



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, July 9, 2020 at 5:15 p.m.

Location:

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

Members:

Lisa Rasmussen (C), Lou Larson, Tom Neal, Debra Ryan, Jim Wadinski

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the June 4, 2020 meeting.
2. Discussion and possible action Authorizing Extension of Temporary Parking Restrictions on the 300 block of 3rd Street to Facilitate Establishment of Temporary Pilot Valet Parking Program.
3. Discussion and possible action regarding disposition of the old Westside Fire Station at 510 South 32nd Avenue.
4. Discussion and possible action on a State/Municipal Agreement for Stewart Avenue from South 72nd Avenue to South 48th Avenue.
5. Discussion and possible action on the sale of parcel at 1321 Curling Way.
6. Discussion and possible action on consideration of options for delivery and customer vehicle stacking during peak times near 306 South 17th Avenue.
7. Discussion and possible action on a Temporary Limited Easement for grading at 3505 Stewart Avenue (O'Malley).
8. Discussion and possible action on a Temporary Limited Easement for the construction of a trail at 800 North 1st Street (Doctors Park LLP) and 810 North 1st Street (Doctors Park Partnership).
9. Discussion and possible action on revised Temporary Easement Agreement and Permanent Easement Agreement with Marathon County at 400 East Thomas Street.
10. Discussion and possible action on allocating four to six on-street parking stalls for the Church of the Resurrection Parish on 2nd Street between McClellan and Grant Streets.
11. Discussion and possible action on proposed 2021 Street Construction Projects and Five Year Plan.
12. Discussion of future needs for traffic management at 14th Avenue and Elm Street with development of two new apartment projects and related resident traffic.
13. Discussion of possible installation of sidewalk on 14th Avenue between Elm Street and Callon Street in areas that do not have it currently.
14. Discussion on overnight parking during the winter months.
15. Discussion on possible capital improvements and history of past improvements on 3rd Avenue from Stewart Avenue to Thomas Street.
16. Future Agenda Items.

Adjournment

LISA RASMUSSEN - Committee Chair

Due to the COVID-19 pandemic, this meeting is being held in person and via teleconference. Members of the media and the public may attend in person, subject to the social distancing rules of maintaining at least 6 feet apart from other individuals, or by calling 1-408-418-9388. The Access Code is 146 713 0273 and the password is 070920. Individuals appearing in person will either be seated in the Council Chambers or an overflow room, subject to the social distancing rules. Space available will be on a first come, first served basis. All public participants' phones will be muted during the meeting. Members of the public who do not wish to appear in person may view the meeting live over the internet at <https://tinyurl.com/wausaucitycouncil>, on the City of Wausau's YouTube Channel https://www.youtube.com/channel/UC-Nigpdco_i8sq5FbbJD_aw, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at <https://waam.viebit.com>. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@ci.wausau.wi.us with "CISM public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 07/01/20 @ 5:45 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6590 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

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CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: June 4, 2020, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Larson, Neal, Rasmussen, Ryan, Wadinski

Also Present: Mayor Rosenberg, Lindman, Wesolowski, Buckner, Niksich, Alfonso, Groat

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 2020-2022 term

Ryan nominated Rasmussen for Chair. Seconded by Wadinski. No other nominations received and a unanimous ballot was cast. Lindman turned the meeting over to Chair Rasmussen.

Ryan nominated Larson for Vice Chair. Neal nominated Wadinski. A secret ballot was taken with three votes for Wadinski and two votes for Larson. By committee vote, Wadinski was appointed to Vice Chair.

Establish Regular Meeting Date and Time for 2020-2022 term

Rasmussen said traditionally CISM has met at 5:30 pm on the second Thursday of the month, which allows for most items to be placed on the first agenda the following month for Council. The date and time has served well and the 5:30 time is reasonable for people working. Lindman asked about starting at 5:00. Rasmussen offered 5:15 as she works until 5:00. The committee agreed by consensus to start at 5:15 on the second Thursday of the month.

Approval of minutes of the April 9, 2020 meeting

Ryan and Larson indicated they will abstain from this vote as they did not attend this meeting. Rasmussen noted that all members besides her are new to CISM. Neal asked for Rasmussen's feeling on the accuracy of the minutes. Rasmussen indicated the minutes accurately depict the meeting. Neal moved to approve the minutes of the previous meeting. Wadinski seconded and the motion carried 3-0-2 with Ryan and Larson abstaining.

Discussion and possible action on an easement to WPS for burying electrical service across City owned property at 110 East Thomas Street

Lindman stated TDS is in the city placing fiber optic lines. They have 10 to 12 crews, which will be ramped up to 16. Last year they put their main line in. They have easements throughout the city. One easement is at 110 East Thomas Street. Typically, WPS will bring in power from the street. In this case, power is at the alley. WPS is proposing to bury a line at the far west side of the property so TDS will have power to their box at the southwest corner of the property.

Larson realizes there has been a lot of digging in the area already. The digging that has been done was done without soil testing. This is digging alongside a Brownfield. For the safety of the neighborhood and the people working, he would like the soil tested and remediated if need be before further digging. He noted the site would probably be tested anyway for development.

Rasmussen spoke of the easement near 1300 Cleveland. WPS bored rather than trenched. They drilled from underneath so that soil was not disrupted. Larson would be amenable to this.

Neal moved to accept the easement to WPS for burying electrical service at 110 East Thomas Street with the stipulation that the access be bored in and not dug. Ryan seconded and the motion carried unanimously 5-0.

Discussion and possible action on temporary parking changes in the area commonly known as the River District for an expressly limited time period to assist the reopening of businesses during the COVID-19 pandemic including:

- (a) Adding two 15-minute stalls in the 300 block of North 3rd Street adjacent to the existing 15-minute stall located approximately mid-block.**
 - (b) Eliminating the 15-minute stall on the north end of the 300 block of North 3rd Street.**
 - (c) Closing 2 - 3 parking stalls located in front of restaurants along the 300 through 600 blocks of North 3rd Street to allow increased outdoor food and alcohol service and seating options on the 300 through 600 blocks of North 3rd Street**
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Rasmussen stated this filtered through from Public Health and Safety. At the last Council meeting, changes were passed which will be active from now through October 31 to help restaurants increase their capacity and have people dine outside. The same group has asked to make temporary modifications to parking downtown to allow for easy in and out for curb side pickup with parking stalls cycling out more quickly. A Wednesday night event was also approved where the street will be closed and tables placed in the parking stalls.

Item A:

This is for curb side take out parking spaces. Ryan moved to approve adding two 15-minute stalls in the 300 block of North 3rd Street adjacent to the existing 15-minute stall located approximately mid-block. Seconded by Neal and the motion carried unanimously 5-0.

Item B:

Because of adding other stalls, this spot would be given up until October 31. Ryan moved to approve eliminating the 15-minute stall on the north end of the 300 block of North 3rd Street. Seconded by Larson and the motion carried unanimously 5-0.

Item C:

Alfonso kept this wording general. In her opinion this is just during the special events. Rasmussen feels this was only wanted for Wednesday nights as they want places for their customers to park the rest of the time. On Wednesdays they will be closing the entire street to traffic so it makes sense to close all of the stalls for tables. The travel lane would be used as access for people on foot or emergency vehicles. People will be more comfortable with tables off to the side without foot traffic near them.

Alfonso stated they will still have to limit alcohol service to the amended premise. CISM has the authority to make temporary parking regulations so this item will not go to Council. Alfonso will prepare a resolution of the CISM committee that the Chair would sign since this is a temporary regulation.

Wadinski questioned if non-restaurants would be able to use the spots in front of their business. Rasmussen said not during the event. This event is from 4:00 to 9:00 and the other businesses are often not open after 5:00. Neal asked if the northern exit of each block would remain open. Rasmussen confirmed and added all cross streets would remain open.

Ryan asked if areas would be roped off as a way to delineate between restaurants. Rasmussen indicated the premises license may take care of that. The license delineates the areas included and restaurants intend to mark their tables. Restaurants will take care of this to have their own identity. Their license has to show where their perimeter starts and stops.

Mayor Rosenberg contacted Blake of the Wausau River District, who has not heard back yet from the business owners in the 500 and 600 blocks. This was pushed back because of demonstration concerns.

Larson moved to close the parking stalls in the 300 and 400 block of 3rd Street during the Wednesday night dine out event and include the 500 and 600 blocks of 3rd Street only if the restaurants in those blocks wish to participate. Seconded by Neal.

Neal stated this has a potential for one business to want it while another may not. Rasmussen stated normally they work together very well and she is willing to roll the dice. If a problem does exist, it would be managed at committee.

There being a motion and a second, motion to close the parking stalls in the 300 and 400 block of 3rd Street during the Wednesday night dine out event and include the 500 and 600 blocks of 3rd Street only if the restaurants in those blocks wish to participate carried unanimously 5-0.

Discussion and possible action on proposed 2021 Street Construction Projects and Five Year Plan

Rasmussen noted the long list of street projects that was included in the packet to the tune of nearly \$90 million. There is only money available to complete a few streets each year.

Wesolowski explained he creates a list identifying streets for reconstruction over the next five years. For 2021, Eau Claire Boulevard is proposed as it was proposed for 2020 but during the budget process it was pushed to 2021. This is a long stretch of street with shorter sections of adjoining streets that would take up the entire street reconstruction budget. He further explained that streets are rated every two years on a scale of 1 to 10, with 10 being a new street and 1 being gravel. This is a scale used by the DOT. Any street rated below 4 is considered for reconstruction. There are a few streets rated lower than 4 that are not included on the list because they are being considered for asphalt overlay. On average, the streets in need of reconstruction total approximately \$90 million. This year Cedar Street is being reconstructed. It rose to the top due to 27 watermain breaks within 6 blocks. The road is rated a 3. Eau Claire Boulevard does have old utilities and watermain breaks with a road rating of 3-4.

Due to the close proximity of streets, Neal questioned if any residents would be locked out during construction on Eau Claire Boulevard. Wesolowski indicated Eau Claire Boulevard is south of Kent Street, which was rebuilt 3 years ago. The short sections of adjoining streets would tie the newer streets together. If the adjoining streets are not done at the same time, when we go to do them at a later date we would be digging up a brand new street to make connections. Rasmussen indicated neighborhoods are inconvenienced during projects, but the roads would be done at one time without having to come back and inconvenience them again a year or two later. When this project was deferred last year, some residents stated the road is in rough shape and they hoped it was not deferred. So there is support in the neighborhood to get this done.

Larson does not envy the job of choosing streets as there are priorities all over. Rosecrans is slated for 2024. This road is beyond repair, is a bus route, and used by delivery vehicles for Corporate Cove. At any given time bicyclists and motorcycles could wipe out on potholes. He questioned if there was any band-aid that could be used or if the street could be moved up. He added that 20th Avenue is crumbled. When it rains or snow melts it is under water because there is no drainage. His house is on 21st Place and there is water that does not drain. He is concerned with slipping on ice and asked that these concerns are looked at.

Rasmussen asked about skin patching, such as what was done on Thomas Street to buy time and smooth it out enough to drive. Wesolowski noted that DPW is in the process of purchasing a bigger and better paver. Staff does not want to do a full overlay on a street that has old watermain. However, some streets are to the point where we cannot wait and will have to do a thin overlay. We may need more hot mix money in the DPW budget for temporary skin patching. Rasmussen has been asked for skin patching of 3rd Avenue from Randolph to Bos Creek. There has been so much patch work done that it looks like a quilt. There are similar streets all over town. We do our best to pick as many street as we can afford. However, when there is a budget shortfall, the first thing to cut is infrastructure projects as they are expensive. There have been declining transportation and road aid from the state for years. We have tried to increase the sealcoat budget to extend the life of roads. We are behind and we used to spend a lot more. We have not instituted a wheel tax and there is no other way to do more roads other than borrowing or TIF. Discussion followed on using tax increment funding. Wesolowski pointed out that we have done major projects in the last few years; 1st Avenue, Townline Road, Thomas Street. Some other streets may have suffered.

Neal asked if there are any plans for street lighting with next year's projects and what would become of any existing lights. Wesolowski explained Eau Claire Boulevard lighting is at the intersections. The budget for 2021 does include \$60,000 for replacing the lighting at the intersections. Decorative lighting costs approximately \$5,000 per pole. Staff would work to try to keep the decorative feel and match the existing character. The existing lights would not be reusable. Rasmussen added that during street reconstruction projects, Engineering has been asked to determine if the lighting is sufficient enough for safety. Sometimes with reconstruction projects mature trees have to be removed, which removes a huge tree canopy. When this happens, sometimes the existing lights become more effective. CISM has often been reluctant to add mid-block lighting. When there is a reason to add a light, if it can be placed on an existing WPS pole it is most cost effective with the same result.

During the budget process, Ryan is hoping we can look at lighting and what would be involved with going to all LED. Regarding the 2021 budget, she added that it would be nice to see some projects in other areas of the city.

Wadinski drove the streets for proposed for 2021. While they are in rough shape, he did not see any manholes that have 3" drops like streets in his neighborhood. Potholes can be missed. In his neighborhood people remove blacktop from their boulevards because it was plowed up during the winter. He is not saying any streets should be removed from the list because they all need it. Per Wesolowski, every street on the list is rated a 3 or 4. Next year when roads are rated again there will be more. Wadinski asked if the criteria included bus routes and the amount of traffic a road gets, to which Wesolowski replied no. He noted that this year Cedar Street and Kickbusch Street are being reconstructed. Cedar Street was chosen because of watermain breaks and Kickbusch Street because of the school.

Wadinski mentioned 1st Avenue where 70 plus street lights were installed last year at a cost of \$5,000 each. Wesolowski clarified that the \$5,000 is with installation. Wadinski believes some residents do not like the decorative lighting as it shines into their house. Rasmussen noted the lighting can be dimmed at night. Per Wesolowski, some people want the lighting in front of their house and the next person does not. Rasmussen added that neighborhood groups have advocated for increased lighting for safety and an elevated aesthetic in their neighborhood.

Wesolowski stated in the past residents have petitioned for reconstruction. There is a \$42 per foot assessment associated with projects. If residents want the project and are willing to pay it helps elevate the project. Eau Claire Boulevard may not have been petitioned for, but there is strong neighborhood support.

