



OFFICIAL NOTICE AND AGENDA

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

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

Meeting of the: **INFRASTRUCTURE AND FACILITIES COMMITTEE OF THE CITY OF WAUSAU**
Date/Time: **Thursday, July 10, 2025 at 5:15 p.m.**
Location: **City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS**
Members: **Chad Henke, Lou Larson, Michael Martens, Tom Neal, Sarah Watson**

AGENDA ITEMS FOR CONSIDERATION

1. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the June 12, 2025 meeting.
 - B. Action on Stormwater Maintenance Agreement with 700 Grand Apartments LLC at 700 Grand Avenue.
 - C. Action on Stormwater Maintenance Agreement with Newman Catholic Schools, Inc. at 1130 West Bridge Street.
2. Public Hearing: Vacating and Discontinuing Pine Ridge Boulevard from North 28th Avenue to Westhill Drive.
3. Discussion and possible action on vacating and discontinuing Pine Ridge Boulevard from North 28th Avenue to Westhill Drive.
4. Discussion and possible action on request for the City to transfer its ownership rights by quitclaim deed to Marathon County for parcel of land in the southwest corner of Marathon Park.
5. Discussion and possible action on preliminary resolution to vacate right-of-way along the former 28th Avenue corridor map.
6. Discussion and possible action on Bicycle & Pedestrian Advisory Committee recommendation for typical section of STH 52 (East Wausau Avenue) from 6th Street to 18th Street.
7. Discussion and possible action on installation of sidewalk and street lighting on STH 52 (East Wausau Avenue) from 6th Street to 18th Street.
8. Discussion on additional streets for asphalt overlay in 2025.
9. Update on 2025 Street Reconstruction Projects.
10. Discussion and possible action on preferred location of large parking lot for Athletic Park.

Adjournment

CHAD HENKE - Committee Chair

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

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 07/03/25 @ 9:00 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Becher Hoppe Associates, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc.

Date of Meeting: June 12, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Diny, Eric Lindman, Allen Wesolowski, TJ Niksich, Dustin Kraege, Andrew Lynch, John Kahon, Gary Gisselman, Lori Wunsch, Stephanie Christensen - EMCS

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

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

Approval of minutes of the May 8, 2025 meeting

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

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

STH 52 from 6th Street to 18th Street is scheduled for reconstruction in 2029. It is a connecting highway, so WisDOT is taking the lead on this project. It is their road to rebuild, and they are heading the design effort. WisDOT has hired EMCS for design. The next step is to recommend a preferred alternative to the DOT as to how the City would like the road rebuilt although ultimately it is the DOT's decision.

Stephanie Christensen, EMCS, was hired by the DOT to design and help implement a biddable package for STH 52, which is planned for reconstruction 2029. The public information meeting handout was included in the packet and has a lot of background. The existing pavement has met its end of service life and there are other infrastructure needs, such as city utilities, curb ramp issues, drainage issues, and poor signals at North 6th Street. In addition to the infrastructure needs, there is a pattern of rear end crashes between 6th Street and 13th Street. Typically, in scoping a project, a crash review is done. This project went to scoping a couple of years ago. At that point they looked at the 5-year crash pattern. Between 2017 and 2021 there were 41 crashes with about half of them involving rear end collisions. About 37% were angle collisions at both driveways and intersections. These were particularly from 6th Street to 13th Street where there are no turn lanes. This section of roadway is posted at 25 MPH then it increases to 35 MPH east of 13th Street. School age traffic was a contributing factor to crashes as about 40% were under 25 years old. Most crashes occurred during the am and pm hours when school is beginning and ending. In looking at the data that continues to come through, they are seeing similar types of crash patterns. In the scoping of this project, the project did qualify for funding for safety improvements between 6th Street and 13th Street.

A public information meeting was held on May 14th. The comment period was held until May 28th, but they will continue to accept and address comments throughout the life of the project. A summary of the comments received prior to June 2nd was included in the packet. There have been additional comments since then. Improvements along the project other than pavement replacement include drainage improvements, bringing curb ramps up to ADA compliance, and possibly adding sidewalk on the north side from 13th Street to 18th Street for continuity and pedestrian circulation, replacing the signals at 6th Street, and look at improving that intersection for pedestrians. Engineering staff is evaluating the full scope of sewer and water improvements. The project would evaluate street lighting, which is subject to City approval. To make those improvements, there are some right-of-way and easements required. This is an MPO bike route, so they want to make sure that bike lane accommodations are included in whatever typical section is selected. Part of the process is also evaluating potential typical sections that would address the crashes.

Alternative A is a safety improvement alternative. It includes a center two-way left turn lane throughout the project. Alternative A1 has 12' travel lanes with a 13' median. Alternative A2 is a minimal approach with 11' travel lanes and 12' center turn lane, which would help reduce impacts. Slightly narrowing the travel lanes has been found to help calm traffic.

Alternative B would maintain a typical section similar to today. It is 36' face to face with sidewalk and terraces. Alternative B1 is similar to today. Alternative B2 is where 10th Street to the east shifts the center line about 6' to the north to address steep driveways. There is a grade differential from the south side to the north side. This alternative tries to balance the left and right side of the roadway.

An Alternative C could come out of public input and discussion. It could include a two-way left turn lane for part of the project. It could be the current typical but with turn lanes at select locations.

Alternative D is a direct replacement and would match grade. This would be a situation where you would not be fixing geometrical issues, but it fixes the pavement.

Alternative A is the primary alternative that addresses crashes. Alternatives B and D do not address crashes. The public information meeting included discussion of the alternatives and impacts. An alternative table of impacts was laid out. There is a slight variation for the amount of right-of-way needed.

This is a fairly vegetated corridor. There are a lot of tree root systems buckling sidewalks. About half of the trees are ash trees. Many other trees are in poor condition. Because of the depth of excavation for the pavement structure it will have similar impacts across all alternatives to tree root systems. With the various alternatives they tried to show a 3' terrace or 5' where they could, with the idea of replanting trees under a future City project or there could be community sensitive funding requested by the City.

Written comments were received from approximately 12 people. Some of the comments supported a two-way left turn lane. Some questioned the need for a center turn lane. There were comments requesting the City evaluate speed reduction. From 6th Street to 13th Street it is 25 MPH. It is 35 MPH from 13th Street to 18th Street, which is not an area where a lot of crashes occur. Some questioned why the center turn lane was proposed all the way to 18th Street. If a center turn lane was carried to 13th there would be about a 1000' gap where you would go back to an undivided section and then at 18th you would come back to a divided section. The center lane was proposed for the entire length for continuity purposes and because property owners who live or work in that section reported there have been recent crashes or near misses.

Wesolowski's staff report recommends Alternative A2 based on the safety aspect and it reduces the footprint. It is an attempt at traffic calming and reduces real estate impacts. He recommends a 5' boulevard for replanting trees and green space.

Henke noted the committee received an email with public input.

Larson questioned how much more property on each side would be given up to accommodate A2. Wesolowski said A2 has less impacts than A1. Christensen characterizes it as a 1' or less, but it depends on where it is. East of 13th Street there is an existing 66' right-of-way and west of 13th Street there is 60'. In some cases it is zero and some cases it is 1'.

Henke said this is a big project and a lot of information. He asked if a decision was needed tonight. Wesolowski explained the project is in the middle of design. 60% plans are due at the end of the year. Staff would like a recommendation to move forward. Christensen said part of the issue is final plans are due May 2028. We typically have to back that off about 2 years to acquire real estate. That takes us to May 2026. Christensen was targeting to get an environmental document early next year. Some of the steps to get the environmental document include refining the preferred alternative and running it through 30% plan review by the DOT and City. They would also go back to the public and share the refined design.

Martens asked if street lighting and tree impacts should be discussed before making a decision. Christensen stated lighting and sidewalk are independent of which alternative is selected.

Lynch feels there would be viable input if the Bike and Ped Committee could have a chance to look at the plan at their June meeting. Henke said this committee could still make a decision with this going to Bike and Ped before it goes to the full Council.

Larson moved to approve Alternative A2. Seconded by Watson.

Neal asked why the turn lane has to be 1' wider than the travel lane and if the bike lane could 3.5' instead of 4'. If both were done it would help us get the most out of the terraces. Christensen explained it is a geometric standard. Every piece of the typical section has a minimum. For this particular highway, travel lanes can be a minimum of 11' or the typical desirable is 12'. The center turn lane range is a 12' minimum and a 14' desirable. Bike accommodations are 3' or 2'. The desirable for bike lanes is 5' to 6', but it can qualify as a bike lane at 4'. This is an MPO bike route. We should not go less than 4' because then we cannot call it a bike lane.

Martens is leaning towards A2. He knows about the congestion during school hours and when there are events at the schools. He can see the benefit of the turn lane. He likes the idea of narrow lanes for traffic calming. He has read a lot about street bloat in design of roadways. He would like to keep towards the minimum. He has done a lot of cycling on roadways. With a 4' bike lane motorists will veer towards the turn lane and overtake a bicyclist. It is an element of safety even though it is the bare minimum for a bike lane.

Henke is happy to see improvements at 6th Street. He also likes to see the 3' curb area to help with bike travel. He noted this will go to Council in July and Bike and Ped in June.

There being a motion and a second, motion to approve Alternative A2 passed 5-0.

Wesolowski indicated there is some existing lighting at the intersections. If we want continuous lighting throughout, it would be the typical trombone arms and the DOT would participate 50-50 with the City's cost being \$357,500. This is not in the current State/Municipal Agreement. Decorative lighting or anything beyond would be the City's responsibility.

There is no sidewalk on the north side of the road from 13th Street to 18th Street. If we want to add sidewalk to make it a continuous sidewalk to 18th Street, the State would pick up 80%. The City's estimated cost would be \$19,500.

Martens questioned the advantage of having extra lighting. Wesolowski said this would be a continuous lighting system that provides the same amount of lighting the entire length. One would not be going from a lighter area to a darker area. It is a safety advantage. Martens asked about impacts to homeowners. Wesolowski explained the lighting is designed to push light onto the roadway.

Watson asked what the proposed lighting would be similar to and Wesolowski responded Sherman Street. Watson questioned the 50-50 cost. Wesolowski explained the total lighting cost is \$750,000, with the City's cost at \$357,500. Watson said this area leads to schools and noted students walking. Wesolowski said that currently there is sidewalk on the south side and kids have to cross the street. Henke asked if extending the sidewalk was discussed in the Safe Route to School Plan and if not, he is sure they would recommend it.

Larson has the same concern of Martens. Some neighbors do not like light shining in their house. When looking at the cost for this, it will add to City debt. He thinks the safety features with sidewalk and lighting will outweigh costs.

Henke asked if this is budgeted for on the 5-year plan. Wesolowski said all costs would be included in the 2029 budget request.

The sidewalk and lighting options will be brought back to committee for further consideration. Neal requested a look at traffic counts during dark hours.

Discussion on street reconstruction tree preservation

Henke noted that the next two items are just discussion items. If changes are wanted to the policies, he encouraged the people driving these discussions to make changes and bring the policies back to be voted on.

Niksich explained that each year we have street reconstruction projects and with that some tree removal is required due to the nature and scope of the project. Once projects are passed through the budget process staff starts the design process. The roadway width is determined. Our ordinance for our typical projects is 33' to 37' to the back of curb. When determining what width to go with, we look at the existing street width, is it handling traffic, what the average daily traffic is, is it a bus or truck route, the proximity to schools, parking restrictions, pedestrian access and bike lanes. The street is chosen for reconstruction not only because the roadway is in poor condition but also the utilities are old and failing. Most projects include replacement of water, sewer and storm sewer. Sanitary sewer and storm sewer have to have 8' of separation from the water main. Water main is typically 8' deep. Sanitary sewer can range from 8' to 12' with some at 20', which requires larger excavation. During street reconstruction, sidewalks, drive approaches, service walks, and water and sewer services are replaced. With a typical 37' street we typically have a 4' boulevard between the sidewalk and back of curb. With a 33' roadway, we usually have a 6' to 7' boulevard. When you factor in narrow lot widths, driveway widths, and excavations for services, there is not a lot of area left unscathed in the boulevard. This is why we end up losing a majority of the trees. When we finish design, we hand it off to the City Forester, who looks at the species, condition of the existing tree and the condition once excavated is done around the tree. He determines which trees should be removed.

Kahon's first step is to look at the quality of the tree. Anything that is in fair to poor condition gets looked at for removal. Ash trees are removed. Then the excavation process is looked at. These are big projects with extensive excavation. He referred to the 2nd Street project with deep excavations of 20' plus. If you try to leave a larger tree standing there, it physically will not stand. He looks at the structural integrity of the tree. It is different by species, but a rough number is 3 times the diameter is the structural stability of the tree. A 20" tree needs 60" for structural stability. The area between the curb and the tree is smaller and much more important for a tree to retain stability. If you remove 1', it is a huge issue for tree stability and trees falling. If we are cutting on 2, 3, 4 sides of the tree, we are isolating the tree and creating stability issues. The smaller tree is more likely to survive construction and keep stability.

