their recommendations and comments. The City of Wausau will then review the plan and make recommendations. That plan will include the following:
 - a.) Location of each street light.
 - b.) A light at each intersection.
 - c.) A light at any portion of a roadway where the direction changes at least 15 degrees.
 - d.) A light should be located every 500 feet or less and be on alternating sides of the roadway where an intersecting road does not exist.
 - e.) Screw in anchor bases for fiberglass or composite light poles (other than wood) will be required for every light pole and will adhere to Wisconsin Public Service standards. Concrete anchor bases conforming to Wisconsin Public Service standards will be required for elevated poles.

- f.) A light should be located at the end of any cul-de-sac in cases where the distance from the nearest intersecting road is greater than 500 feet.

EXISTING STREETS/ROADS:

The City of Wausau may install street lighting on existing subdivisions, streets, roads, intersections and cul-de-sacs within the City of Wausau, paying all costs for the purchase, installation and operation costs of the proposed street lighting. The City of Wausau shall maintain a sufficient budget to provide for the installation and operational costs of sufficient new lighting. All requests for new street lighting shall be submitted with a detailed description of the location of the requested installation to the City of Wausau. The City of Wausau reserves the right to accept, deny, or modify any lighting proposal.

1. The City of Wausau may request the installation of street lights based upon the following criteria:
 - a. A light at an intersection.
 - b. A light at any portion of a roadway where the direction changes at least 15 degrees.
 - c. A light should be located every 500 feet or less and be on alternating sides of the roadway where an intersecting road does not exist.
 - d. A light should be located at the end of any cul-de-sac in cases where the distance from the nearest intersecting road is greater than 500 feet.
 - e. Screw in anchor bases for fiberglass or composite light poles (other than wood) will be required for every light pole and will adhere to Wisconsin Public Service standards. Concrete anchor bases conforming to Wisconsin Public Service standards will be required for elevated poles.
2. The lighting, so provided, shall conform with the existing lighting system, if applicable.
3. The lighting system shall be the most cost effective option available from Wisconsin Public Service.
4. The City of Wausau shall establish a “waiting list” to place such requests so that an orderly, timely, and financially responsible installation program can be adhered to.

Agenda Item No.

5

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – June 12, 2025***

AGENDA ITEM

Update on 2025 Street Reconstruction Projects

BACKGROUND

Staff will provide an update at the meeting.

FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Update item only.

Staff contact: Allen Wesolowski 715-261-6762

Agenda Item No.

6

***STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – June 12, 2025***

AGENDA ITEM

Discussion on truck route enforcement

BACKGROUND

The current truck routes map is attached.

The current ordinance for truck routes is Chapter 10.10 of the Wausau Municipal Code.

FISCAL IMPACT

None.