Discussion took place regarding TIF Districts and using funding for infrastructure projects. Groat explained that typically when a district is initially created it is not generating a lot of tax. These are the times we have to operate leanly and we would not want to encounter huge deficits as there is a risk of not being able to retire the district with a zero balance. TID 5 is retiring in 2020. The expenditure periods for TID 6, which funded Cedar Street, Thomas Street and part of 1st Avenue, ends June 10. We cannot spend any more money in this district. TID 7 expires January 10, 2021. Any projects would have to be under contract by January 10 for the project to be eligible to be charged to the TID. These are two TID districts that we will no longer have as a means to fund infrastructure projects. That does not mean they still do not add value to us. Usually once the expenditure period ends, you have five years to recover any accumulated deficits and then you retire the district. TID 6 expenditure period ends in 2020 and will retire in 2025. TID 7 can retire earlier. Its expenditure period ends January 2021 but will retire in 2022 because it did not have as many accumulated deficits. We can use the increment that is no longer being allocated to the district to fund other expenses. TID 5 has \$300,000 in property taxes generated. When TID 7 retires in 2022, it will bring another \$440,000 of taxes each year; when TID 6 expires in 2025, it will bring \$940,000. Council has the option to reduce the tax rate or use to fund ongoing street maintenance. This is not an immediate relief as we have to wait for the districts to retire. Groat does not see other TID's as being in a situation to take on a lot of other projects. We could look at some funding options to beef up street projects so the committee could see what implications would be going forward. Groat explained that other cities rely on other resources to help fund their street projects, such as a wheel tax or a lineal foot charge to tax payers. La Crosse will be implementing this street assessment; Milwaukee does and Weston did but it reversed it. During these projects, the storm water utility in the roadway is replaced, which is a burden of the street replacement that is funded with debt retirement on the general levy. Any community that has a storm water utility is funding that

share of the project through the utility. The city has very few tools to fund street improvements, which is why we turned to TIDs. In addition to street construction projects, asphalt overlay and concrete improvements have been completed with TID districts. We are using this tool as much as we can. She noted the street lights on the southeast side are concrete and while they are old, they look almost brand new. She would like to see a cost benefit analysis to using concrete street lights versus metal poles. They last a long time and painting is not required. Lindman noted that Pergolski is looking into where concrete poles can be made.

Rasmussen indicated a number of public information meetings were held when a stormwater utility was proposed. Any new charge is always met with negativity. Stormwater management is balancing itself on the backs of private homeowners and not necessarily businesses, schools and churches that have massive parking facilities and pay nothing into that fund. She feels homeowners would see a lot of relief if this utility was created. However, we would have to repeal the ordinance that requires a referendum for any new charges. Neal recalls the stormwater utility that went to referendum. A solid argument was used for the utility but it was voted down. He believes we need to look at this again as it will help out the majority of home owners. It would have a positive impact with the mill rate over time.

Neal feels Eau Claire Boulevard lighting has a historic look and adds a distinct character to the neighborhood. He questioned the options for retrofitting the existing poles. Wesolowski will check with Pergolski on this.

Ryan would like to focus on the number of streets that have issues. She feels it would be helpful to look at other options, such as overlay projects, to try to get more streets looking better. She added that retrofitting Eau Claire Boulevard lighting to LED is a better option as it provides more light, has 20 to 50 years expectancy, and lower utility costs. She noted that with the number of streets on the 5-year plan, it looks like a 100-year plan. Neal knows that aging infrastructure is addressed during street projects. Where applicable, he would like to see more overlay projects. The project just completed on Franklin Street is a big transformation. Wesolowski stated \$250,000 was budgeted for asphalt overlay this year and \$600,000 was added to complete streets by the hospital in TID 7. In this instance, the TID contributed three times as much as the general budget. The \$250,000 was used to complete Franklin Street and the outside lanes on Merrill Avenue. Typically, streets that were reconstructed around 15 years ago are candidates for an overlay. Staff does not want to mill and overlay a street with bad utilities.

Wadinski asked if surveys are done of underground utilities and if that factors into which streets are done. Wesolowski explained that every pipe in the city is dated in the GIS system, as well as watermain break history, and the Sewer Department televises their lines. The Sewer Department has a CIP lining project each year, which helps reduce infiltration to the plant and preserves old mains.

Wesolowski reviewed the proposed 2021 budget numbers and other projects that include concrete pavement repair, pavement marking, flashing beacons on Washington Street, boulevard trees, asphalt overlay, alley paving, sidewalk replacement, and DOT projects. He noted the upcoming DOT project of Stewart Avenue from 48th Ave to 72nd Ave, for which we will receive about \$3 million in federal funding. DOT projects are typically 3 to 5 year projects. Next year the budget includes \$250,000 to hire a design consultant. He added that the overall budget request is approximately \$3 million compared to last year at \$1.8 million. Historically, \$1.8 million is low. TID funding has helped fill the gap.

Discussion turned back to milling and overlaying. Rasmussen is interested on learning the cost of a milling machine versus the cost of hiring it out. If the committee desires, staff can infuse their ask for more in the asphalt overlay budget. When we determine where we will be at with the tax rate, we can always back off if we know we cannot afford it. Lindman indicated the budget last year was \$1.9 million and we are asking for \$3 million this year, which is a sizable increase. We did ask for more last year, but Eau Claire Boulevard was deferred. Lindman spoke of maintenance done inhouse. DPW has the equipment to do crack sealing, but this process takes a crew of 11 to 13. We are inefficient at this due to not having the large equipment a contractor does. We have backed away from this process and started contracting it out. DPW puts a lot of money into patching. We can patch a block and be back 10 days later because the asphalt popped out. Last year we used more in our hot mix budget. DPW is looking into purchasing a paver and possibly a milling machine. We are looking at how to

switch our operations to hopefully do better with the money allocated in our budget.

Wadinski would like to wait a month to get more input. Ryan stated there are so many streets around town that may be more warranted. Rasmussen stated in upcoming years Bertha and Ethel are proposed, which are also in District 1. Maybe these streets could be swapped with streets in another district to provide a balance. Wadinski would like to see streets proposed that have a higher traffic volume.

Neal questioned if waiting a month would provide a substantially different list. Rasmussen stated it could be and if Groat has ideas for alternative financing tools she would like to hear about it. We could also look at our new debt versus debt retirement to see if there is any room in our borrowing or if there is an area that has increment to help with projects. Ryan would like to see what streets could have an overlay or skin patching. Rasmussen suggested including the map next month that shows road ratings and include a layer that shows which streets would be candidates for skin patching. Wesolowski noted that all streets on the list would be candidates for skin patching; it would be a matter of which streets are the worst. He added that Eau Claire Boulevard was proposed again because of it being cut last year. Staff did not want to bring a different street forward because of the direction from the previous CISM committee. Lindman asked the committee to take a couple of weeks and then email Engineering with what streets in their district are the worst. Since Eau Claire Boulevard was previously proposed, the survey field work is done. Once streets are proposed, staff starts design work and will then move on the list for 2022 projects. Because of the cost efficiencies and life span of skin patching, Rasmussen asked what the impact would be to use \$1 million for skin patching one year and then plan a reconstruction project the following year. Wesolowski explained that DPW does have a hot mix budget each year. Staff is looking to increase that while keeping a reconstruction project.

Wesolowski reminded the committee that assessments are involved with reconstruction. For example, a 100 foot lot at \$42 per foot would have an assessment of \$4200, plus \$500 for sewer lateral replacement and additional costs for drive approach replacement. An average assessment for a lot is \$3,000 to \$4,000 for a reconstruction project. Once projects are approved, there is a lot of work on staff's end. Staff has about 400 hours into survey work on the Eau Claire Boulevard project. If another street is picked, we will have to divert staff and complete survey work. Public hearings are held for streets approved through the budget. We like to send out notices to property owners to give them a heads up of possible special assessments so when the public hearing notice comes in January it is not a total surprise. We cannot wait too long, not only because of the budget season, but also because of survey work and notifications.

Larson questioned the charge for asphalt overlay. Wesolowski replied there is no charge to property owners for an overlay project. Ryan mention sewer relining and questioned if there is a cost savings on a road that had a sewer relined. Wesolowski indicated that would be a cost savings for the sewer utility.

Larson asked if there is room for modifications to the list if this is not approved tonight. Wesolowski stated staff is trying to nail down 2021 and the other list can shift. He indicated there has been a concentrated effort on the southeast side. He has been with the City for 20 years. For the first 15 years there was not a street on the southeast side reconstructed so there was an effort to do a southeast street every year. 4th Avenue from Bridge Street to Knox Street was on the list when he started here and is still on the list.

This item will be brought back in July.

Adjourn

Ryan moved to adjourn the meeting. Neal seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:15 p.m.



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COMMENTS ON PROPOSED RESOLUTION AUTHORIZING EXTENSION OF
TEMPORARY VALET PARKING PROGRAM
FOR SIX (6) MONTHS

- In January, 2020, Ciao, located at 307 N. 3rd Street, requested the City allow it to use two (2) parking stalls in front of its business to provide valet parking service to customers from 4:00 p.m. to 10:00 p.m. Thursday through Saturday.
- Ciao's management indicated it would also make the service available in the downtown area for use by other vehicles and their operators who were not customers of Ciao, but who might also wish to use the services.
- The CISM Committee approved a temporary pilot valet parking program on January 9, 2020, for six (6) months and the posting or use of temporary signs designating such use of these stall during this period.
- The pilot valet parking program will expire on July 9, 2020.
- Several weeks subsequent to the approval of the pilot valet parking program, the COVID-19 coronavirus pandemic resulted in the "shut down" of "non-essential business" or significantly curtailed their normal business operations due to numerous governmental orders.
- Due to these extraordinary occurrences, the effects of the temporary pilot valet parking program were not able to be evaluated to determine whether valet parking in the downtown area would provide benefits to the community and downtown businesses as a whole.
- Ciao has requested the City extend the temporary pilot valet parking program for an additional period so that its impact and possible benefits can be evaluated.
- The proposed resolution would authorize the temporary extension of this program for six (6) months until January 9, 2021.

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

**RESOLUTION OF CAPITAL IMPROVEMENTS AND STREET MAINTENANCE
COMMITTEE**

Authorizing Extension of Temporary Parking Restrictions on the 300 Block of 3rd Street to Facilitate Establishment of Temporary Pilot Valet Parking Program

Committee Action: CISM

Fiscal Impact: Minimal, if any

Date Approved:

FISCAL IMPACT SUMMARY

COSTS	<i>Budget Neutral</i>	Yes ☐	No ☒	
	<i>Included in Budget:</i>	Yes ☐	No ☐	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes ☐	No ☐	<i>Amount:</i>
SOURCE	<i>Fee Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes ☐	No ☐	<i>Amount</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes ☐	No ☐	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> ☐ <i>Debt</i> ☐ <i>Funds on Hand</i> ☐ <i>Interfund Loan</i> ☐			

WHEREAS, Wausau Municipal Code Section 10.52.140(b) provides that the Capital Improvements and Street Maintenance Committee (“CISM”) may make and enforce temporary regulations concerning traffic and parking to cover emergencies or special conditions; and

WHEREAS, in January, 2020, Ciao, located at 307 N. 3rd Street, requested the City allow the use of two (2) parking stalls on the 300 block of N. 3rd Street in order to allow Ciao to provide valet parking to its customers; and

WHEREAS, Ciao intended to utilize these two (2) parking stalls for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday; and

WHEREAS, Ciao management had indicated that the service would also be available in the downtown area for use by vehicles and their operator’s desiring to use the services but who are not customers of Ciao; and

WHEREAS, this Committee approved a temporary pilot valet parking program for six (6) months utilizing two (2) parking stalls on N. 3rd Street for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday and the posting or use of temporary signs designating such use of these stall

during this period; and

WHEREAS, such pilot valet parking program will expire on July 9, 2020; and

WHEREAS, a number of weeks subsequent to the approval of the pilot valet parking program, the COVID-19 coronavirus pandemic resulted in the State of Wisconsin, Department of Health Services (“DHS”), under the authority of Wis. Stat. §252.02(3) and (6) and powers vested pursuant to Executive Order #72, and at the direction of Governor Tony Evers issued Emergency Order #12 Safer at Home Order (“Safer at Home Order”) on March 24, 2020 resulting in the “shut down” of “non-essential business” or significantly curtailed their normal business operations;” and,

WHEREAS, the extension of the Safer at Home Order by Secretary-designee Andrea Palm of DHS under Emergency Order 28 continued the closure of non-essential businesses or continued the curtailment of the normal operation of many businesses including restaurants such as Ciao; and,

WHEREAS, due to these extraordinary occurrences, the effects of the temporary pilot valet parking program were not able to be evaluated to determine whether valet parking in the downtown area would provide benefits to the community and downtown businesses as a whole; and,

WHEREAS, Ciao has requested the City extend the temporary pilot valet parking program for an additional six (6) months so that its impact and possible benefits can be evaluated; and,

WHEREAS, the City continues to desire to determine whether valet parking in the downtown area would provide benefits to the community and downtown business as a whole;

NOW THEREFORE BE IT RESOLVED, that the CISM Committee approves extension of the temporary pilot valet parking program for an additional six (6) month period until January 9, 2021, utilizing two (2) parking stalls on N. 3rd Street for such purposes from 4:00 p.m. to 10:00 p.m. Thursday through Saturday and the posting or use of temporary signs designating such use of these stalls during this period; and

BE IT FURTHER RESOLVED, that the CISM Committee hereby authorizes the City of Wausau Police Department or the traffic division as appropriate, to enforce existing parking restrictions necessary to implement this temporary pilot valet parking program.

Approved:

Lisa Rasmussen
Chairperson



TO: CISM COMMITTEE

FROM: MARYANNE GROAT

DATE: July 1, 2020

RE: Westside Fire Station 510 S 32nd Avenue

With the completion of Station 2 the city is ready to begin the disposal process of the old facility located at 510 S 32nd Avenue. The City retained the services of Hocking Real Estate and obtained a broker price opinion of \$330,000 which is attached.

The Common Council has also received interest from Chuck Robinson who proposes the City donate the property to a soon to be established not-for-profit who will convert the facility to a senior center.

The City of Wausau Municipal Code specifies that the Capital Improvements and Street Maintenance Committee arrange for the disposition of land by advertising for bids. The committee may require bids to specify a price and the intended or proposed use of the real estate. The bids shall be considered by the CISM committee and the recommendation of the plan commission shall be obtained as to the proposed use and disposition of the property. The CISM committee shall recommend to the common council the ultimate sale or disposition of the property. The CISM committee's recommendation shall be based upon its opinion that the sale or disposition would be in the best interests of the city based upon the price to be obtained, the improvements proposed and the proposed use of the premise.

Staff is very interested in disposing of the property prior to the winter heating season. Generally, the municipal code language referred above is used to sell vacant remnant road right of way land. The City could consider hiring a realtor to sell the property.

City staff is anxious to begin the sale process. A timetable of the process dictated by ordinance would be as follows:

- July 9 – CISM authorizes the process
- July 10 – For Sale sign on building site, advertisement submitted to the newspaper, added to City Web Site
- August 24 – Bids Due and submitted to CISM for ranking
- September 10 – CISM recommends property disposal
- September 15 – Plan Commission considers use
- September 22 – Common Council approves disposition

Attached is the ranking and bid submittal documents that would be used by CISM to evaluate the bidders. The minimum bid price needs to be established by CISM.

Broker Price Opinion

Broker Price Opinion by Hocking Real Estate Services, LLC Date: 06/19/2020

Wausau Fire Station 2 (old location)
510 S. 32nd Ave.
Wausau, WI 54401

BPO For:
City of Wausau

This Broker Price Opinion is based on a 2 year marketing period and the asset is based on "as-is" condition. This is not an appraisal.