Neal said part of the selection process for buying his house was how beautiful the neighborhood was. It is a tunnel of trees, picturesque, and a huge asset to quality of life. Fulton Street from 1st to 7th has basically been denuded of trees. The 600 block has 1 tree left and 18 were taken. The next two blocks all the trees are gone. The people that rent or bought houses on those blocks could have gone through a selection process and liked the character. They woke up one morning and the character was gone. He feels this is unacceptable. Several years ago, the Milwaukee tree czar was here talking about their efforts to conserve trees during the construction process. We had extensive discussions on the fiscal value of trees, the quality of life, the real estate value of trees, shade, wildlife. It would destroy him if he woke up to the 900 block of Hamilton cut down. He doesn't know if we are looking at every possible avenue to save trees like the tree czar in Milwaukee does. He would like to know if that program is still alive and have that person come back. We did develop some standards/recommendations at that time for ongoing projects. He is not sure if that is being used. In one block on Fulton there were 19 trees and now there is 1. It would be nice if there were at least 7 instead of only 1. We have to look at extraordinary measures and see what we can do as work arounds. He wants to start seeing this mindset going forward. He does not lend a lot of credence to the engineering mind which sees a straight line and a quick way to get there. He hopes we are starting a discussion and process that stops the normal way we are doing things. He would like this committee and/or Park and Rec part of the discussion on every road project in terms of the number of trees and the effort to conserve. He doubts that the 18 trees on Fulton were all ash or diseased. He does not want to see this happening in the background.

Kahon could not agree more. His job is to take care of the trees and maintain as many as we can. On Eau Claire Boulevard a lot of trees were left with the hope of retaining the canopy.

Martens recalled about 10 to 12 years ago when Prospect from Townline to Forest was done. The extent of tree removal for that project was not the same as what we are seeing now. Today there is a nice mix of younger trees and mature trees along Prospect. For that to happen, there was a conscious effort to leave the larger trees during the reconstruction project. Many moderately-sized trees were left behind and are still thriving 10 years later. Looking back at projects like that and the strategy used to address trees might help save trees moving forward.

Gary Gisselman, 319 Park Ave and Alder for District 5, said several years ago there was a City of Wausau tree planting and preservation specification manual. He wants to emphasize that we need to have a very conscience effort to preserve trees. Fulton Street was clear cut and so was Grant Street the year before. It is not a matter of saving one or two trees, it is a matter of clear cutting entire blocks. If we want to preserve the sense of what Wausau is, we have to make an effort to come up with plans to preserve trees. He hopes that this committee, as well as Park and Rec, look at this again.

Lindman said Engineering does not cut trees for convenience. He does not want the thought out there that we do it because it is easier. We look at each tree and at each block. He also feels it is important to keep a canopy where we can. There will be some significant considerations that will have to be made, such as narrowing streets and widening boulevards. Those are decisions this committee and Council will have to make even if there is pushback from the community because they want on-street parking and other things. We will also have to look at the operation and maintenance of the streets.

Neal wants the committees and Council part of the process of street reconstruction. He does not want to be surprised, and he does not want constituents asking what has happened to their neighborhood. He wants to know we have done everything we can. He wants to work towards getting that process in place.

Henke asked if there is a document showing the step-by-step process of street reconstruction projects. Wesolowski can lay this out. The difficult part is the budget is approved in November, and we bid out projects in January. We could bring some preliminary plans forward with the trees we think need to be removed, but it is a relatively tight time frame. We have tried to save trees in the past only to have some blown down, which creates a hazard. What we want to avoid is knowing the root structure of a tree will be compromised, but this committee wants to save the tree. Then a year later the tree blows down on someone's car or house. We are then in a situation where someone could point fingers. There are things we can do but the road and laterals need to be there.

Neal mentioned a tree at 8th and Hamilton where several years ago sidewalk was being replaced. The area was excavated, and he noticed the sizeable roots sawed to create a flat area for the cement. He thought that the tree would not stand, and it did blow over into the street. He noted a house on McIndoe off of 10th Street where the sidewalk circumvented trees rather than sacrificing the tree. The tree is gone now but it didn't fall over. Perhaps we could have done the same thing for the tree at 8th and Hamilton. The tree czar does things that are not in the norm for most construction projects and Neal would really like to have him come back and talk again. That tree needs respect, the neighborhood needs respect, and the aesthetics of the City needs respect. We need to stop thinking everything needs to be in a straight line.

Wesolowski indicated that a lot of sidewalk replacement is done because of tree roots. We have been working on how the contractor cuts those roots. We have ramped some sidewalks to get over roots. Kahon added that we have narrowed sidewalk in some places. Some species can handle root cutting better than others. We also look at placement. In the past, trees were measured and put in every 30 feet/40 feet. It did not matter if utilities, sidewalk, or driveways were there. In some cases, there are trees in spots where they should not have been planted. Henke suggested Neal work with Engineering to come up with a proposal or policy and find a month to squeeze in street projects at a Park and Rec meeting.

At this time a resident asked to speak about East Wausau Avenue. Henke noted that item was voted on but will go to Bike and Ped on June 23rd at 5:00 pm and then to full Council.

Discussion on City Street Light Policy

The current policy was included in the packet. Street lighting in subdivisions is handled in the Development Agreement. Consideration of adding street lights is given during design of reconstruction projects. A request received for a light on an existing road is forwarded to Inspections. The criteria is reviewed to see if a light is warranted. Henke asked if 500' between lights is the standard minimum and Wesolowski confirmed. Henke asked about the process to add a light mid-block on a street with a longer block. Inspections would review the

request and if it met the criteria in the policy, they would make a request to WPS.

Larson feels this is one thing where we are damned if we do and damned if we don't. Some people want extra lighting and others do not want light shining in their house. Henke had two comments come forward about this. He wanted to get it out in public so everyone knows the process. If changes are suggested, we can bring the policy back.

Martens would like to absorb the information and bring it back. This is something over the last few years he has come to value. Recently we have had some nice astronomical events where you have to get several miles out of town to get a dark enough sky to see. It does not necessarily need to be that way. In a City the size of Wausau, it will be a big lift to change how we look at lighting and address it in a way more conducive to allow you to see stars at night from your back yard. Larger communities have addressed this and have been successful. He spoke of the five lighting principles for responsible outdoor lighting: useful, targeted, low level, controlled, and warm colored. He would like to bring the policy back.

Neal mentioned the reconstruction of Washington Street. At the time a request was received for decorative street lighting. It was not part of the project budget. He was told the infrastructure would be put in to accommodate future lighting. He questioned what the policy says about the future addition of lighting where infrastructure has been installed.

Update on 2025 Street Reconstruction Projects

The downtown project of Washington Street, 3rd Street, and Jackson Street is going extremely well. The contractor is ahead of schedule. Washington Street from 1st Street to 3rd Street is open. Washington Street is paved from 3rd Street to 4th Street. They are proceeding to pour concrete south on 3rd Street, between Washington Street and Jackson Street.

Randolph and Cherry Street will be done in three phases. The first phase is Cherry Street from West Wausau north to Eldred. The underground utilities are done, and gravel is 80% down. Curb is expected to be poured next week. The underground crew has moved to the intersection of Merrill and Randolph, which is part of the second phase. They should be out of the intersection the middle of next week. They will be working west to east to 3rd Avenue. The deadline for this phase is based around school and has to be done by mid-August. Phase 3 is Cherry Street from Eldred to Randolph and Randolph from 3rd to Burek. When they finish the underground on Phase 2, they will move to Phase 3, which is expected shortly after the 4th of July. The project will be completed by mid-October.

Project B consists of 1st Street/River Drive, 2nd Street, and Fulton Street from 1st to 7th. 1st Street/River Drive is 100% completed and open to traffic. On Fulton Street the majority of work is between 1st and 3rd. 3rd Street is closed as underground work takes place in the intersection. The intersection will be open for the weekend. It should be paved by Friday next week. The underground crew will then work east from 3rd to 7th. The project is on schedule for completion in early October.

The multiuse trail on 72nd Avenue from Stewart to Sunnyvale Park will be completed by August 1st. South bound traffic on 72nd is detoured using Stewart and Packer Drive. This is due to work under the overpass to get retaining walls in. The detour should be lifted mid-week. Project completion is August 1st but Nicksich expects it open mid-July.

Larson mentioned a block of Hamilton Street that has been torn up by lead line replacement. To lay a patch on this is a half measure. We have the equipment so he doesn't understand why we can't tear up the blacktop and lay new down. If he was a resident on that block, he would be furious. This is just the beginning of many streets that will need this. The only additional cost would be for the blacktop that we have the money for since we have \$250,000 surplus from snow removal. It is a laughable situation to dig up the street for lead laterals and make it worse than it was. He is wondering if there is action this committee needs to take. For next month, Henke requested to see a 5-year plan of streets that could be resurfaced.

Lindman said while it sounds simple, it is not and the reality is Council has not approved the money to do those things. We can do more in-house if Council is willing to allocate additional money in 2026 for asphalt overlay. We will bring back the streets we think we can do for the \$250,000. Doing 1 block at a time is not the best use of money. We can do a lot of streets as long as we have the money. We are trying to put the majority of money into lead service line replacement, so they are just patching the holes they are making. Wesolowski noted that money goes further on a street where the curb and gutter is in good shape and you can mill off an inch or two and overlay. A street like Hamilton you will be taking all the asphalt off and putting all the asphalt back. \$250,000 will only get you a couple of blocks in the whole city.

Discussion on truck route enforcement

Larson brought this forward because of complaints he has received. He would like to move this until next month so someone from the Police Department and from 3M are present to work on a solution.

Update on the proposed Fleet Maintenance Facility and possible location

While there is not a lot to update, staff is moving forward with all options on the table. We are continuing to look for other properties that may be available. Neal brought up the Cherry Street location, one location he did not support. He was not sure where the property was and thought it was elsewhere. He has since found out where it is and will rescind his opposition.

With no objections from committee, Henke allowed a resident to speak regarding East Wausau Avenue.

Gordon Clements lives on East Wausau Avenue around 13th Street. Since he lives there, he can see foot traffic. He does not believe there is enough foot traffic to warrant sidewalk from 13th to 18th from a volume perspective. The Wausau East kids do not walk; they either drive or ride the bus. If he sees a half dozen kids walking a year that is it, so one cannot make the case it is a school issue. If walking to Horace Mann they would come down 13th Street but there is no sidewalk on 13th. He does not see the value in adding sidewalk. Most of the crashes that happen on East Wausau Avenue happen up to 13th Street; that cannot be disputed. If you gobble up real estate from 13th to 18th for aesthetics, he does not know that has all the value people are putting on it. He referred to the email his son sent to committee. His son's position is if a turn lane is added it will increase speed. People are not going 25 MPH to 13th Street, and they are not going 35 MPH after 13th Street. There is no logic in putting in a turn lane which will enhance their ability to go faster. Living there is like living next to an airport. When cars take off at 13th Street it is like sitting under a runway. One cannot have a conversation until traffic is a block away. He read that the roadbed would go from 38' to 47' wide, which seems to be more real estate than what was talked about. If Alternative A2 goes from 38' to 47', the property assessment is not accurate. The plan he read said A1 and A2 do not coincide with the City's bike plan. It seems to him that someone is not talking to somebody about the City goals. He added that traffic and sound are issues.

Adjourn

Neal moved to adjourn the meeting. Watson seconded and the motion carried 5-0. Meeting adjourned at approximately 7:05 p.m.

Agenda Item No.

1B

STAFF REPORT TO INFRASTRUCTURE AND FACILITIES

COMMITTEE – July 10, 2025

AGENDA ITEM

Action on Stormwater Maintenance Agreement with 700 Grand Apartments LLC at 700 Grand Avenue

BACKGROUND

700 Grand Apartments LLC is proposing to construct an apartment complex at 700 Grand Avenue. The proposed project consists of redeveloping approximately 1.15 acres of vacant land and adding an apartment building, parking lot, driveways, playground and stormwater facilities. Stormwater Management requirements will be achieved utilizing an infiltration basin to control stormwater volume and remove the solids from the site.

To ensure properly functioning post-development stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis. The maintenance agreement is attached for your review.

FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends approval of the stormwater maintenance agreement.

Staff contact: TJ Niksich 715-261-6748

Document No.

AGREEMENT

Document Title

AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 22nd day of May, 2025, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and 700 Grand Apartments LLC, a Limited Liability Company organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and

WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

Recording Area

Name and Return Address

City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

291-2907-363-0071

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER: 700 Grand Apartments LLC
 By: 
Kristi Morgan, Manager

By: _____

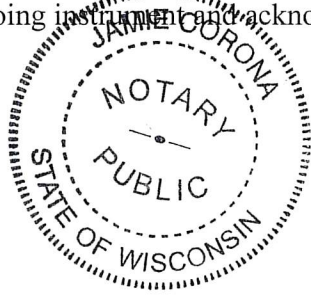
CITY OF WAUSAU:


By: _____
Doug Diny, Mayor

By: _____
Kaitlyn Bernarde, Clerk

STATE OF WISCONSIN)
 Dane) ss.
 COUNTY OF ~~MARATHON~~

Personally came before me this 22nd day of May, 2025, the above-named Kristi Morgan and _____ of 700 Grand Apartments LLC, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.




 Notary Public, Wisconsin
 My commission: 11/10/28

STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20__, the above-named Doug Diny, Mayor, and Kaitlyn Bernarde, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

 Notary Public, Wisconsin
 My commission: _____

This instrument was drafted by the Engineering Department, City of Wausau, 407 Grant Street, Wausau, WI 54403.

Agenda Item No.