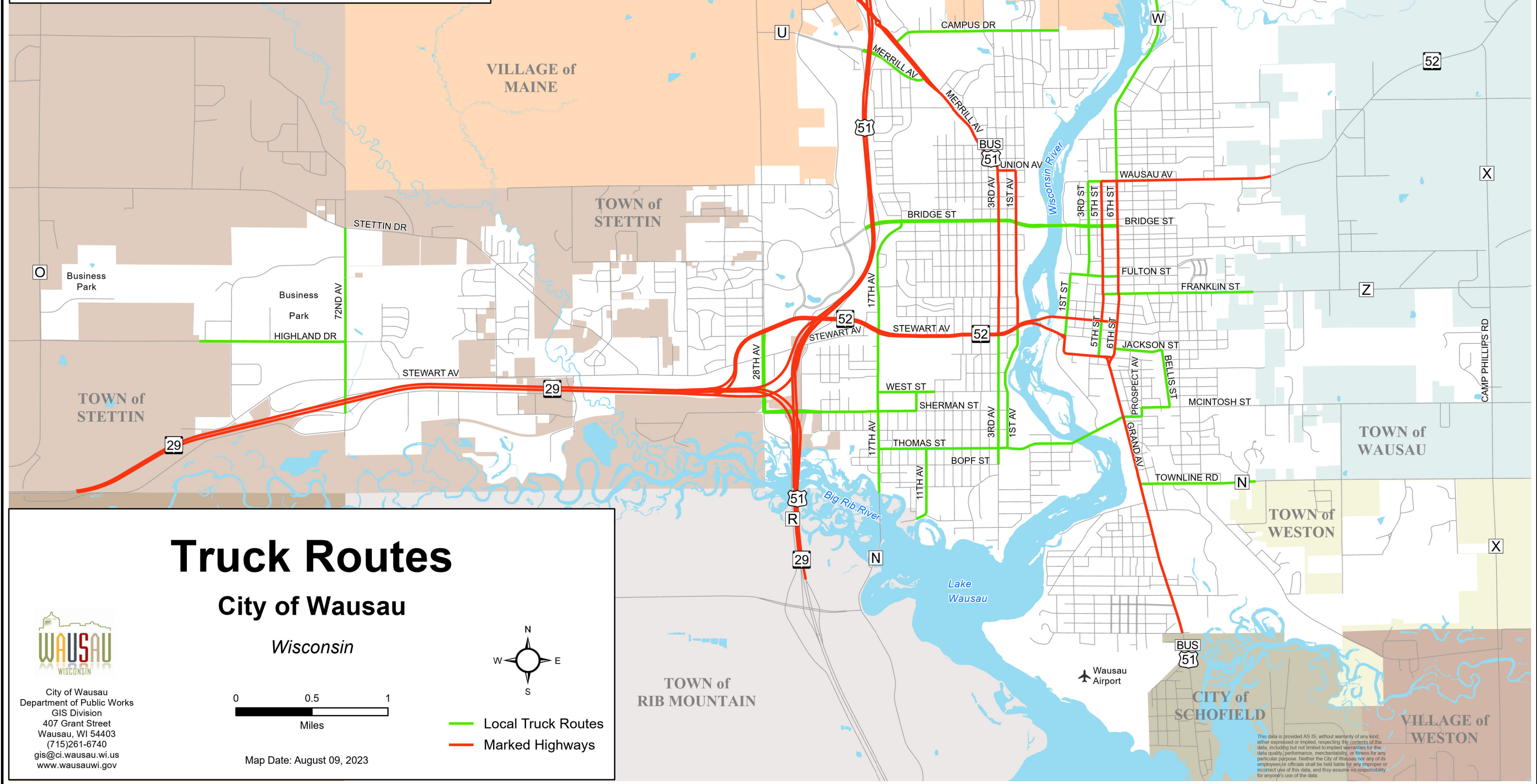
STAFF RECOMMENDATION

None, discussion item only.

Staff contact: Allen Wesolowski 715-261-6762

This map shows the official truck routes for the City of Wausau, Wisconsin per Section 10.10.060 of the Wausau Municipal Code

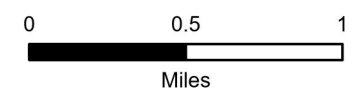
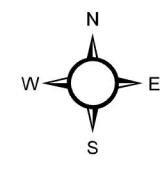
Approved: 11-13- 2001 Council File: 01-116
 Amended 10-25-2005 Council File: 01-0942
 Amended 11-22-2006 Ord Number: 61-5272



Truck Routes

City of Wausau

Wisconsin



- Local Truck Routes
- Marked Highways

Map Date: August 09, 2023



City of Wausau
 Department of Public Works
 GIS Division
 407 Grant Street
 Wausau, WI 54403
 (715)261-6740
 gis@ci.wausau.wi.us
 www.wausauwi.gov

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Chapter 10.10 - TRUCK ROUTES

10.10.010 - City truck routes.

Pursuant to Wis. Stats. § 349.17, the City designates as City truck routes (heavy traffic routes) all marked federal or state highways and other local streets designated in section 10.10.060 of this Code. It is unlawful for any vehicles having a gross weight (as defined in Wis. Stats. § 340.01) or registered weight in excess of 8,000 pounds to operate on any City street other than a designated truck route except as defined under sections 10.10.020 and 10.10.030.

(Ord. 61-5521 §1 (part), 2012)

10.10.020 - Permitted deviations.

Notwithstanding the prohibition of section 10.10.010, a vehicle with a gross or registered weight in excess of 8,000 pounds (as defined in Wis. Stats. § 349.01) may use a street or highway other than one designated for heavy traffic for the purpose of obtaining orders for supplies or moving or delivering supplies or commodities to or from any place of business or residence which has an entrance on such street or highway. The City may temporarily prohibit truck travel on some streets for reasons of safety or street condition.

(Ord. 61-5521 § 2 (part), 2012)

(Ord. No. 61-5911, § 1, 4-26-2022)

10.10.030 - Temporary load limitations.