- 1) **Neighborhood Trend:** Some residential and some professional business in this location.
- 2) **Overall Condition:** The building was constructed between 1960 & 1970. Its construction is of Concrete Block with a brick exterior. Steel beamed ceiling with a flat rubber roof approx. 21 years old but has been maintained. It has 3 - 12' automatic overhead doors for equipment. Two Overhead heating units are in the garage area along with an air exchanger. The living quarters/office space side of the building has a original boiler to heat the building with baseboard heat. Air conditioner is on the roof. All asbestos was removed from the building.
- 3) **Occupancy/Tenants:** Owner Occupied until next month then vacant.
- 4) **Additional Information:** Living quarters is approx. 2800 sq. ft. Truck bay approx. 3200sq. ft. (total 6000 sq. ft) Acres: .83 Building is dated.
- 5) **Value Drivers:** Centrally located. Well maintained exterior.
- 6) **Impeding Value:** interior very dated. Buyer will be purchasing it for the "shell". Not the interior.
- 7) **Value:** 6000 sq. ft x \$55.00 per sq. ft. = \$330,000.00
See Comp sheet.

Karen Hocking, Field Analysis
Hocking Real Estate Services
2616 Nightingale Lane
Wausau, WI 54401
715-571-1295

Also attached:

Pictures

Map

Comps,

CMA Summary Report

Commercial/Industrial Summary Statistics

High	Low	Average	Median
LP:\$575,000	\$114,500	\$269,700	\$189,900
SP:\$565,000	\$98,000	\$254,650	\$183,950

Commercial/Industrial - SOLD

Number of Properties: 6

Num	Address	MLS #	Status	Area	Sale/Rent	Tot Sq Ft	DOM	LP	LP/Tot Sq Ft	SP	SP/Tot Sq Ft
1	216 S 3RD AVENUE	1801324	Sold	Wausau	For Sale	5500	297	\$575,000	Not As Nice	\$565,000	\$102.73
2	623 WASHINGTON STREET	1804973	Sold	Wausau	For Sale	2400	147	\$114,500	Nice Quality	\$98,000	\$40.83 Const.
3	212 E RANDOLPH STREET	1805794	Sold	Wausau	For Sale	4000	121	\$179,900	" "	\$172,900	\$43.23 "
4	630 S 36TH AVENUE	1806728	Sold	Wausau	For Sale	3250	93	\$399,000	Not As Nice	\$358,000	\$110.15
5	316 E KENT STREET	21807259	Sold	Wausau	For Sale	3188	149	\$149,900	Nice Const.	\$139,000	\$43.60
6	350 S 86TH AVENUE	21809998	Sold	Wausau	For Sale	2979	77	\$199,900	Not As Nice	\$195,000	\$65.46
Avg						3552	147	\$269,700		\$254,650	\$67.67
Min						2400	77	\$114,500		\$98,000	\$40.83
Max						5500	297	\$575,000		\$565,000	\$110.15
Med						3219	134	\$189,900		\$183,950	\$54.53

(Older roof, mechanicals, interior.) Value is based + shell of bldg. only.

Approx 6000 sq. ft. X \$55.00 = \$330,000 (High End) because NEW USER WILL HAVE to completely REMODEL interior + replace roof, mechanicals



Property Features	Comparable	Comparable	Comparable	Comparable
MLS #	1801324	1804973	1805794	1806728
Type	Real Estate For Sale	Real Estate For Sale	Real Estate For Sale	Real Estate For Sale
Area	Wausau	Wausau	Wausau	Wausau
Address	216 S 3RD AVENUE	623 WASHINGTON STREET	212 E RANDOLPH STREET	630 S 36TH AVENUE
City	Wausau	Wausau	Wausau	Wausau
State	WI	WI	WI	WI
Zip	54401	54403	54401	54401
Status	Sold	Sold	Sold	Sold
Age	41		44	11
Asking Price	\$575,000	\$114,500	\$179,900	\$399,000
General Date	1/3/2019	1/2/2019	1/11/2019	2/1/2019
Lot Size	120x240	60x120		114x111
Parking	40+	10		
Remarks	Well Maintained Professional Office Building with Over 5500 Sq. Ft. Main Floor Available on Wausau's West Side. All 3 Units Have Separate Access to Additional Finished Office & Storage Space in Lower Level. Excellent Location for Lawyers, Doctors, Dentist, Accountants Or Therapists. Price Includes 309 Alexander Street for Employee Parking. <i>Mahogany offices Very nice.</i>	Newly Remodeled Office Building in Close proximity to the Marathon County Court House and Downtown Wausau. Multiple Entrances Available for Multiple Occupancy. Great Space for a Lawyer, Accountant, Insurance Agent or Small Business. <i>Class "C" office space</i>	4000 square foot fully insulated metal building with 2 lots zoned M1. All kinds of different uses. Cabinet shop, metal shop, light manufacturing. Currently being used as a day care center. Day care is officially closing October 12 and all the interior finishing's and equipment will be sold off on November 3rd. Property includes two lots so plenty of room for employee or customer parking. Easy to add overhead doors. Has two furnaces and central air. Current interior walls are just partitions <i>interior needed gutting furnaces/gas</i>	3250 Sq. Ft. of Class A Office Space on the Corner of Stewart & 36th Ave. Open Concept Office Space Except for 1 Private Conference Room and 1 Private Office. Kitchen and Reception Desk are Built-in and will Stay with the Property. <i>beautiful interior/bldg. Condo setting took 3+ years to sell</i>
Sold Price	\$565,000	\$98,000	\$172,900	\$358,000
Final Closing Date	1/3/2019	1/2/2019	1/11/2019	2/1/2019
Total Sq Ft	5500	2400	4000	3250
Additional Comments	<i>\$102.73 psf</i>	<i>\$40.83</i>	<i>\$43.23</i>	<i>\$110.15</i>
Price	\$565,000	\$98,000	\$172,900	\$358,000
Lease Price				
Days On Market	297	147	121	93
Days On Market	297	147	121	93

Disclaimer

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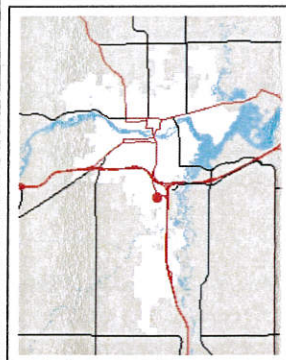


Property Features	Comparable	Comparable
MLS #	21807259	21809998
Type	Real Estate For Sale	Real Estate For Sale
Area	Wausau	Wausau
Address	316 E KENT STREET	350 S 86TH AVENUE
City	Wausau	Wausau
State	WI	WI
Zip	54403	54401
Status	Sold	Sold
Age		
Asking Price	\$149,900	\$199,900
General Date	5/17/2019	7/31/2019
Lot Size		
Parking		
Remarks	PROPERTY HAS BEEN REMODELED AND OFFERS A MULTITUDE OF BUSINESS OPPORTUNITIES. OFFERS A TON OF STORAGE BETWEEN THE BUILDING ITSELF, THE 30'X35' COVERED FENCED IN STORAGE AREA AND THE DETACHED 20'X24' DETACHED GARAGE. TWO TENANTS CURRENTLY RENTING MONTH TO MONTH. TAKE A LOOK AND EXPLORE THE POSSIBILITIES THIS PROPERTY HAS TO OFFER. Like new building in Wausau's West Industrial park. Seller did not spare expense when building this fully insulated Pinno building with radiant heat, automatic door openers, loading dock, Kolbe windows, and air conditioned office. Room for expansion <i>Newer - Nicer \$65.46 per sq ft.</i>	
Sold Price	\$139,000	\$195,000
Final Closing Date	5/17/2019	7/31/2019
Total Sq Ft	3188	2979
Additional Comments	<i>\$43.60 psf</i> <i>\$65.46 psf.</i>	
Price	\$139,000	\$195,000
Lease Price	<i>Class "C"</i>	
Days On Market	149	77
Days On Market	149	77

*location
Questionable*

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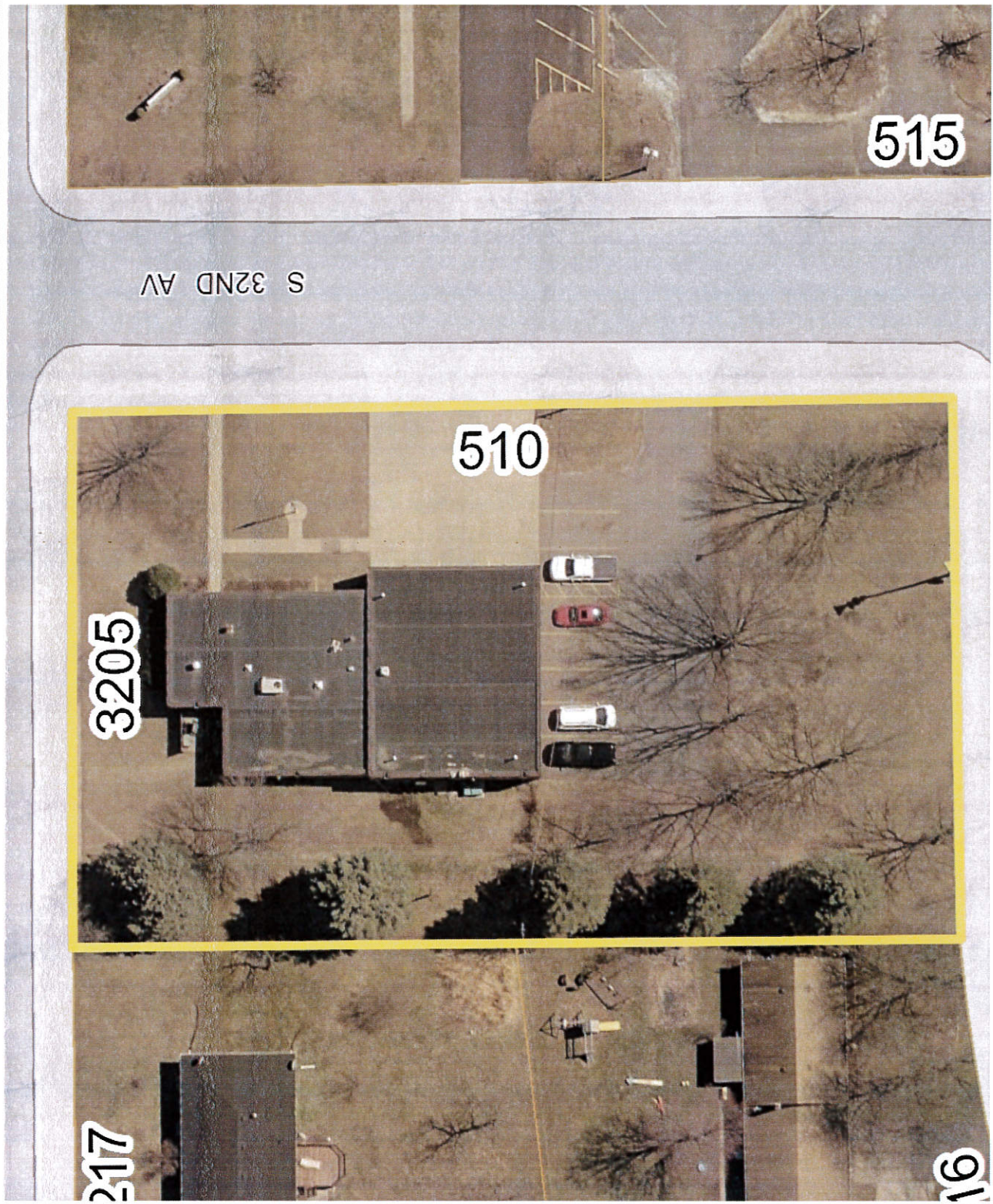


Legend

- Parcel
- Railroad
- Bridge
- Overpass
- Paved Road
- Divided Highway
- Right Of Way
- Stream - River
- Pond - Lake
- Wausau Wetland
- Swamp