1C

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Action on Stormwater Maintenance Agreement with Newman Catholic Schools, Inc. at 1130 West Bridge Street

BACKGROUND

Newman Catholic Schools is proposing to reconstruct the existing track and field area as well as 7 tennis courts. The development will occur on an 18-acre property located at 1130 West Bridge Street. Stormwater Management requirements will be achieved utilizing an infiltration basin to control stormwater volume and remove the solids from the site.

To ensure properly functioning post-development stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis. The maintenance agreement is attached for your review.

FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends approval of the stormwater maintenance agreement.

Staff contact: TJ Niksich 715-261-6748

AGREEMENT FOR THE MANAGEMENT AND
MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this _____ day of _____, 20__ , by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Newman Catholic Schools, Inc.,

a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and

WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

Recording Area

Name and Return Address

City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN: 291-2907-262-0988

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER:

By: 
 Jeff Gulan, President

By: _____

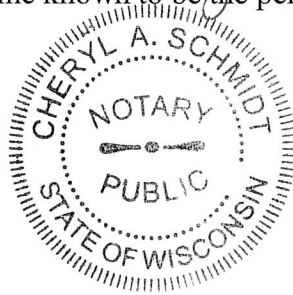
CITY OF WAUSAU:

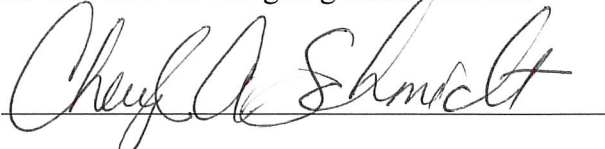
By: _____
 Doug Diny, Mayor

By: _____
 Kaitlyn Bernarde, Clerk

STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this 13th day of May, 2025 the above-named Jeff Gulan, President of Newman Catholic Schools, Inc., to me known to be the person who executed the foregoing instrument and acknowledged the same.




 Notary Public, Wisconsin
 My commission: 02/13/28

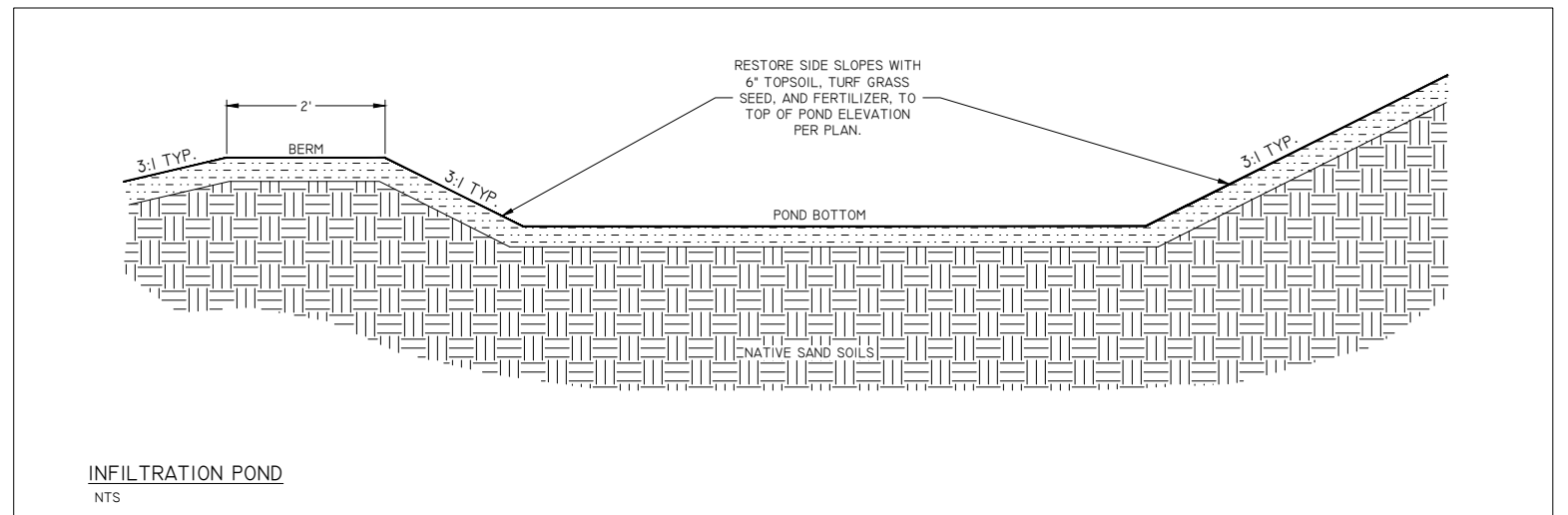
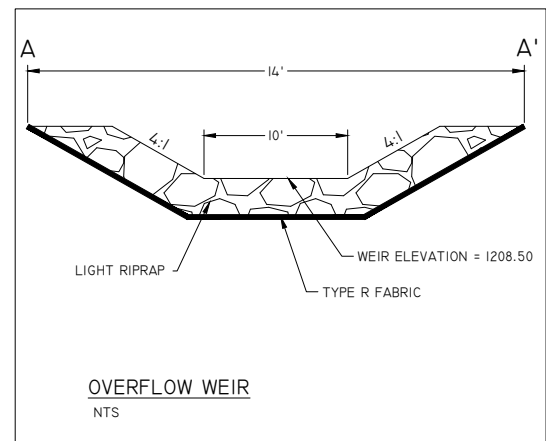
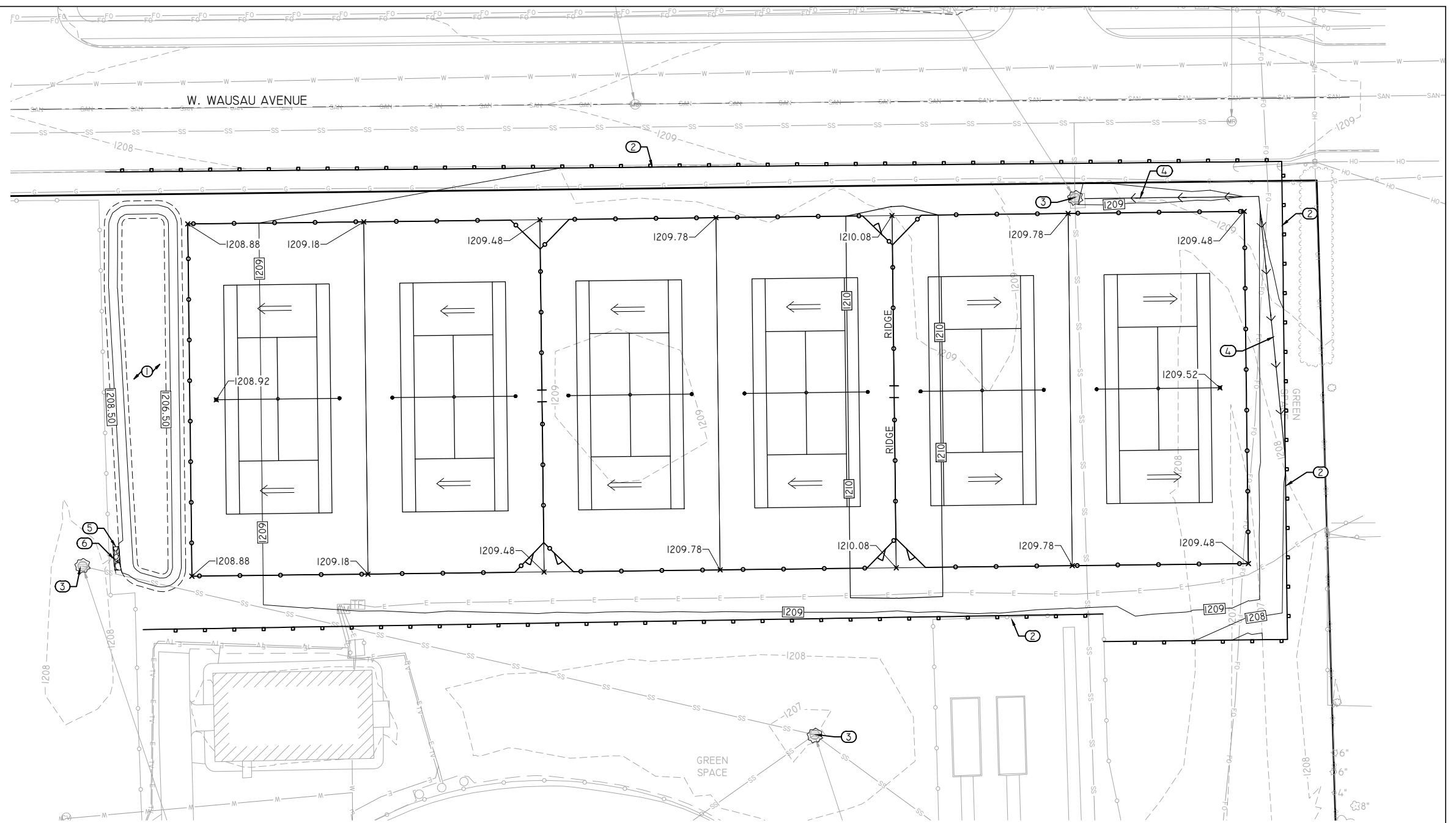
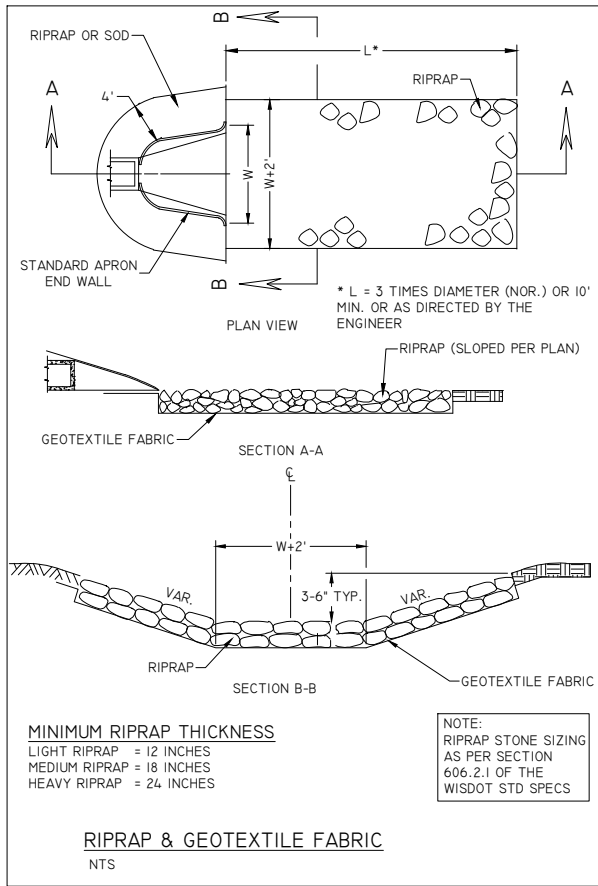
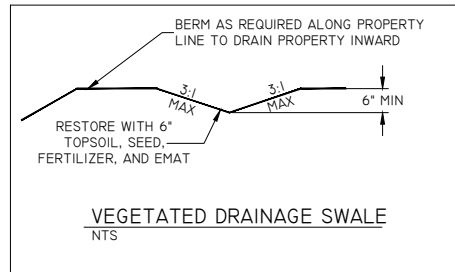
STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20__, the above-named Doug Diny, Mayor, and Kaitlyn Bernarde, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

 Notary Public, Wisconsin
 My commission: _____

KEYED NOTES

1. INFILTRATION BASIN.
TOP = 1208.50
10' WEIR = 1208.00
BOTTOM = 1206.50
2. TEMPORARY SILT FENCE.
3. TEMPORARY INLET PROTECTION.
4. VEGETATED DRAINAGE SWALE.
5. LIGHT RIPRAP ON TYPE R GEOTEXTILE FABRIC.
6. OVERFLOW WEIR.



DRAWING FILE: P:\3200-3299\3222A - WAUSAU NEWMAN CATHOLIC HIGH SCHOOL - WEST BRIDGE STREET - CITY OF WAUSAU\DRAWING FIGURES & EXHIBITS\3222A-EXHIBIT-A-GRADING-DRAINAGE.DWG LAYOUT: EXH A PLOTTED: JUL 31, 2024 - 11:04M PLOTTED BY: GREGW

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY: AJB	DESIGNED BY: MEM	SURVEY DATE: 12/13/23
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: MEM	CIVIL DATE: 7/31/2024
				SURVEY APVD BY: JWP	CIVIL APVD BY: MEM	DRAWN BY: GSW

EXHIBIT A: GRADING AND DRAINAGE
NEWMAN CATHOLIC SCHOOLS
1130 W. BRIDGE STREET
WAUSAU, WISCONSIN 54401

REI
REI No. 3222A
SHEET EXH A

EXHIBIT B
Stormwater Management Facilities Maintenance Schedule & Procedures
For
Newman Catholic Tennis Courts
1130 W. Bridge Street
City of Wausau
Marathon County, WI

Property Legal Description:

Part of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section twenty-six (26), Township twenty-nine (29) North, Range seven (7) East, in the City of Wausau, Marathon County, Wisconsin

Responsible Party: Newman Catholic Schools

The Owner, their successors, and assigns, shall inspect and maintain the structural and non-structural measures that function to facilitate compliance with stormwater management regulations.