The engineer may reduce the load limit on any of the streets on the City truck routes when the construction or condition thereof in his judgment warrants such action. The City Police Department and Public Works Department are hereby authorized to take measures to make temporary changes in truck routes as necessary in the interest of safety, construction activities, or street conditions.

10.10.040 - Certain weights prohibited.

The engineer may prohibit vehicles with a gross weight in excess of 60,000 pounds from using certain streets or portions thereof at any time and for any purpose except to make a delivery or pickup at an address or business fronting on such streets by posting appropriate signs at the terminus and all cross streets between terminus on such streets.

10.10.050 - Truck routes to be marked.

Signs will be erected along the permitted routes.

10.10.060 - Truck routes designated.

The following streets shall be designated as City truck routes (heavy traffic routes):

Grand Avenue—Forest Street to south City limits

6th Street—Forest Street to north City limits

Townline Road—Grand Avenue to east City limits

Franklin Street—5th Street to east City limits

East Wausau Avenue—North 3rd Street to east City limits

5th Street—Forest Street to East Wausau Avenue

3rd Street—Fulton Street to East Wausau Avenue

1st Street—Forest Street to Fulton Street

Jackson Street—6th Street to Bellis Street

Bellis Street—Jackson Street to McIntosh Street

McIntosh Street—Bellis Street to Prospect Avenue

Prospect Avenue—McIntosh Street to Thomas Street

Thomas Street—17th Avenue to Prospect Avenue

Forest Street—1st Street to 6th Street

McIndoe Street—1st Street to 5th Street

Fulton Street—1st Street to 6th Street

Scott Street—1st Street to Stewart Avenue

Washington Street—Stewart Avenue to 1st Street

1st Avenue—Thomas Street to West Union Avenue

3rd Avenue—Bopf Street to West Union Avenue

West Union Avenue—1st Avenue to 3rd Avenue

Merrill Avenue—West Union Avenue to U.S. Highway 51

Business Hwy 51—Merrill Avenue to U.S. Highway 51

Campus Drive—Business Highway 51 to Burek Avenue

11th Avenue—12th Avenue to Thomas Street

17th Avenue—Bridge Street to south City limits

28th Avenue—Sherman Street to Stewart Avenue

Sherman Street—28th Avenue to 17th Avenue

Stewart Avenue—U.S. Highway 51 to Washington Street

Bridge Street—U.S. Highway 51 to 6th Street

U.S. Highway 51—Decator Drive to south City limits

State Highway 29—U.S. Highway 51 to west City limits

West Street—South 17th Avenue to South 10th Avenue

Sherman Street—South 17th Avenue to South 12th Avenue

South 12th Avenue—Sherman Street to West Street

72nd Avenue—State Highway 29 to north City limits and

Highland Drive—72nd Avenue to west City limits

(Ord. 61-5613 §1, 2014, File No. 01-0942; Ord. 61-5272 §1, 2005, File No. 01-0942; Ord. 61-5270 §1, 2005, File No. 01-0942; Ord. 61-5265 §2, 2005, File No. 01-1116; Ord. 61-5250 §1, 2005, File No. 01-1116; Ord. 61-5139 §1, 2001, File No. 01-116.)

AGENDA ITEM

Update on the proposed Fleet Maintenance Facility and possible location

BACKGROUND

- Discussions related to the Marathon Box property, 901 Cherry St along with the owners of the parking lot located within this property have been ongoing. Working with Community Development and working through these additional discussions will likely take a few weeks and any negotiating discussions will be talked through with the Finance Committee. Staff will continue to keep I&F up to date on discussions and the potential use/purchase of this property.
- Staff is currently working with the assessment department to determine the estimated cost of purchasing homes/businesses along Myron St next to the existing DPW facility. Due to the potential of property owners consideration of selling it is worth the additional effort to continue discussions to determine if adequate property may be acquired to build a new facility.
- Staff has also reached out to owners of vacant property to determine if they are willing to discuss selling property to the city and so far we have had no commitments or no response.
- As you know we have a completed building layout, fueling station layout and storage facility layout all complete. It is our intent to finalize a property location in 2025 and seek approval of the purchase, if necessary, from the City Council.
- Staff continues to pursue available options in areas of the city that would work well for a new fleet maintenance facility.

FISCAL IMPACT

None at this time.

STAFF RECOMMENDATION

Committee discussion and questions.

Staff contact: Eric Lindman 715-261-6745