0.83 Acres

Notes



Map Created: 6/16/2020

19.98 0 19.98 Feet

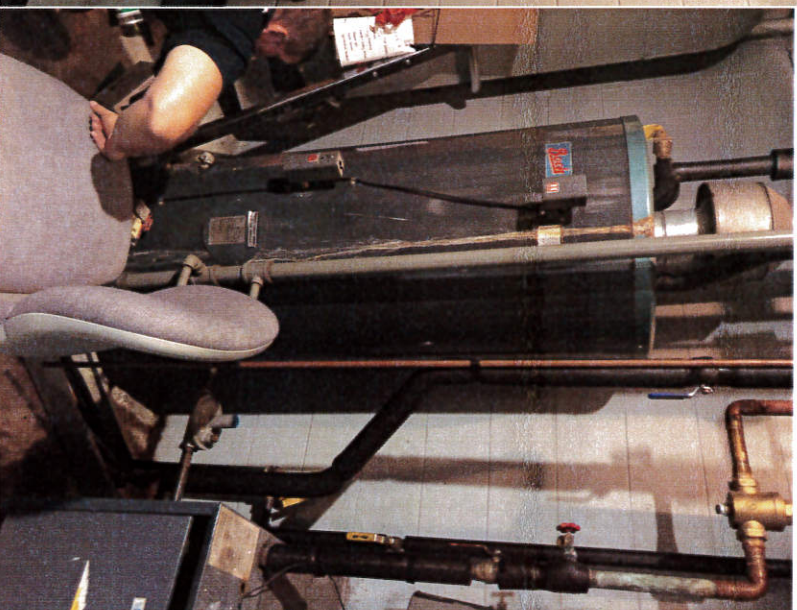
NAD_1983_2011_WICRS_Marathon_Feet

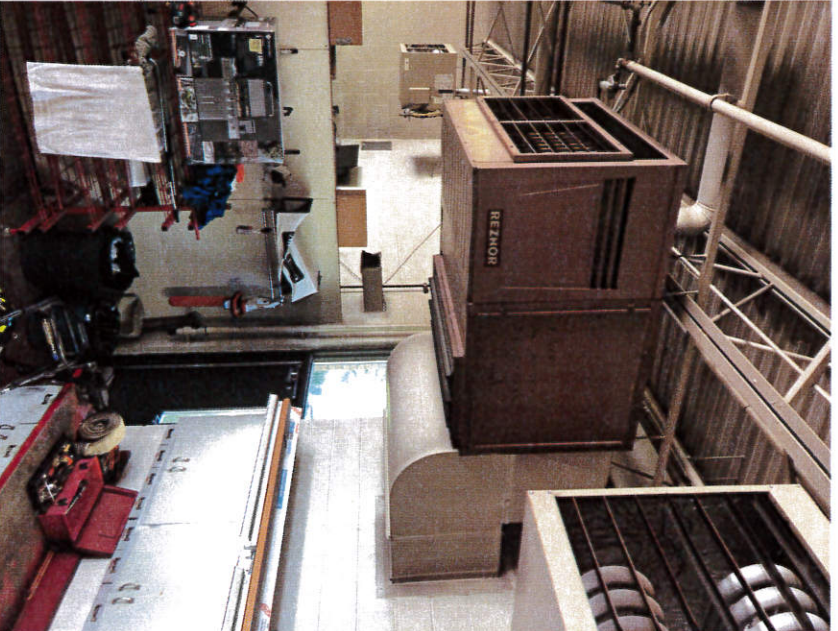
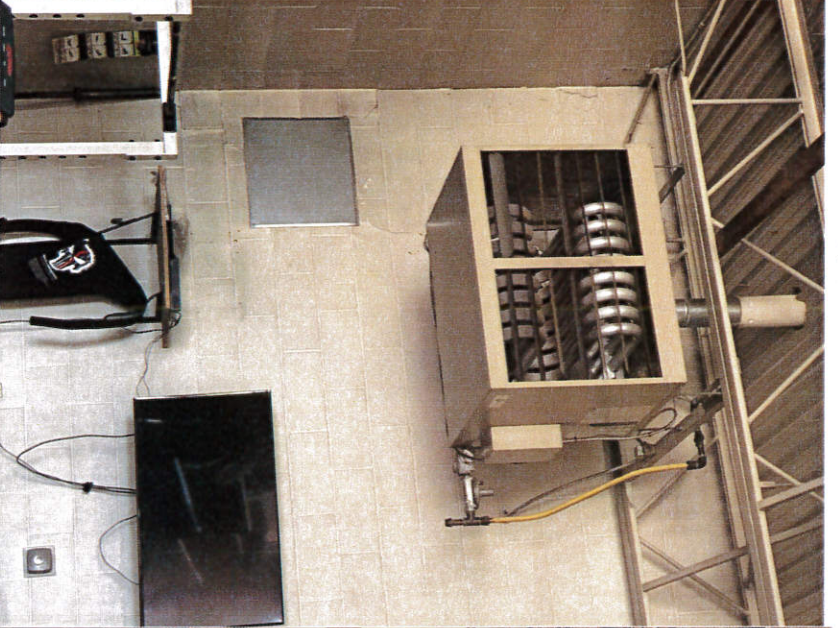
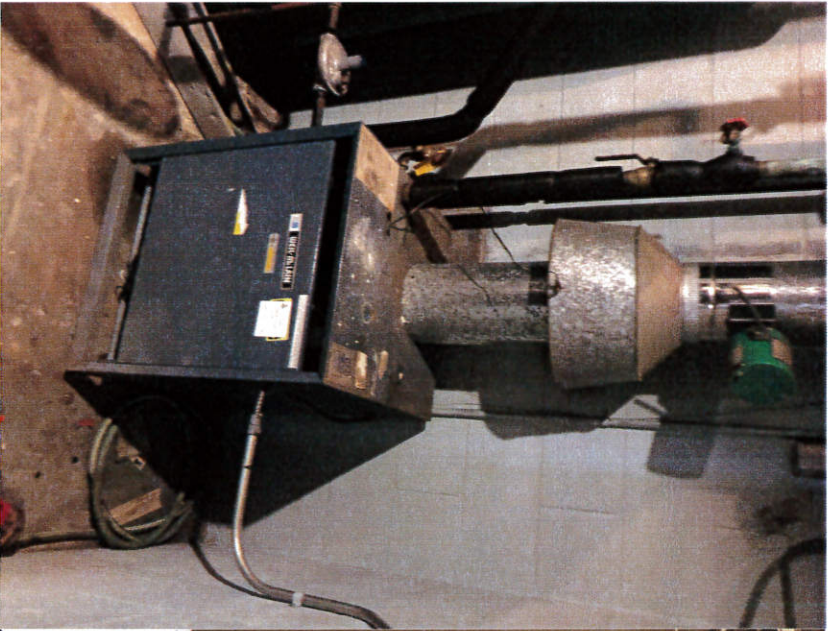
DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement 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









Bid to Purchase Property from City of Wausau

I hereby submit the following bid to purchase the City-owned property located at 510 S 32nd Avenue (Old Fire Station #2). **A minimum bid price of \$XX is required.**

Bid price: \$_____

Briefly describe your intended use of the property:

Briefly describe the improvements you intend to make and the estimated cost of the improvements:

Briefly describe your project timeline and your expected closing date:

Briefly describe your expected financing method:

Name: _____

Mailing Address: _____

Email Address: _____

Telephone: _____ Date: _____

Signature of bidder: _____

Bids shall include a deposit of \$2,500 in the form of a cashier, personal, or business check.

Sealed bids shall be submitted by 2:30 p.m. on August 24, 2020, to the City Engineering Department at Wausau City Hall, 407 Grant Street, Wausau, WI 54403.

The City of Wausau reserves the right to reject any or all bids

The City will consider bids as follows:

- August 24 – Bids Due are opened at the Board of Public Works and submitted to CISM for ranking
- September 10 – CISM recommends property disposal
- September 15 – Plan Commission considers use
- September 22 – Common Council approves disposition

The CISM Committee will rank the bids using the following criteria:

20 Points – The proposal meets existing land use zoning.

30 Points – The redevelopment proposal will fit in with the neighborhood and provides for the highest and best use of the property.

20 Points – The redevelopment proposal appears to be financially feasible.

20 Points – The proposal maximizes the use of the site and provides significant taxable value.

10 Points – The proposal provides the highest sale price.

AGENDA ITEM

Discussion and possible action on a State/Municipal Agreement for Stewart Avenue from South 72nd Avenue to South 48th Avenue

BACKGROUND

Engineering staff applied for and received STP Urban funding for the reconstruction of Stewart Ave. This funding was a competitive application administered by the MPO. Terms for the funding are included in the attached agreement. Construction is scheduled for 2024.

FISCAL IMPACT

Financial terms are in the SMA. Staff has included \$250,000 in the 2021 capital budget to hire a consultant and begin the design phase. Construction funding would need to be scheduled for 2024.

STAFF RECOMMENDATION

Staff recommends approving the SMA and programming appropriate funding in future years to support the design and fund the project.

Staff contact: Allen Wesolowski 715-261-6762

STP-Rural and Small STP-Urban (206) Standard SMA

	STATE/MUNICIPAL AGREEMENT FOR A STATE- LET STP-URBAN PROJECT	Date: May 26, 2020
	Program Name: STP-Urban Population Group: 50,000-200,000 Sub-program #: 206 Cycle: 2020-2025	I.D.: 6999-09-02/72 Road Name: Stewart Avenue Limits: S 72 nd Avenue to S 48 th Avenue County: Marathon Roadway Length: 1.5 miles Functional Classification: Minor Arterial Project Sponsor: City of 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: **The existing facility is a two-lane rural cross-section roadway that was last improved in 1994. The pavement is an asphalt overlay over concrete and has a total pavement width of 24 feet. The shoulders are gravel and are 4 feet wide. The current pavement rating is 3 and has experienced significant deterioration. There is no existing sidewalk. There are no known safety issues.**

Proposed Improvement - Nature of work: **The proposed project is a reconstruction of 7,700 feet of roadway. The facility will be a combination of rural and urban cross-section. There will be rural cross-section for 0.6 miles and urban cross-section for 0.8 miles. The new pavement will be hot mix asphalt and have a total pavement width of 24 feet. The project will have 5-foot asphalt shoulders for 3,400 feet and curb and gutter for 3,400 feet. There will be a 6-foot sidewalk for 4,400 feet. The project will also install signals, and both temporary and permanent pavement marking. The project will replace 1,000 feet of 12-inch to 15-inch lateral storm sewer lines and 4,000 feet of 18-inch to 36-inch trunk storm sewer lines.**

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: **The City of Wausau will be installing new sewer and water utilities which will be funded with 100% local funds.**

The Municipality agrees to the following 2020-2025 STP-Urban project funding conditions:

Project design and oversight costs are 100% funded by the municipality. Project construction costs are funded with 70% federal/state funding up to a funding limit of \$2,730,000. The Municipality agrees to provide the remaining 30% and any funds in excess of the \$2,730,000 federal/state funding limit. **Note:** Due to the MPO receiving a maximum amount of funding per program over a total of multiple projects, the percentages do not reflect a true 70/30%. 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

STP-Rural and Small STP-Urban (206) Standard SMA

be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year 2024. **In accordance with the State's sunset policy for STP-Urban projects, the subject 2020-2025 STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2021, or by June 30, 2026.** 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 or State funding exceed the estimate of \$2,730,000 in the Summary of Costs Table, unless such increase is approved in writing by the State through the State's Change Management Policy prior to the Municipality incurring the increased costs.

SUMMARY OF COSTS					
PHASE	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-09-02					
Design			0%		100%
State Review	\$22,200	\$0	0%	\$22,200	100%
ID 6999-09-72					
Participating Construction	\$3,900,000	\$2,730,000	70% MAX	\$1,170,000	30% + BAL
Non-Participating Construction	\$1,500,000	\$0	0%	\$1,500,000	100%
State Review	\$567,000	\$0	0%	\$567,000	100%
Subtotal	\$5,967,000	\$2,730,000		\$3,237,000	
Total Est. Cost Distribution	\$5,989,200	\$2,730,000	N/A	\$3,259,200	N/A

*Design ID# 6999-09-02 is 100% funded by the Municipality including state oversight costs.

*Construction ID# 6999-09-72 federal/state funding is limited to \$2,730,000 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 in behalf of: **City of Wausau** (please sign in blue ink.)

Name _____ Title _____ Date _____

Signed for and in behalf of the State:

Name _____ Title _____ Date _____

STP-Rural and Small STP-Urban (206) Standard SMA

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 aids 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 2020-2025 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.

STP-Rural and Small STP-Urban (206) Standard SMA

- 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.
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 that 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 subject to funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal/state 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 2020-2025 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 (FDM).
 - h. Preliminary engineering and design.
 - i. Design state review services.
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.

STP-Rural and Small STP-Urban (206) Standard SMA

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/state financing commitments or are ineligible for federal/state 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 STP-Urban projects, the subject 2020-2025 STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2021, or by June 30, 2026.** 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 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 their 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.
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.

STP-Rural and Small STP-Urban (206) Standard SMA

- 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 in 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 the contractor does not obey size and weight laws, use properly equipped and maintained vehicles, and does 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.

STP-Rural and Small STP-Urban (206) Standard SMA

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 State. The State 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 2020-2025 STP-Urban project funding conditions:

- a. ID 6999-09-02: Design is funded 100% by the Municipality. This phase includes plan development, management consultant review, 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 0% with federal funding and 100% by the Municipality.
- b. ID 6999-09-XX: Real estate acquisition is funded 100% by the Municipality.
- c. ID 6999-09-XX: Railroad items are funded 100% by the Municipality.
- d. ID 6999-09-XX: Utility items are funded 100% by the Municipality.
- e. ID 6999-09-72: Construction:
 - i. Costs for construction, construction engineering, and construction state oversight are funded with 70% federal funding up to a funding limit of \$2,730,000, when the Municipality agrees to provide the remaining 30%, and any funds in excess of the \$2,730,000 federal funding limit. Note: Due to the MPO receiving a maximum amount of funding per program over a total of multiple projects, the percentages do not reflect a true 70/30%.
 - ii. Non-participating costs for installing sanitary sewer and water utilities are funded 100% by the Municipality. Costs include construction delivery.

[End of Document]

AGENDA ITEM

Discussion and possible action on the sale of parcel at 1321 Curling Way

BACKGROUND

This parcel (291-2807-011-0903) is the result of vacating the right-of-way for the old Curling Way. When Curling Way was realigned this right-of-way was not needed. The right-of-way reverted back to the City and it now is a vacant parcel. See the attached map for location.

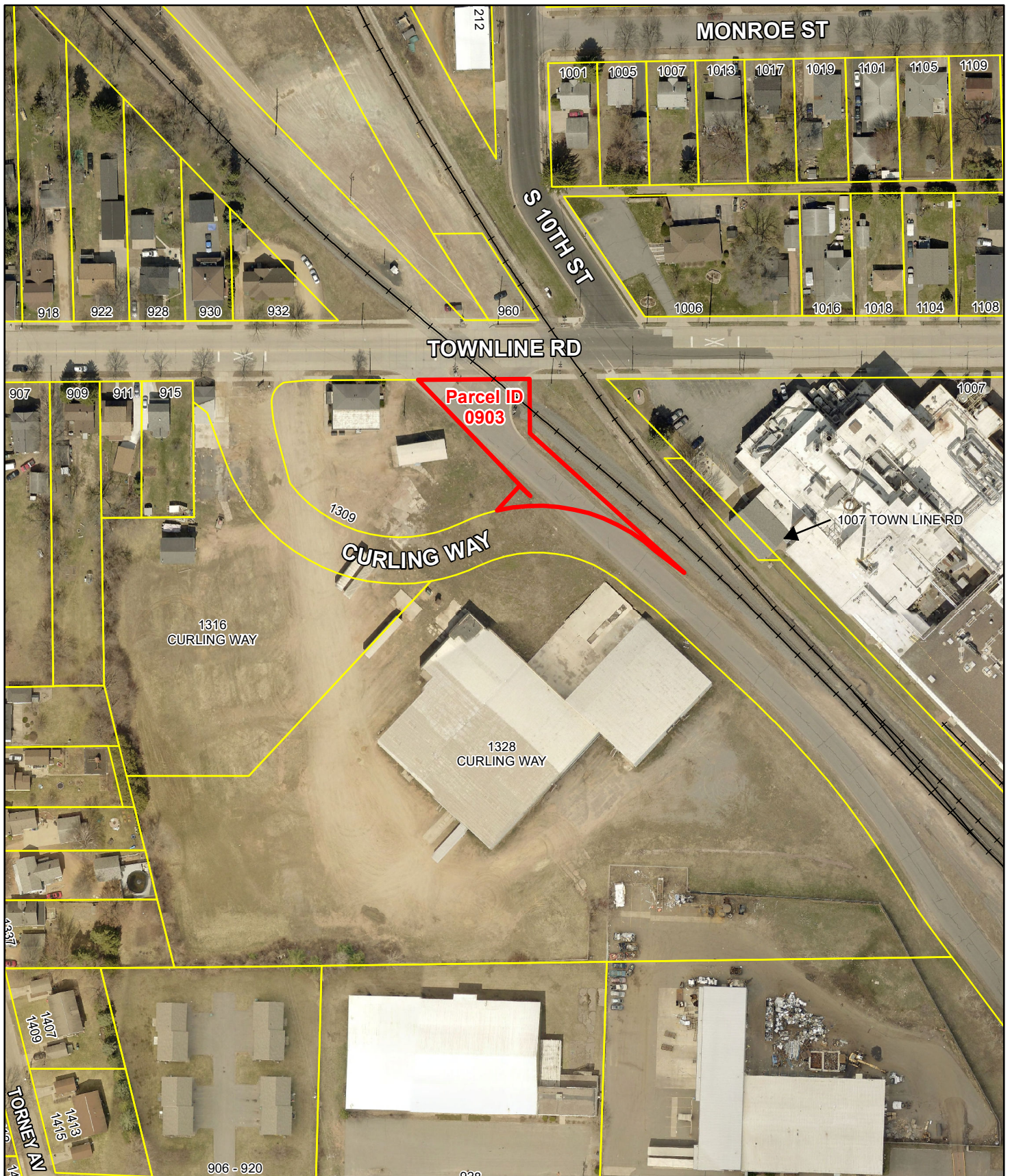
FISCAL IMPACT

The Engineering Department has received interest in the parcel. The fiscal impact would be to sell the parcel and return to the tax roll.

STAFF RECOMMENDATION

Staff recommends placing the parcel for sale in accordance with Chapter 3.12 of the Municipal Code. Engineering would contact the other City Departments as required by 3.12.020, and advertise the parcel for sale. Bids would be brought back to CISM and Plan Commission for consideration with any recommendation of sale to the full Council.