Maintenance Schedule and Procedures:

Maintenance inspections by the Owner shall take place at a minimum of twice per year, following Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed as follows:

- 1) **DEBRIS:** Removal of trash, debris, and noxious weeds should be done on a regular basis to maintain aesthetics and functionality of the infiltration pond, outlet structure, vegetated swales, and riprap on the site.
- 2) **POND OUTLET:** Remove accumulated sediment and/or debris from the infiltration pond overflow weir.
- 3) **RIPRAP:** Inspect riprap and replace as may be needed to maintain integrity and a clean appearance of riprap.
- 4) **VEGETATED SWALES:** Maintain free-drainage within the vegetated swales on the site.
- 5) **MOWING:** Mow the side slopes, swales, and embankments to promote aesthetics and control weed growth and establishment of woody vegetation.
- 6) **INFILTRATION PONDS:** Following rainfall events, verify the ability for the infiltration pond to drain. If standing surface water is regularly present within the facilities following 48 hours of dry weather, the surface soils may need to be loosened or replaced to restore the infiltration rate. Re-seeding or replanting of vegetation may be needed following restoration.
- 7) **SNOW PLOWING:** Do not plow snow into the infiltration pond as this will cause premature failure of the device due to compaction and added sediment.

Agenda Item No.

2 & 3

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

#2 - Public Hearing: Vacating and Discontinuing Pine Ridge Boulevard from North 28th Avenue to Westhill Drive

#3 – Discussion and possible action on vacating and discontinuing Pine Ridge Boulevard from North 28th Avenue to Westhill Drive

BACKGROUND

Aspirus has submitted a petition to vacate Pine Ridge Boulevard from North 28th Avenue to Westhill Drive. The petition and map are attached. Vacating this segment of Pine Ridge Boulevard would allow Aspirus to expand the current campus with additional buildings and parking lots.

FISCAL IMPACT

Additional development of the Aspirus Campus.

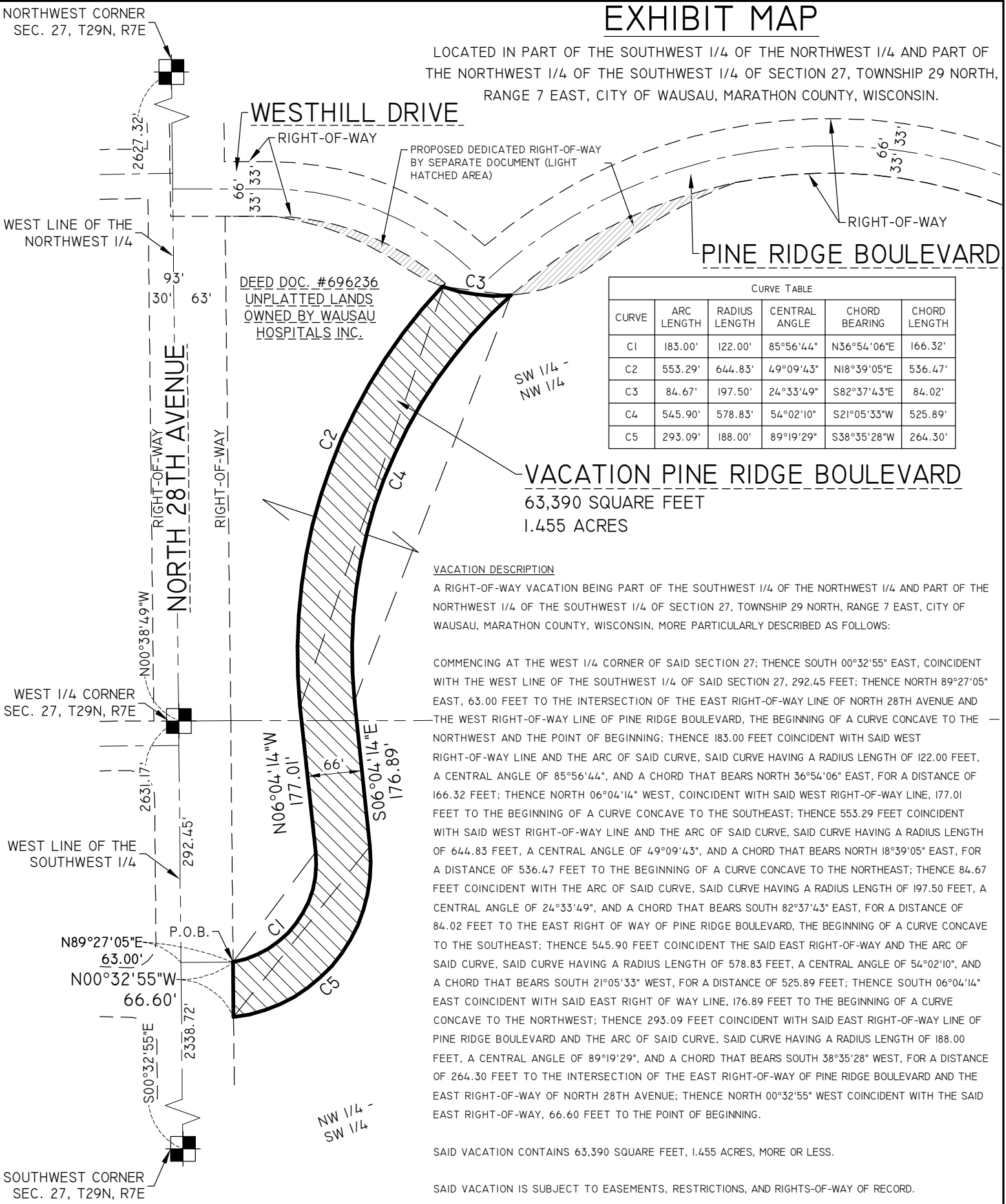
STAFF RECOMMENDATION

Staff recommends approval contingent upon public comment. Additionally, a development agreement is needed to address the relocation of sewer, water and storm sewer utilities in the vacated right of way and the reconstruction and reconfiguration of Westhill Drive from N. 28th Avenue to Pine Ridge Boulevard.

Staff contact: Allen Wesolowski 715-261-6762

EXHIBIT MAP

LOCATED IN PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.



DEED DOC. #696236
UNPLATTED LANDS
OWNED BY WAUSAU
HOSPITALS INC.

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS LENGTH	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH
C1	183.00'	122.00'	85°56'44"	N36°54'06"E	166.32'
C2	553.29'	644.83'	49°09'43"	N18°39'05"E	536.47'
C3	84.67'	197.50'	24°33'49"	S82°37'43"E	84.02'
C4	545.90'	578.83'	54°02'10"	S21°05'33"W	525.89'
C5	293.09'	188.00'	89°19'29"	S38°35'28"W	264.30'

VACATION PINE RIDGE BOULEVARD
63,390 SQUARE FEET
1.455 ACRES

VACATION DESCRIPTION

A RIGHT-OF-WAY VACATION BEING PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST 1/4 CORNER OF SAID SECTION 27; THENCE SOUTH 00°32'55" EAST, COINCIDENT WITH THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 27, 292.45 FEET; THENCE NORTH 89°27'05" EAST, 63.00 FEET TO THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF NORTH 28TH AVENUE AND THE WEST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD, THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST AND THE POINT OF BEGINNING; THENCE 183.00 FEET COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 122.00 FEET, A CENTRAL ANGLE OF 85°56'44", AND A CHORD THAT BEARS NORTH 36°54'06" EAST, FOR A DISTANCE OF 166.32 FEET; THENCE NORTH 06°04'14" WEST, COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE, 177.01 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE 553.29 FEET COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 644.83 FEET, A CENTRAL ANGLE OF 49°09'43", AND A CHORD THAT BEARS NORTH 18°39'05" EAST, FOR A DISTANCE OF 536.47 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST; THENCE 84.67 FEET COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 197.50 FEET, A CENTRAL ANGLE OF 24°33'49", AND A CHORD THAT BEARS SOUTH 82°37'43" EAST, FOR A DISTANCE OF 84.02 FEET TO THE EAST RIGHT OF WAY OF PINE RIDGE BOULEVARD, THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE 545.90 FEET COINCIDENT THE SAID EAST RIGHT-OF-WAY AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 578.83 FEET, A CENTRAL ANGLE OF 54°02'10", AND A CHORD THAT BEARS SOUTH 21°05'33" WEST, FOR A DISTANCE OF 525.89 FEET; THENCE SOUTH 06°04'14" EAST COINCIDENT WITH SAID EAST RIGHT OF WAY LINE, 176.89 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST; THENCE 293.09 FEET COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 188.00 FEET, A CENTRAL ANGLE OF 89°19'29", AND A CHORD THAT BEARS SOUTH 38°35'28" WEST, FOR A DISTANCE OF 264.30 FEET TO THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF PINE RIDGE BOULEVARD AND THE EAST RIGHT-OF-WAY OF NORTH 28TH AVENUE; THENCE NORTH 00°32'55" WEST COINCIDENT WITH THE SAID EAST RIGHT-OF-WAY, 66.60 FEET TO THE POINT OF BEGINNING.

SAID VACATION CONTAINS 63,390 SQUARE FEET, 1.455 ACRES, MORE OR LESS.

SAID VACATION IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784
EMAIL: MAIL@REIENGINEERING.COM

SCALE
0 150



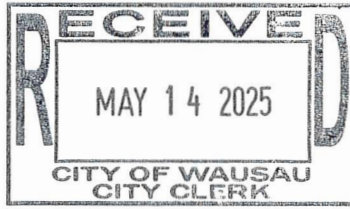
DATE:	10-9-2024
DRAWN BY:	JWP
SURVEY DATE:	NA

RIGHT-OF-WAY VACATION
ASPIRUS
333 PINE RIDGE BLVD.
WAUSAU, WISCONSIN 54401

REI No. **4511K**
SHEET **1** OF **1**



May 14, 2025



City of Wausau
Attn: Allen Wesolowski
City Engineer
407 Grant Street
Wausau, WI 54402

cc: Engineering



Subject: Executed Petition to Vacate a Portion of Pine Ridge Blvd. – Aspirus Wausau Hospital Facility Expansion

Dear Allen,

On behalf of Aspirus Wausau Hospital, please find the executed petitions to vacate the subject portion of Pine Ridge Blvd. from West Hill Drive to 28th Avenue. We request this matter be brought before the City Council at the May 27, 2025 City Council meeting.

Enclosed you will find:

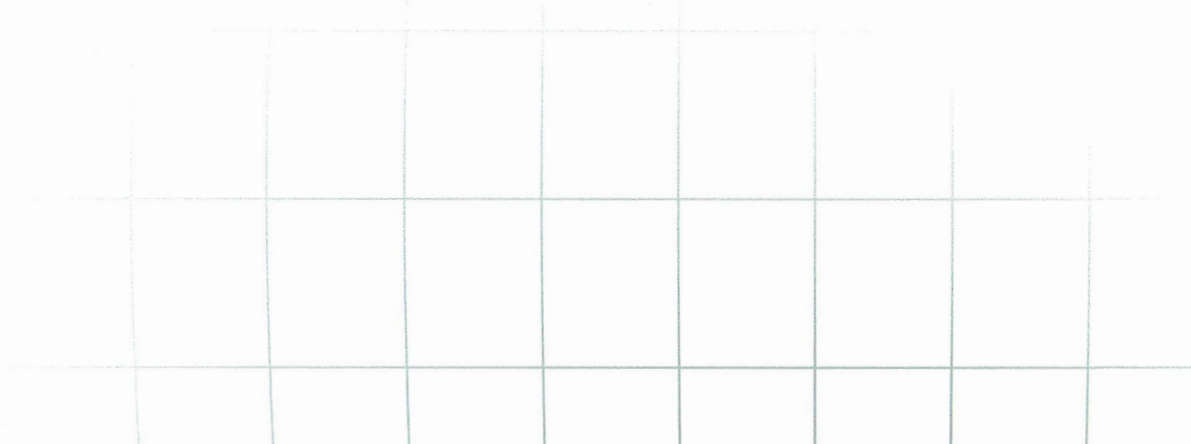
- Executed Petition from Pine Ridge Blvd. landowners located West of 28th Avenue
- Executed Petition from Pine Ridge Blvd. landowners located East of 28th Avenue
- Supporting documents for people signing on behalf of corporate entities

We look forward to working through the street vacation process with your team. Please contact us if you need any additional information.

Sincerely,
REI Engineering, Inc.

Tom Radenz, PLS
Senior Consultant

cc. Rene Gorski and Barbara Burnette, Aspirus Wausau Hospital, 2000 Westwood Drive, Suite 103, Wausau, WI 54401



PETITION

For Office Use

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



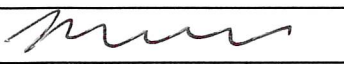
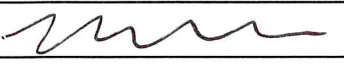
A Petition For:

Date Filed with City Clerk

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Alley Vacation | <input type="checkbox"/> Sanitary Sewer | <input type="checkbox"/> Storm Sewer | <input type="checkbox"/> Other as Follows: _____ |
| <input type="checkbox"/> Blacktop Paving | <input type="checkbox"/> Street Light | <input type="checkbox"/> Watermain | |
| <input type="checkbox"/> Curb and Gutter | <input checked="" type="checkbox"/> Street Vacation | <input type="checkbox"/> Zoning Change | _____ |

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

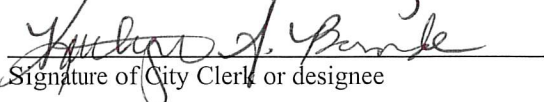
The vacation of Pine Ridge Blvd. from West Hill Drive to 28th Avenue

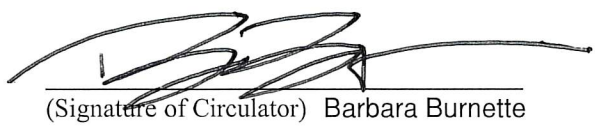
Signature of Electors / Landowner	Print Name Clearly	Print Home Address	Date of Signing
1. 	Michael Holzhueter	333 Pine Ridge Blvd. Wausau Hospital.	5/13/2025
2.			
3. 	Michael Holzhueter	2550 Pine Ridge Blvd. Wausau Hospital, Inc.	5/13/2025
4.			
5.		2500 Pine Ridge Blvd. Pine Ridge Surgery Center, LLC	
6.			
7. 	Michael Holzhueter	2400 Pine Ridge Blvd. 2400 Pine Ridge Blvd., LLC	5/13/2025
8.			
9. 	Michael Holzhueter	2000 Westwood Drive Aspirus Wausau Hospital, Inc.	5/13/2025
10.			
11.			
12.			
13.			
14.			
15.			

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU
Barbara Burnette _____ being duly sworn disposes and says that ~~he is a resident~~ ^{she represents Wausau Hospital, Inc., a landowner in} of the affected area, residing at 333 Pine Ridge Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 14 day of May, 2025


Signature of City Clerk or designee


(Signature of Circulator) Barbara Burnette

333 Pine Ridge Blvd., Wausau, WI 54401
(Address of Circulator)

PETITION

For Office Use

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

A Petition For:

Date Filed with City Clerk

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Alley Vacation | <input type="checkbox"/> Sanitary Sewer | <input type="checkbox"/> Storm Sewer | <input type="checkbox"/> Other as Follows: _____ |
| <input type="checkbox"/> Blacktop Paving | <input type="checkbox"/> Street Light | <input type="checkbox"/> Watermain | |
| <input type="checkbox"/> Curb and Gutter | <input checked="" type="checkbox"/> Street Vacation | <input type="checkbox"/> Zoning Change | _____ |

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

The vacation of Pine Ridge Blvd. from West Hill Drive to 28th Avenue

No.	Signature of Electors/Landowner	Print Name Clearly	Print Home Address	Date of Signing
1.		GARY DEIBERT	2903 RIDGE BLVD.	5-6-25
2.		Nicole Chirkerino	2918 Pine Ridge Blvd	5.6.25
3.		Bill Zastray	3004 Pine Ridge Blvd	5-6-25
4.		Kelly Dilliard	3012 Pine Ridge Blvd	5/6/25
5.		Kelly Nolan	3015 Pine Ridge Blvd.	5/6/25
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

AFFIDAVIT OF CIRCULATOR

she represents Wausau Hospital, Inc., a landowner in

STATE OF WISCONSIN
CITY OF WAUSAU

Barbara Burnette being duly sworn disposes and says that he is a resident of the affected area, residing at 333 Pine Ridge Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 14 day of May, 2025

Signature of City Clerk or designee

(Signature of Circulator) Barbara Burnette

333 Pine Ridge Blvd., Wausau, WI 54401
(Address of Circulator)



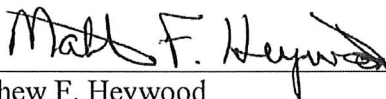
ASPIRUS™

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INCUMBENCY AND OFFICER AUTHORITY CERTIFICATE

I hereby attest that Michael Holzhueter serves as an officer in the capacity of the duly appointed Assistant Secretary of Aspirus Wausau Hospital, Inc. (Aspirus Wausau Hospital), and in such capacity is authorized to execute documents on behalf of Aspirus Wausau Hospital, and where required, to bind Aspirus Wausau, Hospital, Inc. to the duties, obligations, and privileges thereby affected.



Matthew F. Heywood
President and Chief Executive Officer, Aspirus, Inc.
Director, Aspirus, Inc. Board of Directors

Date: 5/22/25

Agenda Item No.

4

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Discussion and possible action on request for the City to transfer its ownership rights by quitclaim deed to Marathon County for parcel of land in the southwest corner of Marathon Park

BACKGROUND

The Marathon County Highway Department would like to deed the triangle portion of the lot north of the RR tracks to the Park. It has been discovered that the City may still have some rights to this parcel. It is recommended the City release these rights and have the parcel go to the Park.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

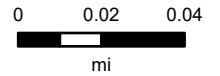
Staff recommends approval.

Staff contact: Allen Wesolowski 715-261-6762

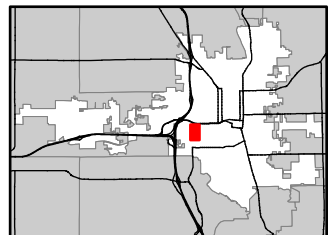
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 6/26/2025



- Right Of Way
- Parcel



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

From: [Allen.Wesolowski](mailto:Allen.Wesolowski@wausauwi.gov)
To: Len.Wursch
Subject: FW: Highway Shop land north of RR Tracks
Date: Thursday, June 26, 2025 9:03:36 AM
Attachments: [image002.png](#)
[image008.png](#)
[image003.png](#)

Please include this email with IF item.

From: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Sent: Tuesday, April 15, 2025 12:31 PM
To: Allen Wesolowski <Allen.Wesolowski@wausauwi.gov>
Subject: FW: Highway Shop land north of RR Tracks

Here is the description:

That part of the Southeast ¼ of the Northeast ¼ of Section 34, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, lying north of the Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P), also known as the Milwaukee Road, except the north 80 feet thereof, and excepting any part used for highway purposes.

Thank you,

Jamie Polley
Parks, Recreation & Forestry Director



212 River Drive, Suite 2
Wausau, WI 54403
(715)261-1554 Office
(715)261-4163 Fax
Jamie.Polley@marathoncounty.gov *please note that my email has changed*
www.MarathonCounty.gov/parks

From: Dave Decker <Dave.Decker@marathoncounty.gov>
Sent: Tuesday, April 15, 2025 11:14 AM
To: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Subject: RE: Highway Shop land north of RR Tracks

This is what I provided to Kevin:

That part of the Southeast ¼ of the Northeast ¼ of Section 34, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, lying north of the Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P), also known as the Milwaukee Road, except the north 80 feet thereof, and excepting any part used for highway purposes.

Thank you,



David Decker
County Surveyor
Department of Conservation, Planning & Zoning

Phone 715-261-6026
Email dave.decker@marathoncounty.gov
1100 Lake View Drive, Wausau WI 54403

From: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Sent: Tuesday, April 15, 2025 11:04 AM
To: Dave Decker <Dave.Decker@marathoncounty.gov>
Subject: FW: Highway Shop land north of RR Tracks

Hi Dave,

Would you be able to develop the description of the parcel at the SW corner of Marathon Park for the City to quit claim deed it to the county? Please see below, it is the triangle piece north of the tracks that is currently part of Marathon Park.

Thank you,

Jamie Polley
Parks, Recreation & Forestry Director



212 River Drive, Suite 2
Wausau, WI 54403
(715)261-1554 Office
(715)261-4163 Fax
Jamie.Polley@marathoncounty.gov *please note that my email has changed*
www.MarathonCounty.gov/parks

From: Allen Wesolowski <Allen.Wesolowski@wausauwi.gov>
Sent: Tuesday, April 15, 2025 10:58 AM
To: Jamie Polley <Jamie.Polley@marathoncounty.gov>; Dan Kerntop <Dan.Kerntop@wausauwi.gov>
Cc: Anne Jacobson <Anne.Jacobson@wausauwi.gov>
Subject: RE: Highway Shop land north of RR Tracks

Jamie,

Could you request Dave Decker provide a legal description for the quit clam deed?

Allen

From: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Sent: Tuesday, April 15, 2025 9:55 AM
To: Dan Kerntop <Dan.Kerntop@wausauwi.gov>; Allen Wesolowski <Allen.Wesolowski@wausauwi.gov>
Cc: Anne Jacobson <Anne.Jacobson@wausauwi.gov>
Subject: RE: Highway Shop land north of RR Tracks

Thank you. If this triangle is actually still considered City of Wausau property and was not transferred to the Ag Society/County in the early 1900's I am requesting that the City quit claim deed this triangle to the county to be contiguous with the park.

Thank you,

Jamie Polley
Parks, Recreation & Forestry Director



212 River Drive, Suite 2
Wausau, WI 54403
(715)261-1554 Office
(715)261-4163 Fax
Jamie.Polley@marathoncounty.gov *please note that my email has changed*
www.MarathonCounty.gov/parks

From: Dan Kerntop <Dan.Kerntop@wausauwi.gov>
Sent: Tuesday, April 15, 2025 8:01 AM
To: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Cc: Anne Jacobson <Anne.Jacobson@wausauwi.gov>
Subject: RE: Highway Shop land north of RR Tracks

Jamie,
I forwarded the email to Allen our city engineer. We contract surveying services with Becher Hoppe.

Thank you,

Dan Kerntop
GIS Analyst
City of Wausau
Dept of Public Works
407 Grant St
Wausau, WI 54403
Office: (715) 261-6757
wausauwi.gov

From: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Sent: Monday, April 14, 2025 3:09 PM
To: Dan Kerntop <Dan.Kerntop@wausauwi.gov>
Cc: Anne Jacobson <Anne.Jacobson@wausauwi.gov>
Subject: RE: Highway Shop land north of RR Tracks

Hi Dan,
I am resending my email below. Do you have any information on this parcel regarding it being City property?

Thank you,

Jamie Polley
Parks, Recreation & Forestry Director



212 River Drive, Suite 2
Wausau, WI 54403
(715)261-1554 Office
(715)261-4163 Fax
Jamie.Polley@marathoncounty.gov *please note that my email has changed*
www.MarathonCounty.gov/parks

From: Jamie Polley
Sent: Tuesday, April 1, 2025 1:51 PM
To: Dan Kerntop <Dan.Kerntop@wausauwi.gov>
Subject: FW: Highway Shop land north of RR Tracks

Hi Dan,
Please see the email below from Kevin Lang at the Highway Department regarding a piece of Marathon Park. Do you have any information on this parcel that would be helpful to know if this is actually a city sliver?

Thank you,

Jamie Polley
Parks, Recreation & Forestry Director

212 River Drive, Suite 2
Wausau, WI 54403
(715)261-1554 Office
(715)261-4163 Fax
Jamie.Polley@marathoncounty.gov *please note that my email has changed*
www.MarathonCounty.gov/parks

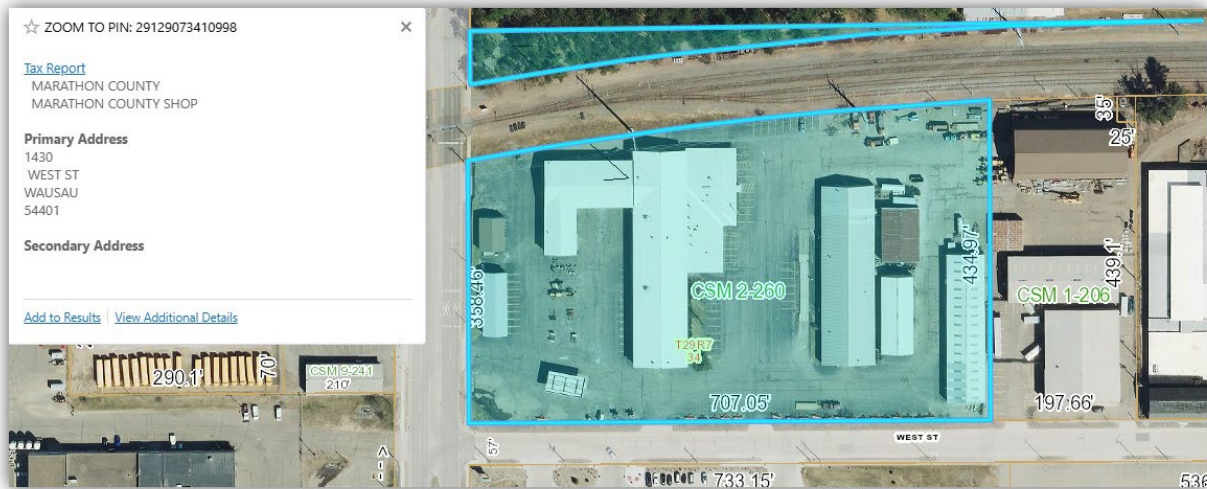
From: Kevin S. Lang <Kevin.Lang@marathoncounty.gov>
Sent: Tuesday, April 1, 2025 1:29 PM
To: Jamie Polley <Jamie.Polley@marathoncounty.gov>
Cc: James Griesbach <James.Griesbach@marathoncounty.gov>; Dave Decker <Dave.Decker@marathoncounty.gov>
Subject: Highway Shop land north of RR Tracks

Jamie,

When reviewing some site information for the current highway shop, we noticed a pie shaped sliver of land on the north side of the railroad tracks that was tied to the highway parcel. I worked with Dave Decker to get a description written up to draft a quit claim deed as Commissioner Griesbach was generously willing to work in his capacity as Highway Commissioner to give this land to the Parks Department so it could be enjoyed by all of Marathon County residents in perpetuity.