Staff contact: Allen Wesolowski 715-261-6762



Map Date: June 24, 2020

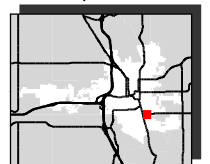
City of Wausau
Marathon County Wisconsin

0 50 100
Feet

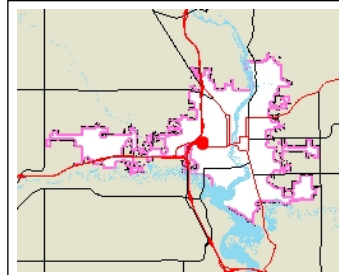
Legend

- Parcels
- Railroad
- Property For Sale

Map Location



AGENDA ITEM
Discussion and possible action on consideration of options for delivery and customer vehicle stacking during peak times near 306 South 17 th Avenue
BACKGROUND
The line of customers using the drive through for Starbucks at 306 S. 17th Avenue occasionally extends onto 17th Avenue. A request was made to discuss options for delivery and customer vehicle stacking during peak times.
FISCAL IMPACT
N/A
STAFF RECOMMENDATION
For discussion purposes.
Staff contact: TJ Niksich 715-261-6748



Legend

- Parcel
- Section Line/Number
- Municipality



Notes

Map Created: 6/30/2020

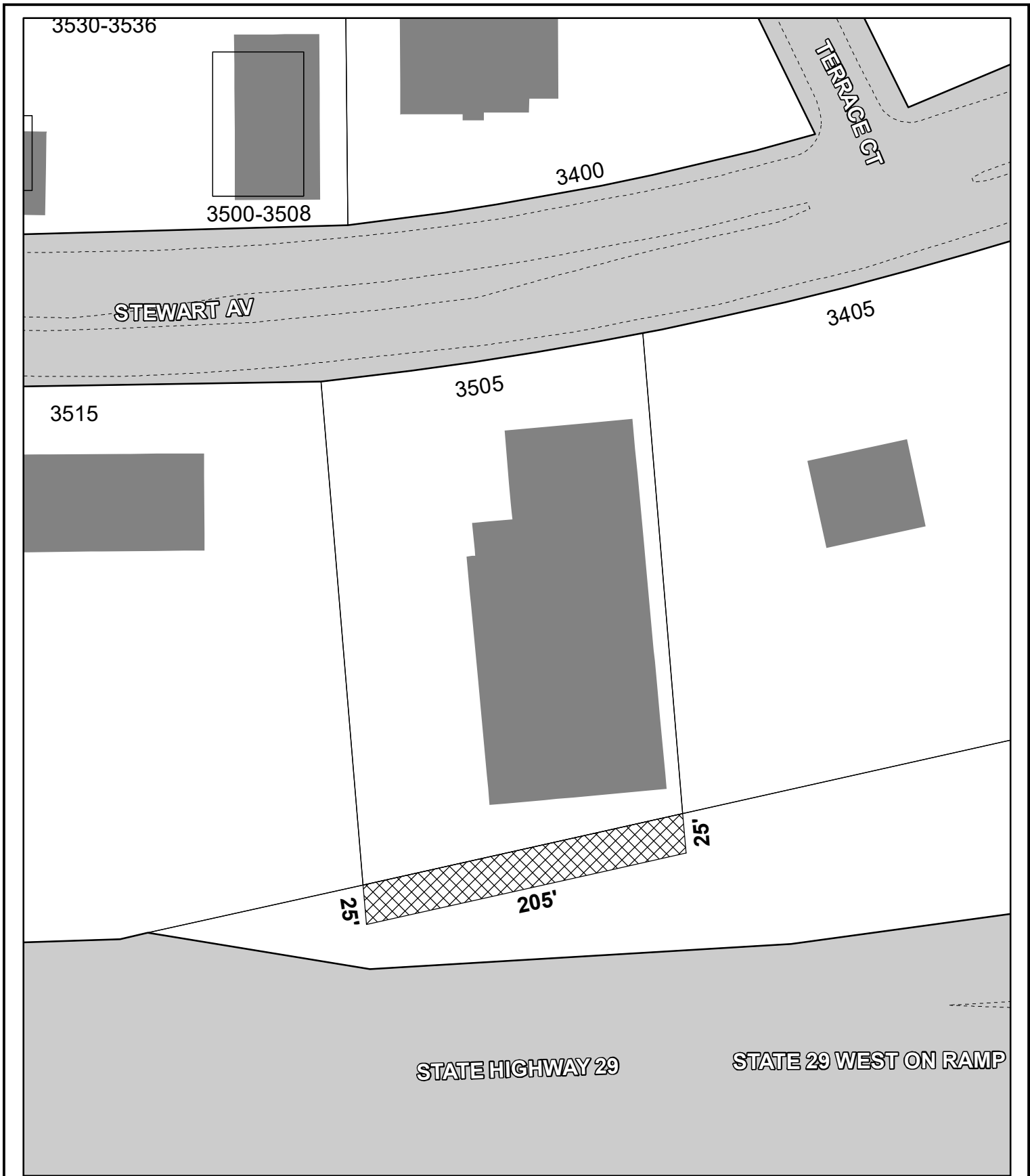
50.00 0 50.00 Feet

NAD_1983_2011_WISCRS_Marathon_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

AGENDA ITEM
Discussion and possible action on a Temporary Limited Easement for grading at 3505 Stewart Avenue (O'Malley)
BACKGROUND
City staff met with Mike O'Malley regarding their parcel at 3505 Stewart Avenue. They plan to pave the driveway around the back side of their lot and improve the parcel. The back slope for their parcel is on a City parcel, 3201 Stewart Avenue. The existing rock wall is failing and O'Malley would like to regrade this slope to help stabilize the back slope.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the easement allowing O'Malley to stabilize the slope prior to repaving their parcel.
Staff contact: Allen Wesolowski 715-261-6762



Map Date: June 23, 2020

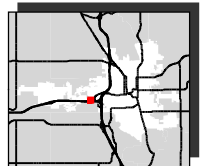
City of Wausau
Marathon County Wisconsin

0 50 100
Feet

Legend

- Parcels
- Building Footprints
- Road Edge
- Right - of - Way
- Proposed TLE

Map Location



**Legal Description for Temporary Limited Easement
for
O'Malley Properties, LLC**

(affected property)
291-2907-331-0962
3201 Stewart Avenue
City of Wausau

Part of Lot 1 Certified Survey Map No. 17310 recorded in the Office of Register of Deeds for Marathon County in Volume 82 of Certified Survey Maps on Page 108, being part of SW 1/4 of the NE 1/4, Section 33, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

Commencing at the Westerly-most corner of said Lot 1; thence N 77°27'34" E, along the Northerly line of said Lot 1, 139.04 feet to the Southwest corner of Parcel 1 of Certified Survey Map No. 3745 recorded in the Office of Register of Deeds for Marathon County in Volume 14 of Certified Survey Maps on Page 40, the point of beginning;

Thence N 77°24'37" E, along said Northerly line 205 feet; thence S 0°00'00" E, 25 feet; thence S 77°24'37" W, 205 feet; thence N 0°00'00" W, 25 feet to said Southwest corner of Parcel 1, the point of beginning.

AGENDA ITEM
Discussion and possible action on a Temporary Limited Easement for the construction of a trail at 800 North 1 st Street (Doctors Park LLP) and 810 North 1 st Street (Doctors Park Partnership)
BACKGROUND
The City has designed and plans to build a connector trail from N. 1 st Street down to the Riverfront trail. Presently, there is an asphalt path in this location. This project will construct a concrete path with landscaping and amenities. The design also includes the construction of a small retaining wall due to grade issues. The construction of this retaining wall will impact the property to the north, 810 N. 1 st Street. An easement will be needed to remove and replace the existing curb and gutter and asphalt in order to construct the wall. The owners of the property have been contacted and are willing to work with the City on the easement.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the easement to construct the trail.
Staff contact: Allen Wesolowski 715-261-6762

Plot Date: 03/05/2020 - 1:39pm
Drawing name: V:\1908\active\19080647\CAD\DWG\19080647_C201.dwg



C2.01

Legal Description for Temporary Limited Easement

DOCTORS PARK LLP

291-2907-253-0570

DOCTORS PARK PARTNERSHIP

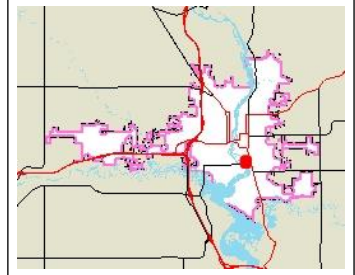
291-2907-264-0229

Part of Lot 1 and part of Outlot 1 of Certified Survey Map No. 15024 recorded in the Office of Register of Deeds for Marathon County in Volume 67 of Certified Survey Maps on Page 106, being part of SW 1/4 of the SW 1/4, Section 25, and part of Government Lot 6, Section 26, all in Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

Commencing at the Southeast corner of said Lot 1; thence N 85°06'06" W, along the South line of said Lot 1, 120 feet to the point of beginning;

Thence continuing N 85°06'06" W, along said South line and along the South line of said Outlot 1, 85 feet; thence N 4°53'54" E, 10 feet; thence S 85°06'06" E, 85 feet; thence S 4°53'54" W, 10 feet to said South line of Lot 1, the point of beginning.

AGENDA ITEM
Discussion and possible action on revised Temporary Easement Agreement and Permanent Easement Agreement with Marathon County at 400 East Thomas Street
BACKGROUND
City Council approved a temporary and permanent easement for a sewer main on County owned property at 400 East Thomas St. The County brought the easement to the County Board for approval and they added language to the easement document. Due to the language change this item is being brought back for approval.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff has no objections to the amended language in the easement as approved by the County.
Staff contact: Eric Lindman 715-261-6745



Legend

- Parcel
- Section Line/Number
- Municipality

Notes

Map Created: 6/30/2020

56.86 0 56.86 Feet

NAD_1983_2011_WISCRS_Marathon_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

EASEMENT AGREEMENT

THIS AGREEMENT, made this 29th day of June, 2020, by and between, MARATHON COUNTY, a municipal corporation, Grantor, and the CITY OF WAUSAU, a municipal corporation of the State of Wisconsin, Grantee;

WITNESSETH:

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

The temporary easement ~~and perpetual right to enter~~ is described as follows:

Part of Certified Survey Map No. 1554 recorded in Office of Register of Deeds for Marathon County in Volume 6 of Certified Survey Maps on Page 238, being part of Government Lot 2, Section 36, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

Commencing at the Southwest corner of said Section 36; thence N 0° 47' 32" W, along the West line of the Southwest ¼ of said Section 36, 2632.45 feet to the West ¼ corner of said Section 36; thence S 62°36'00" E, 1411.44 feet to the Northerly line of said Certified Survey Map No. 1554, the point of beginning;

Thence N 62°28'36" E, along said Northerly line, 40.00 feet; thence S 2°30'00" E, 97.11 feet; thence S 16°46'00" W, 112.10 feet to the South line of said Certified Survey Map No. 1554; thence S 88°16'36" W, along said South line, 256.00 feet; thence N 18°33'00" E, 81.90 feet to said Northerly line of Certified Survey Map No. 1554; thence N 62°28'36" E, along said Northerly line, 290.86 feet to the point of beginning.

This temporary easement shall expire on the later to occur of (1) completion of the construction of the sanitary sewer or (2) December 31, 2020.

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

In further consideration for this easement by Grantor, Grantee agrees to provide Grantor with an alternate location to park motor vehicles for the duration of the construction project to be completed under the auspices of this easement. The alternate parking location shall be provided for the Grantor's employees as well as employees of Grantor's tenant, whose place of employment is located on property adjacent to that described above. The alternate

Recording Area

Name and Return Address

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

PIN: 291-2907-363-0966

parking location shall be acceptable to Grantor and provided at no cost to the Grantor, the Grantor's tenant or their respective employees. Furthermore, the Grantee shall, at its own cost, provide shuttle service to the employees using alternate parking both to and from said alternate parking location from 7:00 am through 8:30 am and 4:00 pm through 5:30 pm each business day for the duration of the project, if deemed necessary by Grantor. Said shuttle shall be accessible to persons with disabilities and shall provide means for passengers to maintain adequate social distancing during the COVID-19 pandemic.

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

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

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

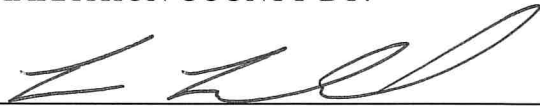
IN WITNESS WHEREOF, this agreement has been duly executed the day and year first above written.

CITY OF WAUSAU BY:

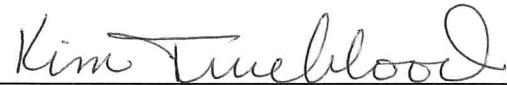
Katie Rosenberg, Mayor

Leslie M. Kremer, Clerk

MARATHON COUNTY BY:



Lance Leonhard, County Administrator



Kim Trueblood, County Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020, the above named Katie Rosenberg, Mayor, and Leslie M. Kremer, Clerk for the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission expires: _____

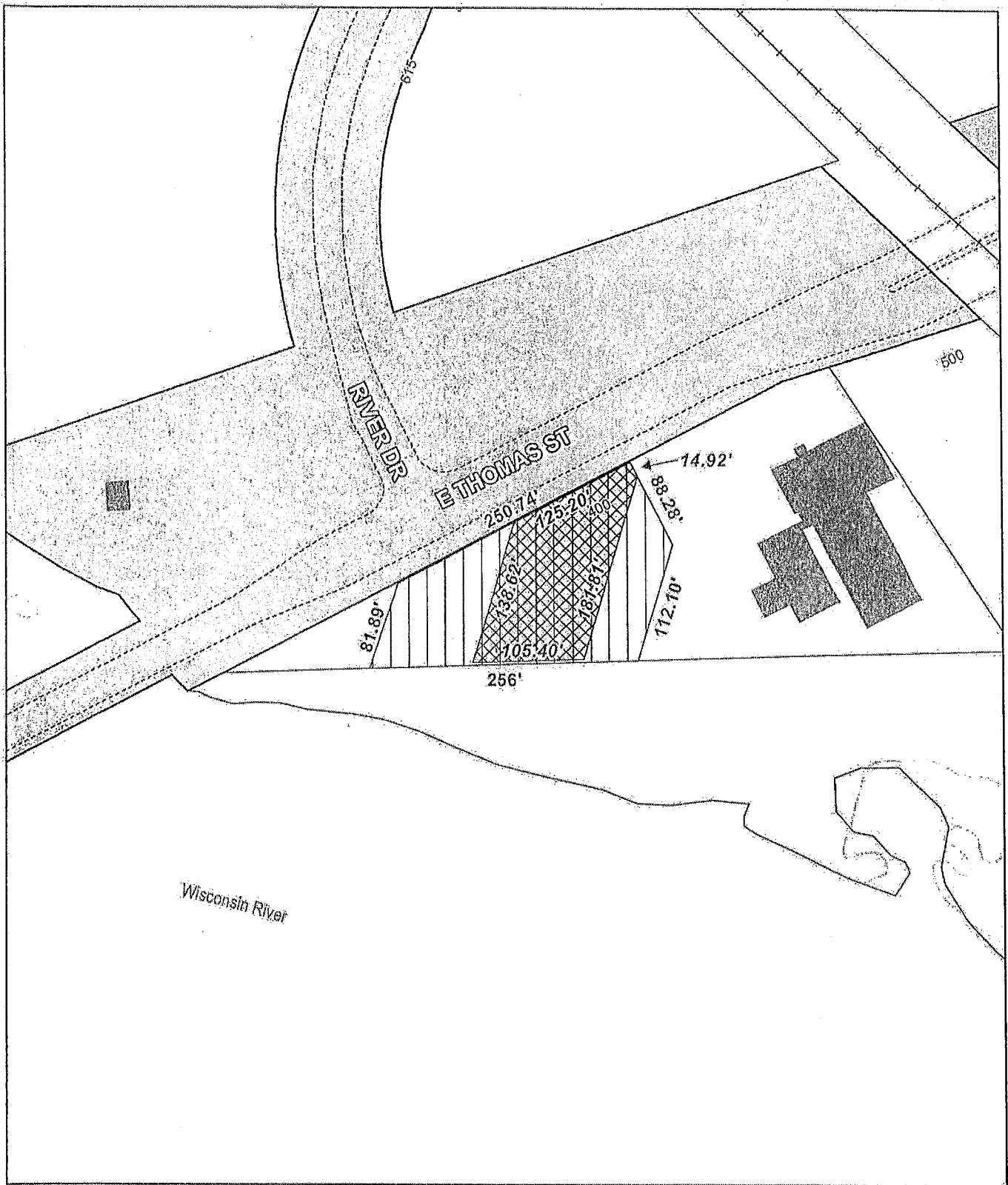
STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 29th day of June, 2020, the above named, Lance Leonhard, Administrator for Marathon County, and Kim Trueblood, County Clerk for Marathon County, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.