While reviewing the legal descriptions, Dave found descriptions that weren't quite matching up. Rather than finding documents that show this as highway shop property, he found evidence that it may still be in the City of Wausau's name. There is an abundance of records associated with this land and Dave believes it would take a full day to sort through them. An alternative to doing that could be for the City to issue a quit claim deed to the park. While it is unlikely that anyone would ever dig into this, the quit claim would provide documentation that the City released their rights to the land to Marathon Park.

Based on Dave's findings that this land isn't included with the highway shop parcel, I don't plan to do anything further with this. If this is an item you'd like to pursue, Dave said you could reach out to him to find out what he knows at this point.



Kevin Lang, PE
Deputy Director
Marathon County Highway Department
phone 715.261.1809 | mobile 715.581.4759
<https://www.marathoncounty.gov>
Note New Email Address is Kevin.Lang@Marathoncounty.gov



Agenda Item No.

5

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Discussion and possible action on preliminary resolution to vacate right-of-way along the former 28th Avenue corridor map

BACKGROUND

The Marathon County Board of Supervisors has requested the City of Wausau vacate the right of way along the 28th Avenue corridor. See the attached letter from Marathon County Administrator Lance Leonard to Mayor Doug Diny with the request.

FISCAL IMPACT

The land would revert back to Marathon County. If Marathon County sells the land, it could be redeveloped and increase tax base.

STAFF RECOMMENDATION

Staff recommends approving a resolution to set up Public Hearing to vacate this right-of-way.

Staff contact: Allen Wesolowski 715-261-6762

June 22, 2025

Mayor Doug Diny
City of Wausau
City Hall
407 Grant Street
Wausau, WI 54403



VIA ELECTRONIC MAIL ONLY

RE: Request to Vacate Right of Way relative to 28th Avenue Corridor

Dear Mayor Diny,

Consistent with the direction I have received from the Marathon County Board of Supervisors and its subordinate bodies, I respectfully request that the City of Wausau initiate formal action to adopt a resolution vacating the right-of-way along the previously designated 28th Avenue Corridor. Once vacated, these parcels would revert to Marathon County ownership.

The 28th Avenue Corridor was officially mapped in 2005 through Marathon County Resolution R-03-05 as part of the County's long-term transportation planning efforts. The intent of this corridor was to provide a north-south arterial route through the northwest quadrant of the Wausau metropolitan area. This alignment was expected to alleviate traffic on U.S. Highway 51 and enhance connectivity between Wausau's west side and both northern Marathon County and Merrill. Since that time, the County has acquired full or partial interest in 12 parcels along the previously proposed alignment.

In September 2021, the Marathon County Infrastructure Committee was informed that the broader loop concept, which included the 28th Avenue Corridor, was no longer necessary. Contributing factors included limited regional development and the completion of the Westwood Drive extension. In response, the County Board adopted Resolution R-71-21, directing staff to evaluate the future of the corridor—specifically, whether to preserve the corridor map, transfer property to local municipalities, or divest and eliminate the corridor.

Following this review, the Marathon County Board adopted Resolution R-49-22 in August 2022, formally removing the 28th Avenue Corridor from the County's transportation plan.

I understand that on April 10, 2025, the City of Wausau's Infrastructure and Facilities Committee voted unanimously (4-0) to maintain 28th Avenue on its current alignment and not pursue the corridor concept as previously referenced.

Subsequently, on June 5, 2025, the Marathon County Infrastructure Committee unanimously passed a motion requesting that the City of Wausau begin the process to vacate the right-of-way previously reserved for the proposed 28th Avenue realignment.

Should you have any questions regarding the project or need further clarification, please feel free to contact James Griesbach, Marathon County Highway Commissioner, at (715) 261-1801.

Sincerely,

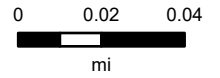
A handwritten signature in black ink, appearing to read "L. Leonhard", is written over a light blue horizontal line.

Lance Leonhard
Administrator
Marathon County

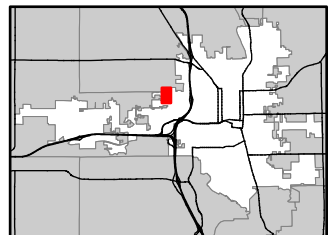
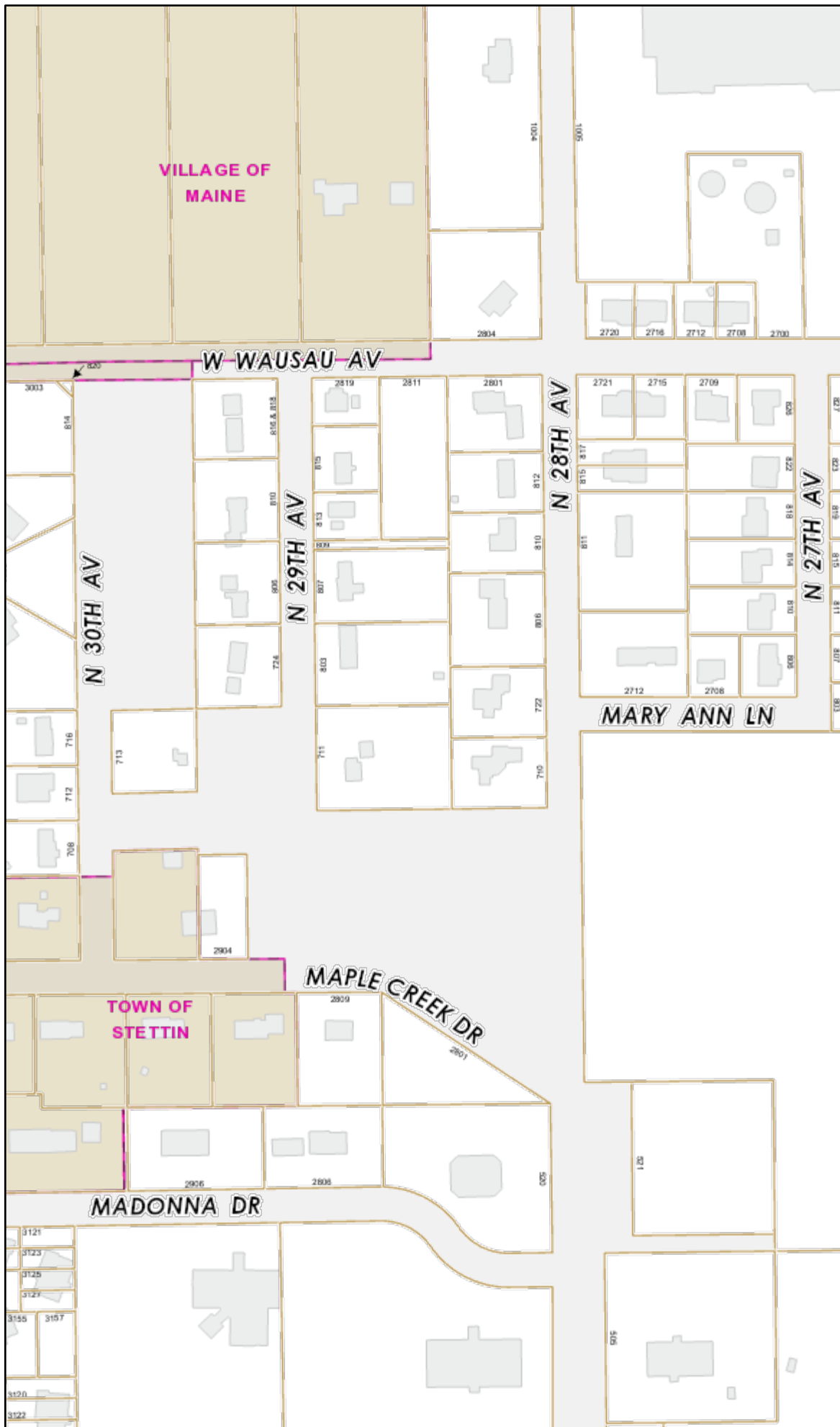
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 6/26/2025



- Right Of Way
- Parcel



NOTES:

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

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Discussion and possible action on Bicycle & Pedestrian Advisory Committee recommendation for typical section of STH 52 (East Wausau Avenue) from 6th Street to 18th Street

BACKGROUND

STH 52 (East Wausau Avenue) from 6th Street to 18th Street is scheduled for reconstruction in 2029. Because this is a connecting highway, the Wisconsin Department of Transportation (WDOT) is responsible for leading the design and for the reconstruction costs associated with the roadway.

The I&F committee voted at the June meeting to advance Alternate A2 to council as a recommended design for STH 52. The cross section for this alternate is attached. This alternative included a two-way left-hand turn lane, a bicycle lane, and sidewalks. Since this time, the Bicycle and Pedestrian Committee has met to discuss the pedestrian accommodations. The draft minutes from this meeting are attached. The recommendation from Bike/Ped can be read in the minutes.

Engineering staff does not recommend advancing bike/ped recommendation of a multi-use path in this section of roadway. The multi-use path is not consistent with the accommodations in the area. Also, the number of residential driveways in this section of roadway would make a multi-use trail unsafe with the number of conflict points. A multi-trail would also likely complicate efforts to acquire any real estate needs under the current state statutes.

The pedestrian accommodations with alternative A2 meet the recommendations of the MPO bike plan which calls for sidewalks and 4-5' bike lanes.

FISCAL IMPACT

Not known at this time.

STAFF RECOMMENDATION

Engineering staff has the following recommendations:

Maintain the cross section of Alternative A2 as recommended at June I&F.

Staff contact: Allen Wesolowski 715-261-6762

WHEREAS, on August 10, 2023, the Common Council approved a State/Municipal Agreement for East Wausau Avenue from North 6th Street to North 18th Street, which provides for the City to finance 25 percent of the cost of the design, which is estimated at \$58,500 and the total cost of the project is estimated to be \$3,498,000 and the Wisconsin Department of Transportation (WDOT) is responsible for leading the design and for the reconstruction costs associated with the roadway; and

WHEREAS, a Public Information Meeting was held on May 14, 2025, and a comment period was held until May 28, 2025, but WisDOT will continue to accept and address comments throughout the life of the project; and

WHEREAS, your Infrastructure and Facilities Committee met on June 12, 2025 to discuss the design alternatives for State Highway 52 (East Wausau Avenue) from North 6th Street to North 18th Street and recommends approval of Alternative A2 which includes two 11-foot travel lanes with 12-foot median turn lane, which would help reduce impacts and calm traffic with narrower lanes, a 4-foot bike lane with standard 30-inch curb and gutter, new sidewalks ranging from 5 feet to 6 feet in width, and maintaining a 5-foot boulevard for green space and tree planting, with lighting and sidewalk impacts independent of which alternative is selected; and

WHEREAS, your Bicycle and Pedestrian Advisory Committee met on June 23, 2025, and recommended to the Infrastructure and Facilities Committee, to adopt an alternative design that includes a 25 mph speed limit from 6th street to 18th Street, creates an 8 to 10 foot wide multi-use trail on one or both sides of the roadway, with 3-5 foot terraces/street trees, with left turn lanes only at high priority intersections mainly 13th Street and 18th Street, add pedestrian refuge islands at 6th Street, 7th Street, 8th Street, and 13th Street for traffic calming and to aid pedestrian circulation, while not expanding right of way width or with limited property acquisition; and

WHEREAS, your Infrastructure and Facilities Committee met on July 10, 2025, and ...

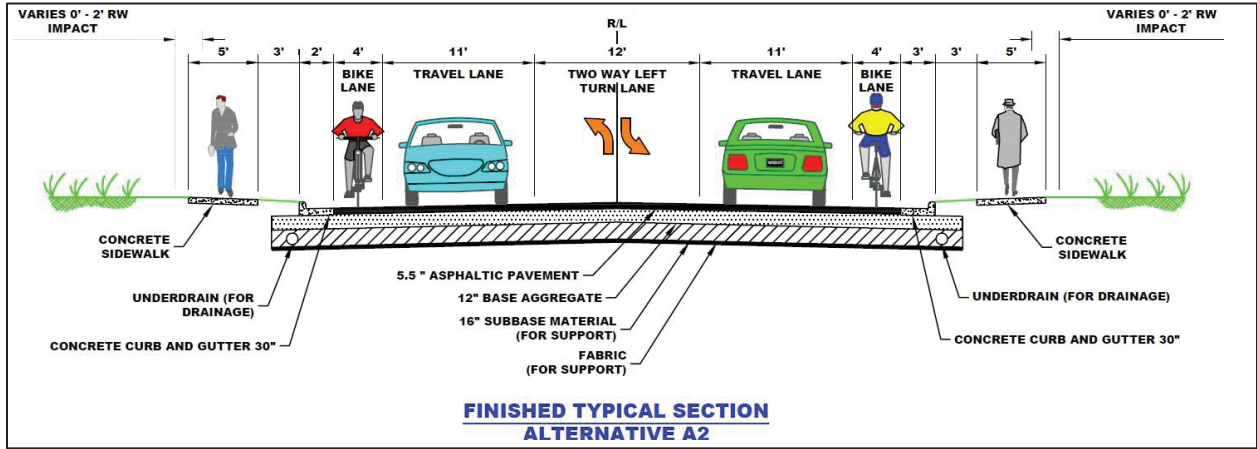
NOW THEREFORE, BE IT RESOLVED the Common Council of the City of Wausau hereby approves recommending to WisDOT the adoption of Alternative A2 which includes two 11-foot travel lanes with 12-foot median turn lane, 4-foot bike lane with standard 30-inch curb and gutter, new sidewalks ranging from 5 feet to 6 feet in width, and maintaining a 5-foot boulevard for green space and tree planting.

Approved:

Doug Diny, Mayor

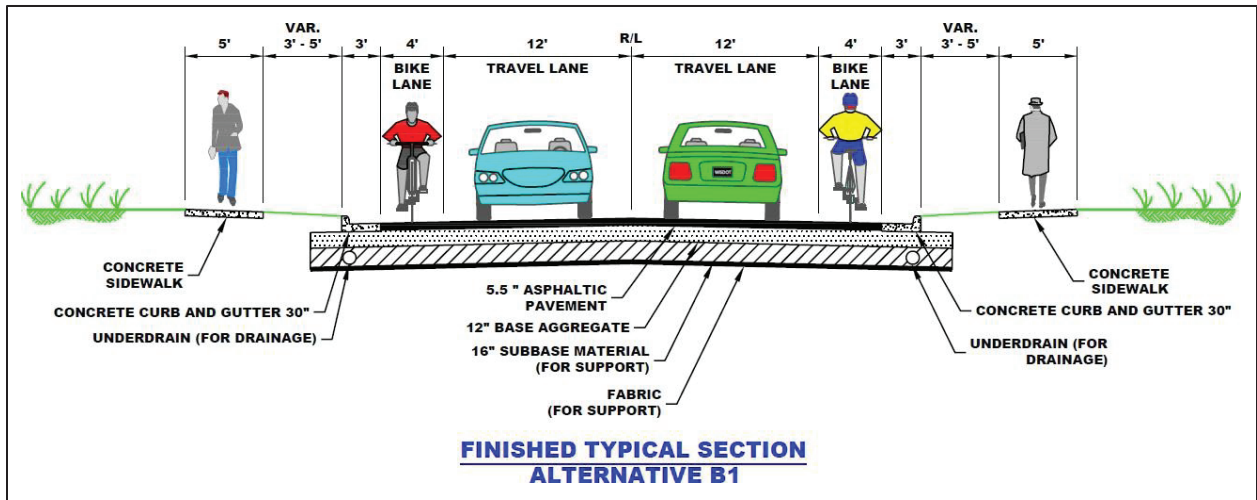
Alternative A2 - safety improvement with median turn lane

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



Alternative B1 – no safety improvements

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



Agenda Item No.

STAFF REPORT TO I & F COMMITTEE – July 10, 2025

AGENDA ITEM

Bicycle and Pedestrian Advisory Committee (BPAC) STH 52 (Wausau Avenue) Reconstruction Motion and Recommendation

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) considered the STH 52 (Wausau Avenue) reconstruction at their regular meeting on Monday, June 23. The BPAC did not consider the item at their regularly scheduled May meeting due to a conflict with the Memorial Day holiday. They reviewed:

- WisDOT public information meeting information and comments
- Engineering Department staff report and recommendation
- Infrastructure and Facilities Committee June packet
- Emailed comments
- Public comments were received at the BPAC meeting

The BPAC considered a variety of items and discussed them in detail. Primary concerns included:

TWLTL

There was discussion as to whether a TWLTL along the entire stretch of roadway was necessary and/or desirable. Allen stated that the consultant explained that once all needed turn lanes are installed there is very little area left that does not include turn lanes.

Speed

The group discussed the issue of safety and determined that 25 mph posted speeds along this entire roadway would be desirable.

Property Acquisition

The group consensus was that no property acquisition/the least amount of property acquisition possible was ideal.

Bicycle Accommodations

The committee discussed whether four-foot non-buffered bike lanes provide adequate protection for bicyclists. The Wausau MPO Plan does recommend bike lanes along this segment and states that:

In general, a bike lane recommendation indicates a standard 4- to 5- foot wide bike lane unless otherwise noted. However, the appropriate facility type should be investigated in more detail during the development of a specific project. In cases where a lower-stress facility, such as a wider or buffered bike lane is feasible, it should be considered even if the Plan recommendation only calls for standard bike lanes.

The group determined that this project necessitates enhancements. They determined that a multiuse path would be a safer alternative, especially with this roadway being near Wausau East High School.

Pedestrian Accommodations

The group agreed that pedestrian safety should be prioritized and could be done through pedestrian refuge islands and a multi-use path.

MOTION AND RECOMMENDATION FROM BPAC

Jonathan made a motion to recommend a STH 52 alternative design that includes a 25 mph speed limit from 6th Street to 18th Street, creates an 8 to 10 foot wide multi-use trail on one or both sides of the roadway, with 3-5 foot terraces/street trees, with left turns lanes at only at high priority intersections mainly 13th Street and 18th Street, add pedestrian refuge islands at 6th Street, 7th Street, 8th Street, and 13th Street, for traffic calming and to aid pedestrian circulation, while not expanding right of way width or with limited property acquisition.

Motion/second by Smith/Filtz. Passed unanimously 4-0.

Draft minutes and meeting packet are attached.

MOTION AND RECOMMENDATION FROM BPAC

Carrie Edmondson, Assistant City Planner, AICP

MINUTES

June 23, 2025

Members Present: Jonathan Smith (Chair), Chris Filtz, Alder Terry Kilian, and Veronica Hope

Others Present: Allen Wesolowski, Carrie Edmondson, Lieutenant Jillian Kurtzhals, Richard Gerblich, Gordon Clements, Monette Bebow-Reinhard

Location: Wausau City Hall, 407 Grant Street, Maple Room

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

1. Welcome and Introductions

Smith called the meeting to order at 5:00 p.m.
The group went around with introductions.

2. Public Comment

Mr. Gerblich voiced his objection to the proposed sidewalks along the north side of STH 52 between 13th Street and 18th Street. The reasons are because he has a limited amount of driveway, plus the right of way acquisition with the reconstruction would take a lot of his existing yard area. He has observed very few students walking and they can walk along the south side. He thinks sidewalk installation along 13th Street to Brown Street would create lower cost and safer passage for students. Although there is an 80/20 split, if it is not wise spending it is better not spent.

Mr. Clements stated that there is little foot traffic and is rarely used, maybe one dozen people per week.

Ms. Bebow-Reinhard stated that the bike lanes on Thomas Street do not seem safe and asked for clarification as to whether people can ride their bikes on the sidewalk.

3. Approve minutes of March 24, 2025, and April 28, 2025, Meetings

Motion/second by Filtz/Hope to approve both. Passed unanimously. 4-0

4. Update on Wausau Safe Routes to School Plan

Carrie stated that she met with Josh Viegut and the Wausau School District has not yet adopted the plan. She prepared information about Safe Routes to School planning, including the benefits, so that he can prepare some formal language to present to the Wausau School District Board. The TAP grant application deadline is in October. Allen stated that only a cost estimate would be needed to prepare the TAP grant application. This item will stay on the agenda.

5. Update on crosswalk enforcement process and procedures

Lt. Kurtzhals said if the BPAC requests crosswalk enforcement, officers can do so as time allows. If there is a direct request by the BPAC for officer time, it would be overtime and a contract would be required. Chris said he wanted this agenda item because he has noticed that many times drivers do

not stop when pedestrians are still in the crosswalk. Alder Kilian said she notices the same thing on Thomas Street, and she typically has to hold her hand up to make them stop. Jonathan asked if there are particular intersections that are in need of potential improvements. Terry noted that the yellow blinking lights at the crosswalk after the Thomas Street bridge almost seem to soon after the bridge. Jonathan noted that they tried to fund a warning beacon before the beacon but were unsuccessful. The group identified the following crosswalks to agenda as priority areas for enforcement for the next meeting:

- 6th Avenue and Bridge Street
- Thomas Street and west of McCleary Street
- Bridge Street and Culvers/Pick and Save entrance intersection

6. Discussion and possible action: crosswalk sidewalk/path detour or diversion guidelines – Engineering Department

Allen stated that they typically don't post detours for pedestrians, they post a diversion to the other side of the road. They heard comments last year that a diversion was not posted and have since changed their process. Local streets sometimes don't have sidewalks, so it is somewhat case by case basis. Several fiber optics companies are doing work boring in the City and do not post anything for the sidewalks. This can be an issue also. When lead service laterals are being replaced, typically that whole block is closed. Chris said that when pedestrians are notified ahead of time (beginning of the bridge – cross here) then problems are alleviated, and people can divert.

Jonathan said a motion was made last year to post a detour or diversion and this has been done with the bridge reconstruction. If local streets need to be closed, not having an alternative route signed or posted is not as much of a concern. He mentioned that he would like to turn the motion into an ordinance. Carrie stated that the Streets and Sidewalks section of the Municipal Code doesn't get down to that granular of a level now. This is probably better handled at a policies and procedures level. Allen asked if people notice issues to contact the Engineering Department.

Terry noted that getting through the streets in front of the Foundry is extremely difficult. Allen said the streets are open now.

7. Discussion and possible action: Wausau Avenue reconstruction and recommendation

Carrie provided an overview of the project including the Engineering Department staff report and recommendation of alternative A2 with five-foot terrace area, that was included at the Infrastructure and Facilities Committee meeting. Alder Kilian said she received feedback from residents – one was that the speed limit should be 25 mph for the entirety of the stretch of road, and one was not in favor of continuous lighting. Allen noted that WisDOT is responsible for funding the project for the most part. However, the lighting would be cost shared, but any enhancements (such as decorative lighting) would be the City's responsibility. The item will go back to the Infrastructure and Facilities Committee in July for the proposed sidewalks and lighting.

Allen said a small strip will be taken on each side of the street. There is 60 feet of right-of-way from 6th Street to 13th Street and 66 feet of right of way from 13th Street to 18th Street. The proposal is about a 67 foot width, therefore, there will be some takings. The property owners are reimbursed for this through a roughly two year real estate process. Temporary limited easements will be in effect for a period while sidewalks are being installed and grass is planted. It will be a relatively small strip, however this can still be significant for the landowner. The wider boulevard was requested

because trees and plantings do better with a wider boulevard. Jonathan noted that TWLTL's have been shown to increase speeding and does not think it is beneficial. Allen noted that adding turn lanes at more significant intersections nearly creates a TWLTL which was confirmed by the consultant and was why he recommended it. Jonathan noted that he disagrees and still does not think it is beneficial.

Alder Kilian noted that River Edge Trail is multi-use and there are concerns about electric vehicles. There was group consensus to add this as a future agenda item. Chris noted that if electric assist bikes are not allowed Cycling Without Age could not use the trails. He said there are signs about passing. Jonathan noted that there are many models for e-bikes in other communities.

Jonathan made a motion to recommend a STH 52 alternative design that includes a 25 mph speed limit from 6th Street to 18th Street, creates an 8 to 10 foot wide multi-use trail on one or both sides of the roadway, with 3-5 foot terraces/street trees, with left turns lanes at only at high priority intersections mainly 13th Street and 18th Street, add pedestrian refuge islands at 6th Street, 7th Street, 8th Street, and 13th Street, for traffic calming and to aid pedestrian circulation, while not expanding right of way width or with limited property acquisition.

Motion/second by Smith/Filtz. Passed unanimously 4-0.

8. Discussion and possible action: Adolph Street to DC Everest Park on-street connector

Carrie noted that the Peckham Way segment is completed and she is working with Jamie Polley on a grand opening/ribbon cutting. This event would be a nice chance to make people aware of the proposed on-street connector segment from Adolph Street to D.C. Everest Park that would serve as a trailhead. She met with Alder Larson who approved of the public engagement strategy. The public meeting is being planned for September at the park. The ribbon cutting/naming ceremony could be in August. Chris noted that they have taken the trishaws and it is a great trail. When Van Ert ran the electrical they damaged some of the pavement near the Kolbe property. The terminus of Adolph Street is in rough shape and there is need for some general street maintenance. He said this route avoids traffic from the boat landing along 3rd Avenue. Jonathan said catching Lakeview Avenue at Wyatt Street is sometimes difficult and should be signed. The Adolph Street sign at Cleveland is difficult to read.

Motion/second Filtz/Kilian to follow suggested public engagement strategy. Passed unanimously 4-0.

9. Discussion and possible action: West Garfield Avenue and South 17th Avenue crosswalk improvements.

This is a problematic crosswalk. There is a reconstruction upcoming and an upcoming funding request for an RRFB. Alder Watson had mentioned at the Infrastructure and Facilities meeting that maybe this group could look at more attainable ways that crosswalks can be enhanced. Allen mentioned that this is on the five-year plan for reconstruction. They will apply for STP funds. That is 5-7 years down the road, if the RRFB gets funded through the budget, that would be next year. During reconstruction, the crosswalk could be moved and pedestrian refuge islands could be included. Alder Kilian noted that crosswalk timing is a safety feature that is easy to modify. Allen said the newer signals have countdown timers.

Jonathan noted that The City of Stevens Point received a Safe Streets for All grant and asked if there are any other programs available. Carrie noted adding crosswalk discussion, grant funds, and quick builds under future agenda items.

10. Discussion and possible action on engaging in a work plan session in fall 2025

Motion/Hope to move to next meeting. Passed unanimously 4-0.

11. Updates: May bike events recap

Bike to Work with the Mayor was a little quieter this year. Kwik Trip was a great sponsor. Spokes and Seltzers had good attendance.

12. Items for Future Agendas

Crosswalk enforcement intersections, e-bike guidance, update on RRFB's 6th Avenue and Bridge Street (being ordered and installed), crosswalk enhancements, quick-build strategies, funding.