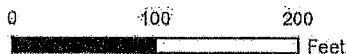
Trista Murphy
Notary Public, Wisconsin
My commission expires: 4-10-2020

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



Map Date: April 18, 2020

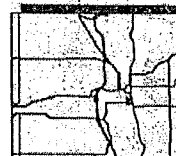
City of Wausau
Marathon County Wisconsin



Legend

- Parcels
- Building Footprints
- Road Edge
- Right-of-Way
- Railroad
- Proposed Easement
- Temporary Construction Easement

Map Location



EASEMENT AGREEMENT

THIS AGREEMENT, made this 29th day of June, 2020, by and between, MARATHON COUNTY, a municipal corporation, Grantor, and the CITY OF WAUSAU, a municipal corporation of the State of Wisconsin, Grantee;

WITNESSETH:

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

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

Part of Certified Survey Map No. 1554 recorded in Office of Register of Deeds for Marathon County in Volume 6 of Certified Survey Maps on Page 238, being part of Government Lot 2, Section 36, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

Commencing at the Southwest corner of said Section 36; thence N 0° 47' 32" W, along the West line of the Southwest ¼ of said Section 36, 2632.45 feet to the West ¼ corner of said Section 36; thence S 62°36'00" E, 1411.44 feet to the Northerly line of said Certified Survey Map No. 1554, the point of beginning;

Thence S 26°49'00" E, 14.92 feet; thence S 16°46'00" W, 181.81 feet to the South line of said Certified Survey Map No. 1554; thence S 88°16'36" W, along said South line, 105.40 feet; thence N 16°42'00" E, 138.62 feet to said Northerly line of Certified Survey Map No. 1554; thence N 62°28'36" E, along said Northerly line, 125.20 feet to the point of beginning.

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

In further consideration for this easement by Grantor, Grantee agrees to provide Grantor with an alternate location to park motor vehicles for the duration of any period of construction, reconstruction, maintenance, inspection and/or repair of the previously referenced sanitary sewer. Any alternate parking location shall be provided for the Grantor's employees as well as Grantor's tenant and any employees of Grantor's tenant, whose place of employment is located on property adjacent to that described above. The alternate parking location shall be acceptable to Grantor and provided at no cost to the Grantor, the Grantor's tenant or their respective employees. Furthermore, the Grantee shall, at its own cost, provide shuttle service to the employees using alternate parking both to and from said alternate parking location from 7:00 am through 8:30 am and 4:00 pm through 5:30 pm each business day for the duration of the construction, reconstruction, maintenance, inspection and/or repair of the previously referenced sanitary sewer, if deemed necessary by Grantor. Said shuttle shall be accessible to persons with disabilities.

Recording Area

Name and Return Address

City of Wausau Engineering Department
407 Grant Street
Wausau,
54403

WI

PIN: 291-2907-363-0966

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

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

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

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

CITY OF WAUSAU BY:

Katie Rosenberg, Mayor

Leslie M. Kremer, Clerk

MARATHON COUNTY BY:

Lance Leonhard, County Administrator

Kim Trueblood, County Clerk

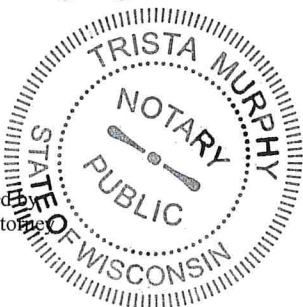
STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020, the above named Katie Rosenberg, Mayor, and Leslie M. Kremer, Clerk for the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

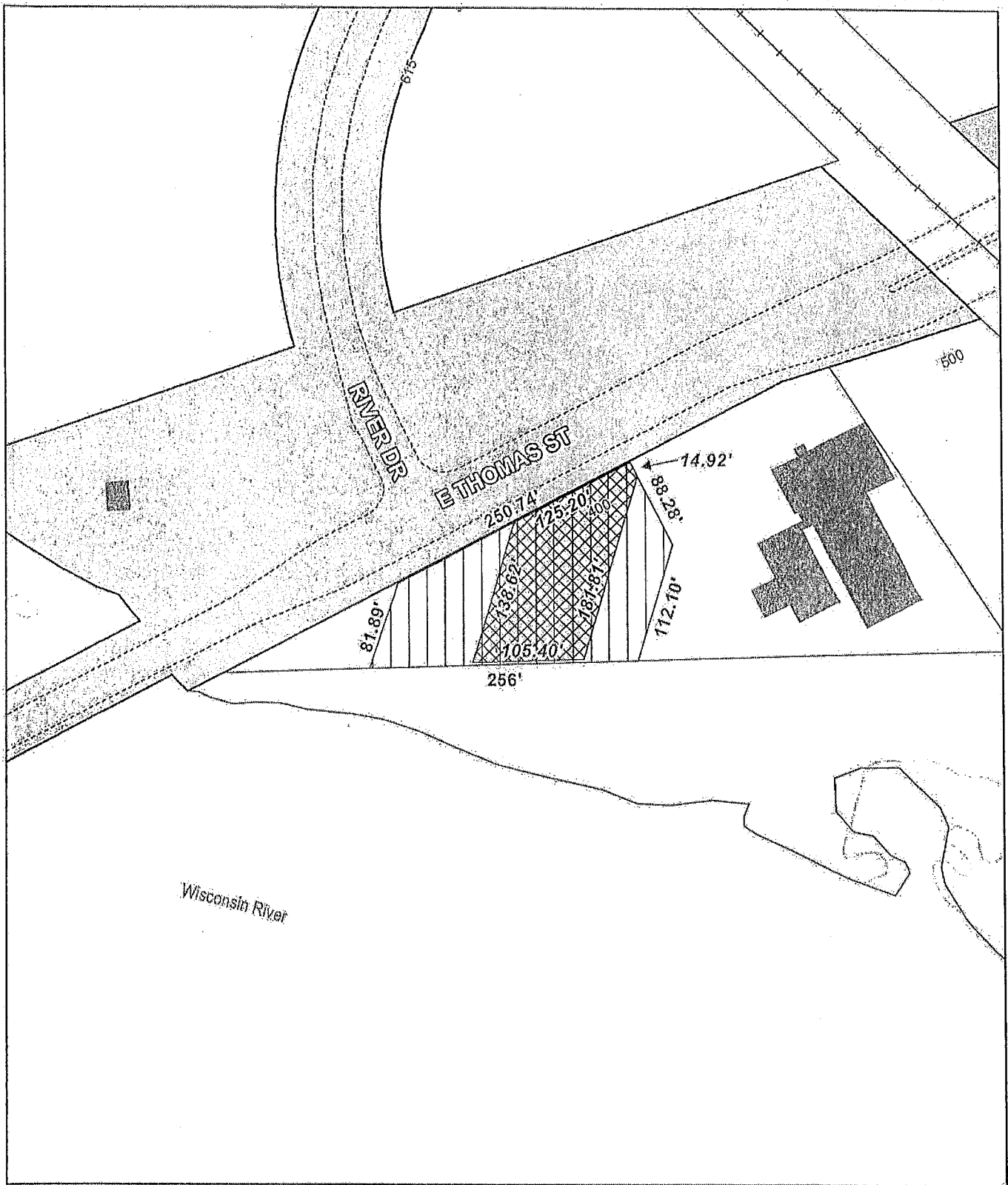
Notary Public, Wisconsin
My commission expires: _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 27th day of June, 2020, the above named, Lance Leonhard, Marathon County Administrator, and Kim Trueblood, County Clerk for Marathon County, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

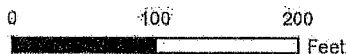


Notary Public, Wisconsin
My commission expires: 4-10-2024



Map Date: April 18, 2020

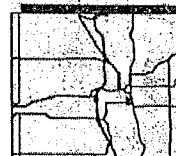
City of Wausau
Marathon County Wisconsin



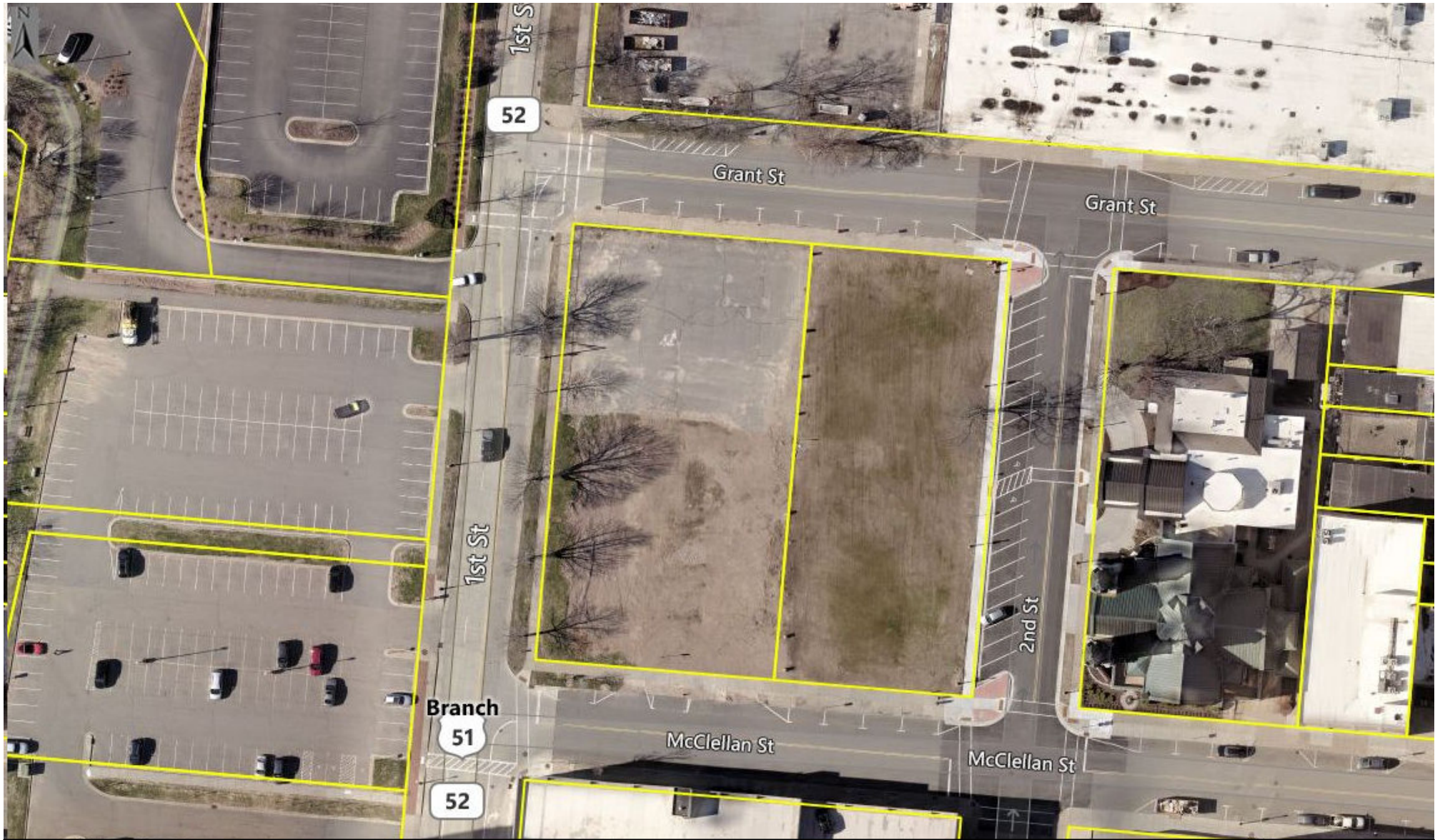
Legend

- Parcels
- Building Footprints
- Road Edge
- Right-of-Way
- Railroad
- Proposed Easement
- Temporary Construction Easement

Map Location



AGENDA ITEM
Discussion and possible action on allocating four to six on-street parking stalls for the Church of the Resurrection Parish on 2 nd Street between McClellan and Grant Streets
BACKGROUND
The City of Wausau has an agreement in place with the Catholic Church to provide 20 parking stalls and create a park area. This agreement was entered into when the Church school on McClellan St was torn down. Rather than constructing a parking lot the city decided to install on street parking on 2nd St to fulfill the agreement. The Church has asked the City to designate, install signs, at 4-6 of these stalls designating church parking only. Enforcement would have to be done by call in complaints.
FISCAL IMPACT
Staff to install the signs.
STAFF RECOMMENDATION
Recommend the minimum request of 4-stalls.
Staff contact: Eric Lindman 715-261-6745



NOTES:

1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING 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. MAP FEATURES DEVELOPED FROM 04/30/2020 - 05/01/2020 AERIAL PHOTOGRAPHY.



Area of Interest

City of Wausau

Map Date: 6/30/2020

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AGENDA ITEM

Discussion and possible action on proposed 2021 Street Construction Projects and Five Year Plan

BACKGROUND

The proposed 2021 Street Reconstruction (5 Year Plan) is attached for review. This was discussed at the June CISM meeting. The plan outlines street projects proposed for the next 5 years. In 2021 Eau Claire Blvd is the main street reconstruction project proposed along with one block segments of Emerson Street, Mount View Blvd and Pied Piper Lane. These streets were to be construction in 2020 but were deferred to 2021 during the budget process. Engineering would like to point out any streets listed beyond 2021 are subject to change based upon CISM recommendation and changing conditions of the roadways and proposed development. The ‘Other Streets’ listed should be given valid consideration. Note the total cost of ‘Other Streets’ is pointed out on the last page, \$90 million.

CISM requested looking at other smaller segments of streets to possibly impact more parts of the City with input from CISM members. Staff did not receive any additional comments or suggestions from CISM members at the time of this staff report. Engineering reviewed the long list of streets and would offer the following segments of streets for review:

Jackson Street	RR Tracks – 12 th Street	\$450,000
10 th Avenue	Bridge Street – West Wausau Ave	\$400,000
Grant Street	6 th Street – 7 th Street	\$160,000
4 th Street	Scott Street – McClellan Street	\$100,000
Bugbee Ave	Burek Ave – East Termini	\$600,000

Jackson Street: Very poor condition, may be one of the poorest condition roads in Wausau. Sewer and water date from 1909-1920. All lead services.

10th Ave: Poor condition, Sewer and water from 1940’s, 8 water main breaks recorded, all lead services, route for Wausau West High School, bus route.

Grant Street: 1 block of roadway in very poor shape, water and sewer from 1920 – 1940, lead services.

4th Street: 1 block of very poor concrete pavement, too far gone for maintenance. No water main, sewer ok, condition. Worst block or roadway in downtown. Maintenance for DPW is high.

Bugbee Ave: Chip sealed street that is fallen apart. Very poor condition. Sewer and water from 1960’s. Portions of this could be coordinated with the new water treatment plant.

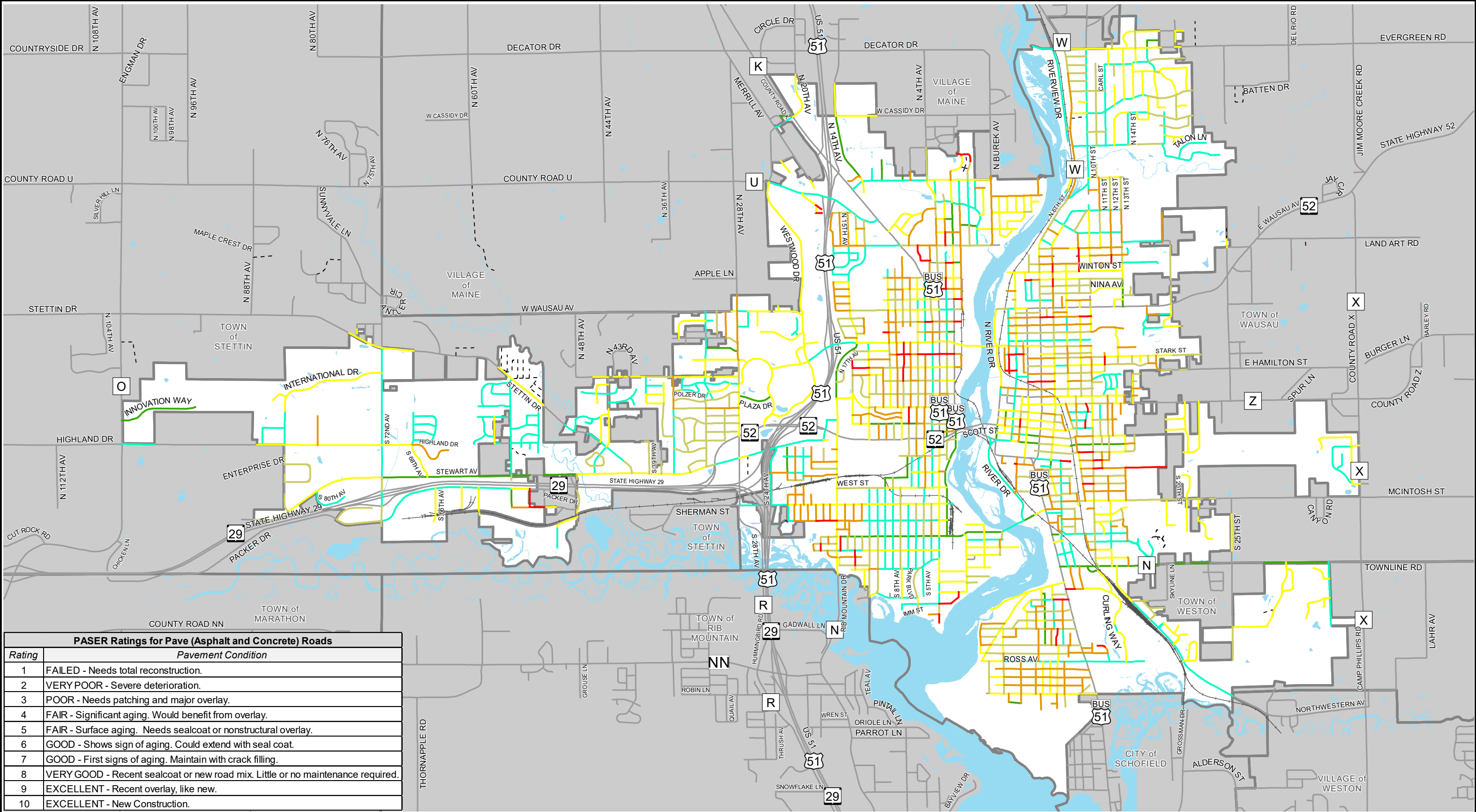
FISCAL IMPACT

The fiscal impacts are listed above.

STAFF RECOMMENDATION

Staff recommends considering the above listed streets if CISM does not want to consider Eau Claire Blvd.

Staff contact: Allen Wesolowski 715-261-6762



PASER Ratings for Pave (Asphalt and Concrete) Roads	
Rating	Pavement Condition
1	FAILED - Needs total reconstruction.
2	VERY POOR - Severe deterioration.
3	POOR - Needs patching and major overlay.
4	FAIR - Significant aging. Would benefit from overlay.
5	FAIR - Surface aging. Needs sealcoat or nonstructural overlay.
6	GOOD - Shows sign of aging. Could extend with seal coat.
7	GOOD - First signs of aging. Maintain with crack filling.
8	VERY GOOD - Recent sealcoat or new road mix. Little or no maintenance required.
9	EXCELLENT - Recent overlay, like new.
10	EXCELLENT - New Construction.



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Legend

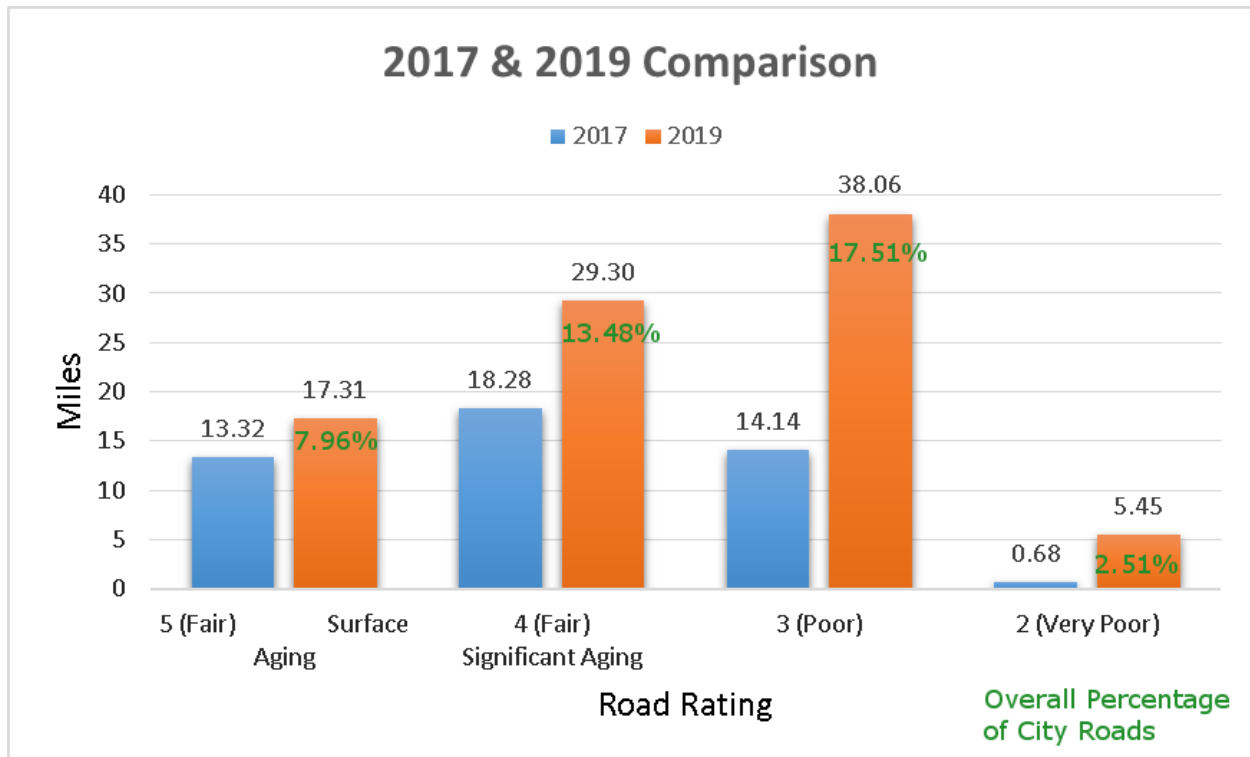
- 2 - Very Poor (5.45 Miles)
- 3 - Poor (38.06 Miles)
- 4 & 5 - Fair (46.61 Miles)
- 6 & 7 - Good (66.41 Miles)
- 8 - Very Good (49.41 Miles)
- 9 & 10 - Excellent (11.39 Miles)

2019 WISLR Road Ratings

City of Wausau

Date: June 29, 2020





PASER Ratings for Pave (Asphalt and Concrete) Roads	
Rating	Pavement Condition
1	FAILED - Needs total reconstruction.
2	VERY POOR - Severe deterioration.
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5	FAIR - Surface aging. Needs sealcoat or nonstructural overlay.
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7	GOOD - First signs of aging. Maintain with crack filling.
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9	EXCELLENT - Recent overlay, like new.
10	EXCELLENT - New Construction.

2021 STREET RECONSTRUCTION (5 Year Plan)

2021

Eau Claire Blvd	(Grand Ave – West Termini)	\$1,300,000
Emerson Street	(Eau Claire - Kent Street)	\$120,000
Mount View Blvd	(Eau Claire - Kent Street)	\$120,000
Pied Piper Lane	(Eau Claire – Kent Street)	\$120,000

2022

Bertha Street	(Mary Street – Zimmerman Street)	\$1,000,000
4 th Street	(McClellan Street – Scott Street)	\$150,000
4 th Avenue	(Bridge Street – Knox Street)	\$700,000

2023

Ethel Street	(Grand Avenue to Zimmerman Street)	\$1,200,000
Emerson Street	(Lakeview Dr – Eau Claire Blvd)	\$320,000
Jackson Street	(RR Tracks – 12 th Street)	\$400,000

2024

Stark Street	(5 th Street – 12 th Street)	1,200,000
Henrietta Street	(Bellis Street – 13 th Street)	\$600,000
Rosecrans Street	(17 th Avenue – 22 nd Avenue)	\$650,000

2025

See Other Streets listed below.

Other Streets

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

S. 4 th Street	(River Dr – Forest St)	\$390,000
N. 5 th Street	(North Termini – Winton St)	\$200,000
N. 5 th Avenue	(Oak St – Elm St)	\$700,000
S. 5 th Avenue	(Stewart Av – Elm St)	\$310,000
S. 5 th Avenue	(Garfield Av – West St)	\$200,000
S. 5 th Avenue	(Sherman St – W. Thomas St)	\$500,000
N. 6 th Avenue	(W. Bridge St – Elm St)	\$900,000
S. 6 th Avenue	(Garfield Av – Elm St)	\$520,000
S. 6 th Avenue	(Sherman St – Rosecrans St)	\$220,000
N. 7 th Street	(Parcher St – E. Wausau Av)	\$820,000
N. 7 th Street	(Humboldt Av – E. Bridge St)	\$170,000
N. 7 th Avenue	(W. Strowbridge St – W. Knox St)	\$200,000
N. 7 th Avenue	(W. Union Av – South Termini)	\$340,000
N. 7 th Avenue	(W. Bridge St – Elm St)	\$900,000
S. 7 th Avenue	(Garfield Av – Elm St)	\$520,000
N. 8 th Street	(Hamilton St - E Bridge St)	\$220,000
N. 8 th Avenue	(North Termini – W. Strowbridge St)	\$290,000
N. 8 th Avenue	(W. Knox St – South Termini)	\$500,000
N. 8 th Avenue	(W. Bridge St – Elm St)	\$890,000
S. 8 th Avenue	(West St – Chellis St)	\$1,100,000
N. 9 th Avenue	(W. Strowbridge St – W. Knox St)	\$140,000
N. 9 th Avenue	(W. Wausau Av – Elm St)	\$1,300,000
S. 9 th Avenue	(Callon St – Stewart Av)	\$240,000
S. 9 th Avenue	(Pardee St – West St)	\$140,000
N. 9 th Street	(Spring St – Winton St)	\$510,000
N. 10 th Avenue	(Cedar St – W. Wausau Av)	\$780,000
S. 10 th Avenue	(Callon St – Stewart Av)	\$200,000
N. 10 th Street	(E. Union Av – E. Wausau Av)	\$80,000
N. 10 th Street	(Stark St – McIndoe St)	\$500,000
S. 10 th Street	(Jackson St – Kickbusch St)	\$200,000
N. 11 th Avenue	(Elm St – Cedar St)	\$420,000
S. 11 th Avenue	(Callon St – Stewart Av)	\$200,000
S. 11 th Avenue	(W. Thomas St – Flieth St)	\$750,000
N. 11 th Street	(Sylvan St – E. Crocker St)	\$440,000
N. 11 th Street	(Brown St – South Termini)	\$70,000
N. 11 th Street	(McClellan St – Washington St)	\$340,000
N. 11 th Street	(Jackson St – Kickbush St)	\$220,000
N. 12 th Street	(E. Crocker St – Brown St)	\$700,000
N. 12 th Street	(Forest St – McIndoe St)	\$650,000
N. 12 th Street	(Hamilton St – North Termini)	\$250,000
S. 12 th Street	(Plumer St – McIntosh St)	\$440,000
N. 12 th Avenue	(Merrill Av – W. Randolph St)	\$340,000
N. 12 th Avenue	(Norton St – Nicolet St)	\$200,000
S. 12 th Avenue	(W. Thomas St – Chellis St)	\$440,000
S. 13 th Avenue	(Greenhill Dr – Callon St)	\$100,000
S. 13 th Avenue	(Sherman St – Rosecrans St)	\$200,000

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

Adams Street	(N. 8 th St – N. 10 th St)	\$340,000
Adams Street	(N. 10 th St – East Termini)	\$110,000
Adolph Street	(Cleveland Ave – East Termini)	\$270,000
Alexander Street	(S. 2 nd Ave – S. 4 th Av)	\$200,000
Ankor Street	(S. 12 th St – East Termini)	\$80,000
Arlington Lane	(N. 18 th Ave – East Termini)	\$35,000
Arlington Lane	(N. 16 th Ave – Merrill Av)	\$240,000
Arthur Avenue	(N. 18 th Av – East Termini)	\$35,000
Augusta Avenue	(N. 6 th St – N. 8 th St)	\$350,000
Bellis Street	(McIntosh St – Jefferson St)	\$900,000
Bellis Street	(Manson St – Single Av)	\$240,000
Birch Street	(N. 6 th St – N. 7 th St)	\$240,000
Bopf Street	(S. 17 th Av – S. 19 th Av)	\$200,000
Broadway Avenue	(STH B51 – Lillie St)	\$1,400,000
Bridge Street	(6 th Street – 10 th Street)	\$680,000
Brown St	(N. 6 th St – N. 13 th St)	\$1,200,000
Bugbee Avenue	(Burek Av – East Termini)	\$750,000
Callon Street	(S. 6 th St – STH B51/S. 1 st Av)	\$500,000
Center Street	(Park Av – E. Wausau Av)	\$120,000
Chellis Street	(S. 11 th Av – S. 12 th Av)	\$140,000
Cherry Street	(W. Wausau Av – Bos Creek Dr)	\$1,400,000
Cherry Street	(E. Oak St – E. Cedar St)	\$180,000
Clark Street	(East Termini – S. 4 th Av)	\$800,000
Clayton Street	(Cherry Street – N. 2 nd Av)	\$150,000
Coel Boulevard	(Ross Ave – Schwebach St)	\$200,000
Cordell Street	(Woods Pl – Lakeview Dr)	\$100,000
Cottage Street	(S. 3 rd Av – West Termini)	\$100,000
E. Crabtree Circle	(E. Crabtree Dr – West Termini)	\$70,000
E. Crabtree Drive	(E. Crabtree Cir – Lenard St)	\$100,000
Crescent Drive	(N. 4 th Ave – W. Randolph St)	\$200,000
Dekalb Street	(N. 2 nd St – N. 4 th St)	\$200,000
Dekalb Street	(N. 10 th St – N. 12 th St)	\$140,000
Division Street	(S. 2 nd St – East Termini)	\$100,000
Division Street	(West Termini – STH B51/Grand Av)	\$70,000
Dunbar Street	(Genrich St – Prospect Av)	\$180,000
W. Eldred Street	(N. 3 rd Av – N. 1 st Av)	\$200,000
Elmwood Boulevard	(Lakeview Dr – South Termini)	\$200,000
Emerson Street	(Lakeview Dr – South Termini)	\$180,000
Fairmount Street	(Broadway Av – Weston Av)	\$200,000
Fleming Street	(Grand Av – Roosevelt St)	\$370,000
Fleming Street	(Weston Av – Mathie St)	\$240,000
Forest Street	(Prospect Av – East Termini)	\$140,000
Forest Street	(Bellis St – N. 12 th St)	\$410,000
Fulton Street	(N. 1 st St – N. 7 th St)	\$1,200,000
Fulton Street	(N. 8 th St – N. 10 th St)	\$270,000
Fulton Street	(N. 15 th St – East Termini)	\$100,000

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

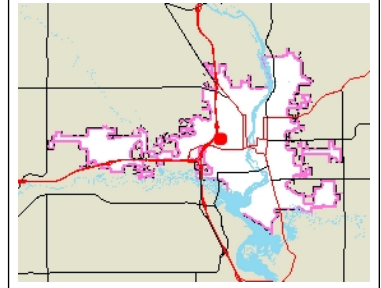
Maple Street	(N. 1 st Av – N. 11th Av)	\$1,000,000
Marshall Street	(Lakeview Dr – Kent St)	\$410,000
Mary Street	(Ethel St – Lake View Ct)	\$180,000
Mathie Street	(Kolter St – Weston Av)	\$230,000
McCleary Street	(Myron St – E. Thomas St)	\$340,000
McClellan Street	(N. 10 th St – East Termini)	\$300,000
McDonald Street	(Grand Ave – Torney Av)	\$180,000
McIndoe Court	(N. 15 th St – East Termini)	\$70,000
McIndoe Street	(N. 6 th St – N. 7 th St)	\$180,000
McIntosh Street	(Seymour St – Bellis St)	\$480,000
Mobile Avenue	(N. 3 rd St – N. 6 th St)	\$200,000
Mobile Avenue	(N. 7 th St – N. 8 th St)	\$180,000
Mount View Blvd	(Kent St – Lakeview Dr.)	\$400,000
Nehring Street	(S. 20 th Av – S. 22 nd Av)	\$200,000
Nicolet Street	(Stevens Dr. – N. 12 th Av)	\$70,000
Nina Avenue	(N. 5 th St – N. 6 th St)	\$140,000
North Hill Road	(N. 10 th St – East Termini)	\$70,000
Norton Street	(Stevens Dr. – N. 12 th Av)	\$180,000
Oak Street	(N. 10 th Av – Cherry St)	\$1,000,000
Oakwood Blvd	(Lakeview Dr. – South Termini)	\$130,000
Oakwood Circle	(Oakwood Blvd – West Termini)	\$70,000
Parcher Street	(N. 6 th St – N. 9 th St Offset 634 feet)	\$140,000
Parcher Street	(N. 9 th St – N. 13 th St)	\$600,000
Pardee Street	(S. 17 th Ave – S. 20 th Av)	\$300,000
Park Ave	(N. 2 nd St – N. 10 th St)	\$1,100,000
Pine Crest Avenue	(Seymour Ln – Wildwood Ln)	\$410,000
Pine Street	(N. 10 th Av – N. 12 th Av)	\$270,000
Pleasant Street	(Grand Av – Garth St)	\$140,000
Plumer Street	(East Termini – Grand Av)	\$510,000
Plumer Street	(S. 4 th St – East Termini)	\$180,000
Plumer Street	(S. Bellis St – S. 13 th St)	\$580,000
Porter Street	(S. 1 st Av – S. 3 rd Av)	\$240,000
Porter Street	(S. 17 th Av – S. 19 th Av)	\$340,000
Prospect Avenue	(Townline Rd – McDonald St)	\$150,000
Quaw Street	(N. 2 nd Av – N. 6 th Av)	\$410,000
Quaw Street	(East Termini/N9thAv – West Termini)	\$200,000
Quaw Street	(N. 12 th Av – Stevens Dr)	\$120,000
W. Randolph Street	(Burek – Merrill Av)	\$1,300,000
Rosecrans Street	(S. 13 th Av – 22 nd Pl)	\$900,000
Ross Avenue	(Sturgeon Eddy Rd – Grand Av)	\$950,000
Ruder Street	(Fairmont St – Grand Av)	\$200,000
Ruder Street	(Geisler St – Wisconsin St)	\$200,000
Schwebach Street	(Coel Blvd – West Termini)	\$100,000
Seymour Street	(Kickbusch St – E. Thomas St)	\$540,000
Sheridan Road	(S. 15 th Av – S. 17 th Av)	\$125,000
Sherman Street	(S. 56 th Av – S. 52 nd Av)	\$200,000

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

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

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

AGENDA ITEM
Discussion of future needs for traffic management at 14 th Avenue and Elm Street with development of two new apartment projects and related resident traffic
BACKGROUND
An apartment building is currently under construction at 1401 Elm Street and there are plans for additional apartments nearby in the future. The increase in residents to the area is also likely to add to the vehicular traffic at this intersection. A request was made to discuss potential improvements that may be needed due to the increased traffic.
FISCAL IMPACT
N/A
STAFF RECOMMENDATION
For discussion purposes.
Staff contact: TJ Niksich 715-261-6748



Legend

- Parcel
- Section Line/Number
- Municipality

Map Created: 6/30/2020

50.00 0 50.00 Feet

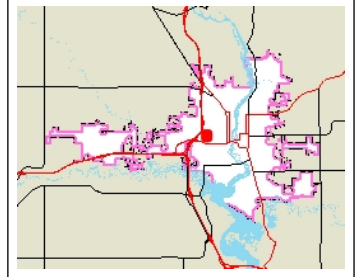


NAD_1983_2011_WISCRS_Marathon_Feet

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

AGENDA ITEM
Discussion of possible installation of sidewalk on 14 th Avenue between Elm Street and Callon Street in areas that do not have it currently
BACKGROUND
Sidewalk on the west side of S. 14th Avenue, between Callon Street and Elm Street, currently ends mid-block. There is no sidewalk on the east side of S. 14th Avenue. An apartment building is currently under construction at 1401 Elm Street and there are plans for additional apartments nearby in the future. With the residential growth in this area, there would likely be additional pedestrian traffic to John Muir Middle School.
FISCAL IMPACT
\$25,000
STAFF RECOMMENDATION
Staff recommends connecting the sidewalk from Callon Street to Elm Street.
Staff contact: TJ Niksich 715-261-6748



Legend

- Parcel
- Section Line/Number
- Municipality

Notes

Map Created: 6/30/2020

50.00 0 50.00 Feet

NAD_1983_2011_WISCRS_Marathon_Feet

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AGENDA ITEM

Discussion on overnight parking during winter months

BACKGROUND

This was discussed previously at the November 2019 and March 2020 CISM meetings. I have attached the staff reports and minutes from those meetings for your review and reference. The direction given to staff was to focus on enforcement in the early 2020 winter season during snow emergencies and bring the information back to committee for discussion. Also included below is a comparison of overnight parking enforcement from 2018-2020.

In early 2020 staff declared 3 separate snow emergencies:

2019-2020 Snow Emergency Tracking		
Snow Emergency Issued	Citations Written	Citations Paid
12/30/2019	94	attached
1/17/2020	149	attached
2/9/2020	129	attached

Overnight Parking Citation Comparison	
Nov 2019 thru Mar 9, 2020	1,670
Nov 2018 thru Mar 9, 2019	920

The parking ordinance that governs parking city wide is WMC 10.20. In general, with some exceptions or where streets are otherwise posted, vehicles may be parked on either side of the street from 6am to 2:30am. Parking between 2:30am and 6am is restricted to odd/even parking year round.

The primary reason for the discussion was the lack of general compliance related to a snow emergency and issues plowing the streets during snow events. Vehicles on the street create obstructions for plow drivers and some roads do not get plowed. Based on these concerns discussion was had on whether overnight parking on the street should be eliminated during winter months or if we put resources to enhanced enforcement during snow emergencies and during winter month operations. Based on the discussions staff has looked at a couple options and various scenarios for each:

Eliminate on-street parking (Dec thru Mar)	Staff Comments
Allow residents to park on their lawns	Creates property maintenance activities in the spring for inspections
Educate residents about using city lots/ramps	Ample parking on lots and ramps; difficult to get buy in from residents
Increase enforcement to ensure compliance daily	Limited revenue stream; snow emergencies use parking enforcement
Amend zoning code to allow for additional hardscape/Dwys	Zoning code was just rewritten and modernized
Only certain areas would have on-street parking	Require extensive ordinance revisions with many exceptions

Maintain on-street overnight parking	Staff Comments
Charge residents a nominal annual fee	This would allow enforcement to use their LPR software; generate revenue year round
Increase enforcement in winter months	Help educate and change behavior; possibly use increase fines for abusers
Use parking enforcement staff during snow emergencies	Increased citations help pay for OT; increase fines for abusers
Allow parking on both sides and only one side during snow emergency	Increased citations help pay for OT; increase fines for abusers

Maintaining on-street overnight parking would require additional enforcement to educate and change behavior of citizens who do not follow the rules. Higher citations or other penalties for habitual violators. The advantage of keeping on street parking is it allows a benefit to the residents and also allows to the City to have more means of generating revenue for enforcement. Eliminating overnight parking creates issues for dense development areas, will require amendments to our zoning code, reduces potential revenue streams but still requires same level of enforcement. Eliminating overnight parking will also require some extensive rewrites of the WMC to establish exceptions in areas throughout the City.

It is critical that whatever decision is made that we are able to uniformly enforce. During the winter months keeping our streets clear is critical for public safety; especially during a snow emergency. Parking enforcement focus during a snow emergency has had an impact. It is not only cars that create issues but trash cans as well so this may be an option for enforcement year round.

Every winter we have issues with plow drivers being able to plow and remove snow due to parked cars and trash cans placed in the street. Some boulevards, with a parked car, will not accommodate a plow truck to pass. On the hills in the city it makes it significantly more difficult to clear the streets safely when cars and trash cans are on the street.

In order to restrict parking temporarily the ordinance requires that those streets be posted, it is not practical to post a large number of streets if it is necessary to temporarily restrict parking for snow plowing/removal. There is no provision in the ordinance to restrict parking temporarily without issuing a snow emergency.

FISCAL IMPACT

None at this time

STAFF RECOMMENDATION

Any required decisions would be brought back for action.

Staff contact: Eric Lindman 715-261-6745

City of Wausau

Revenue by Violation - Issued vs Paid

	Issued	Paid	Dism/V d	Fine + Penalty	Paid	Dismissed	Due
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November 2018

December 2018

January 2019

17-Snow Emergency	1	1	0	\$135.00	\$110.00	\$25.00	\$0.00
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February 2019

17-Snow Emergency	366	303	28	\$40,880.00	\$33,880.00	\$2,815.00	\$4,185.00
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March 2019

17-Snow Emergency	26	23	0	\$2,535.00	\$2,525.00	\$10.00	\$0.00
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April 2019

May 2019

City of Wausau

Revenue by Violation - Issued vs Paid

	Issued	Paid	Dism/V d	Fine + Penalty	Paid	Dismissed	Due
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December 2019

17-Snow Emergency	108	79	16	\$11,005.00	\$9,075.00	\$555.00	\$1,375.00
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January 2020

17-Snow Emergency	137	92	15	\$16,105.00	\$10,475.00	\$1,555.00	\$4,075.00
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February 2020

17-Snow Emergency	129	17	112	\$12,900.00	\$1,700.00	\$11,400.00	\$-200.00
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March 2020

April 2020

May 2020

AGENDA ITEM

Discussion on possible capital improvements and history of past improvements on 3rd Avenue from Stewart avenue to Thomas Street

BACKGROUND

The following is a summary of existing conditions:

Roadway: concrete street, one way southbound street with 2 travel lanes

Parking: parking allowed on both sides.

Bicycle accommodations: Sharrows

Pedestrian accommodations: sidewalks are on both sides of the street for the entire length.

Lighting: Standard 30' poles on the west side of 3rd Street for the entire length

Signalization: New signals installed on Stewart Ave and Thomas Street in last 5 years.

Landscaping: Grass boulevards approximately 4 feet wide, street trees

Construction Date: Complete Reconstruction in 2001

Pavement rating: WISLR Rating (1 – 10): 6

Average Daily Traffic (ADT): 4,200 – 4,800 vehicles per day

The existing pavement condition is considered fair with a rating of 6. 3rd Avenue is not scheduled for reconstruction in the next 10-20 years. Concrete repairs have been done on this portion of 3rd Avenue and will need to continue to be done to prolong the life of the concrete pavement.

Enhancements to the corridor relating to landscaping are limited. The existing 4' boulevard leaves minimal room for any landscaping. This narrow boulevard also makes it difficult to grow and maintain grass and provides minimal area for snow storage. Current lighting on the corridor is the standard cobra head lighting. Decorative lighting on the corridor could be considered. A preliminary cost estimate based on similar decorative lighting projects is approximately \$400,000.

Staff has received complaints of narrowed lanes due to snow piles in narrow boulevards causing parked cars to park partially in driving lanes.

FISCAL IMPACT

Future improvements will dictate fiscal impact.

STAFF RECOMMENDATION

None, discussion and informational item only.

Staff contact: Allen Wesolowski 715-261-6762