13. Next Meeting Date: July 28, 2025

14. Adjourn

Motion/second by Smith/Filtz to adjourn. Passed unanimously 4-0. Meeting ended at 6:17 p.m.

AGENDA ITEM

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

BACKGROUND

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

The comments from the PIM are also attached.

Other considerations:

New Lighting

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

Sidewalk Extension

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

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

FISCAL IMPACT

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

STAFF RECOMMENDATION

Engineering staff has the following recommendations:

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

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

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

Staff contact: Allen Wesolowski 715-261-6762



**STATE/MUNICIPAL
FINANCIAL
AGREEMENT**

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

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

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

NEEDS AND ESTIMATE SUMMARY:

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

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

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


TABLE 1: SUMMARY OF COSTS

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

¹Estimates include construction engineering

²See number 8 of Terms and Conditions

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

Signed for and in behalf of the city of Wausau (please sign in blue ink)	
Name (print) Katie Rosenberg	Title Mayor
Signature 	Date 11 Aug. 2022
Signed for and in behalf of the State (please sign in blue ink)	
Name Michael B. Wendt	Title WisDOT North Central Region Planning Chief
Signature Michael B. Wendt	Digitally signed by Michael B. Wendt Date: 2022.08.31 09:17:38 -05'00'

TERMS AND CONDITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Involvement Meeting

WIS 52

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

Project ID: 6999-00-01



May 14, 2025

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

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

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

Purpose

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

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

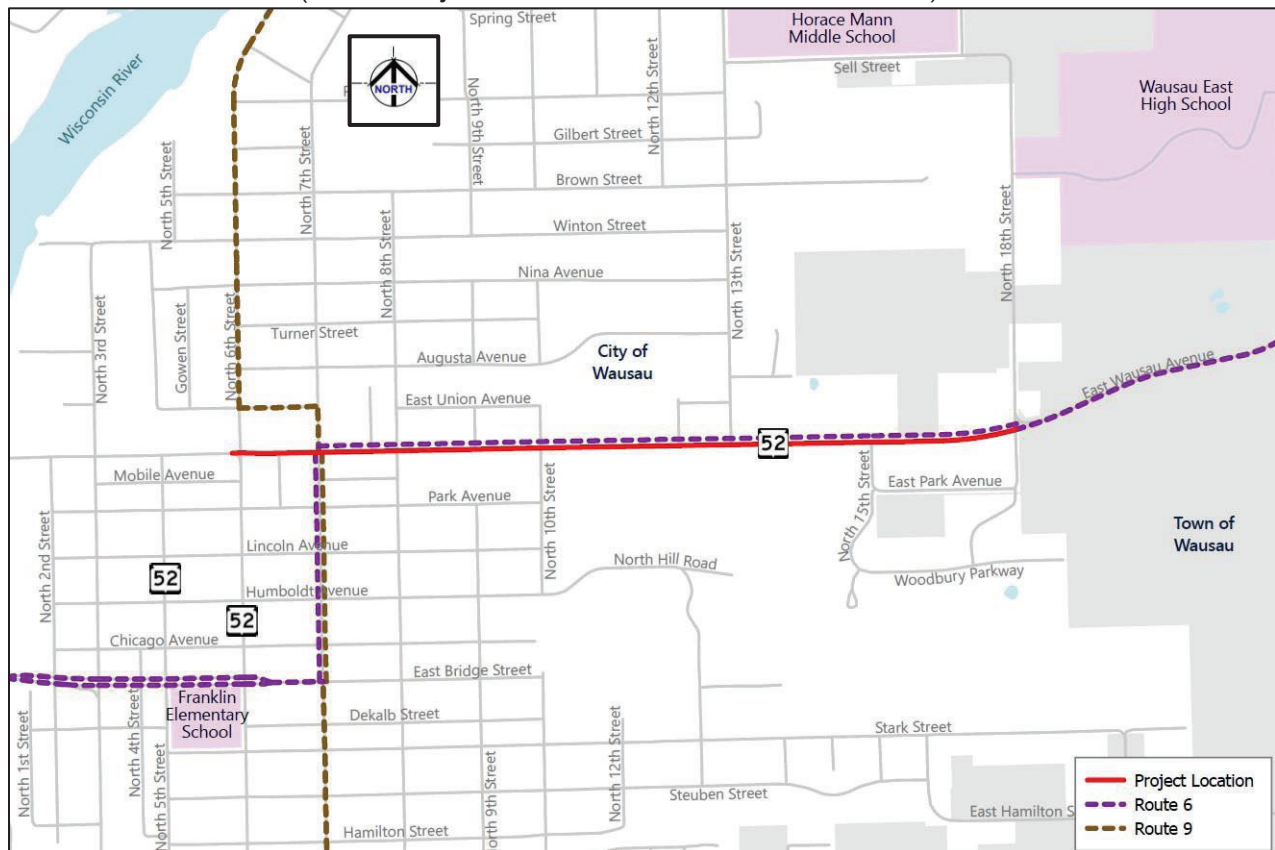
Included at the end of this handout, as well as on the project website, is a comment form that may be used for written comments regarding the proposed improvements. You are encouraged to fill out this form and return using the pre-paid mailer attached. Comments may also be submitted via email or phone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

Project location

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

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

(WIS 52 Project Limits and Wausau MPO Bike Routes)



Connecting Highway Limits

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

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

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

Project purpose and need

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

Additional needs include:

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

Proposed improvements

The following improvements are proposed to address the project needs.

Pavement improvements

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

Drainage improvements

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

Sidewalks improvements

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

North 6th Street Intersection improvements

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

Municipal improvements

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

Alternatives to Address Safety Needs

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

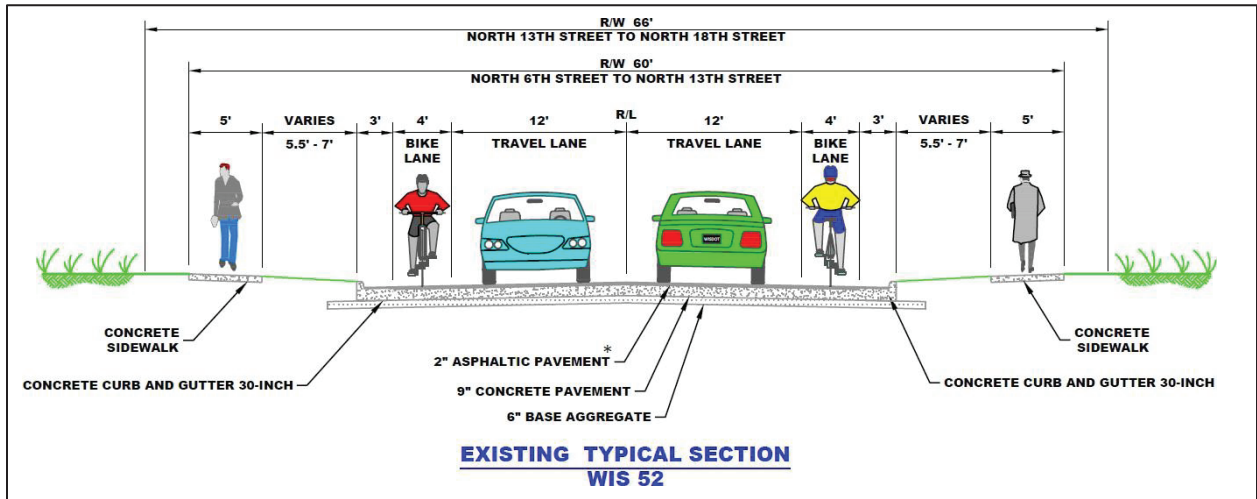
The selected typical section is subject to public input and approval of the environmental document.

Alternatives

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

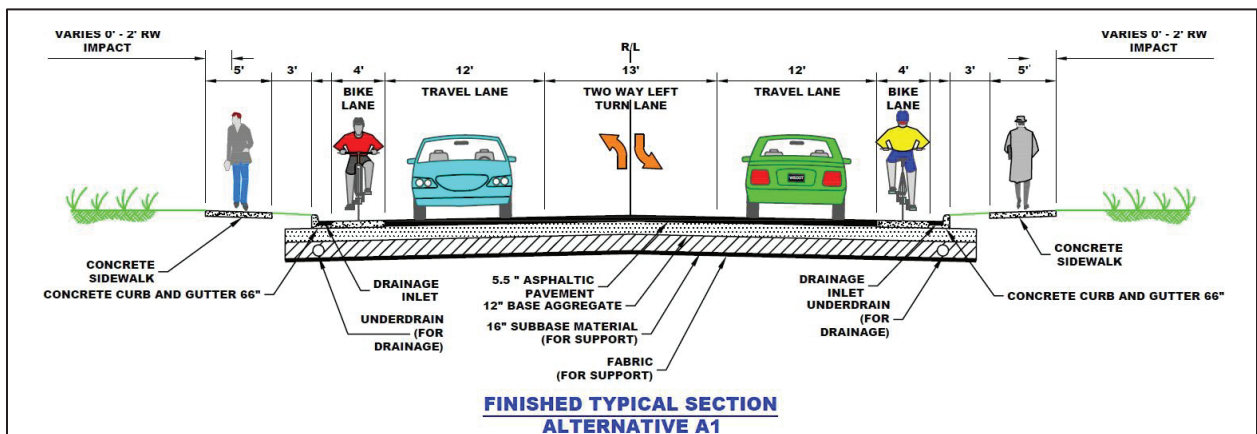
No-Build Alternative

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



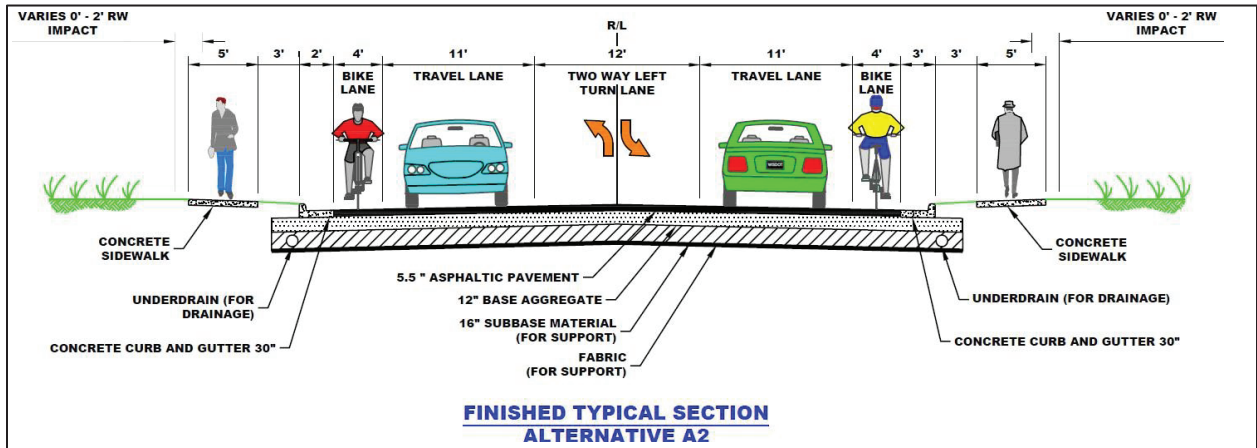
Alternative A1 - safety improvement with median turn lane

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



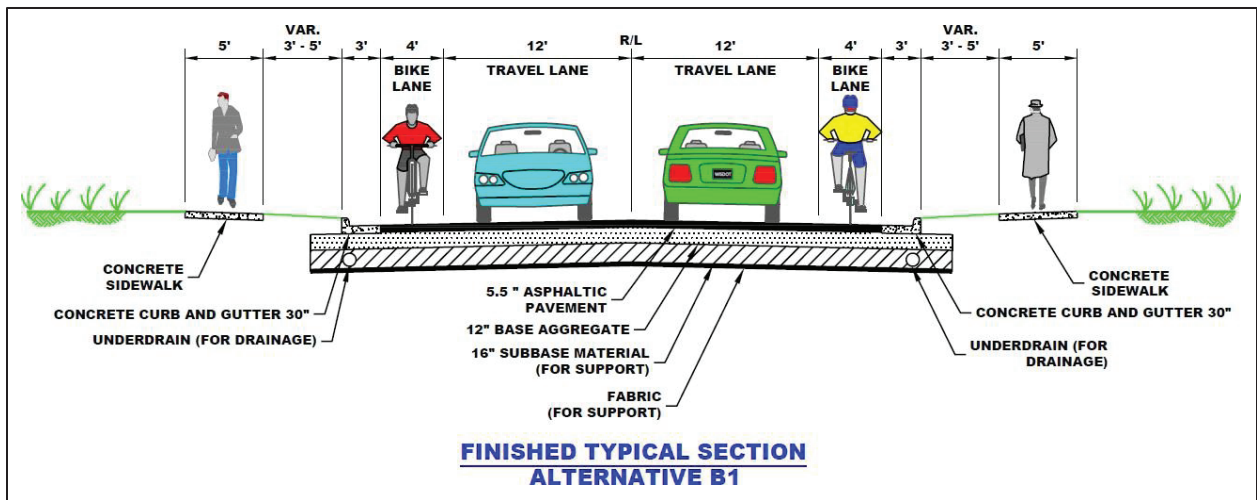
Alternative A2 - safety improvement with median turn lane

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



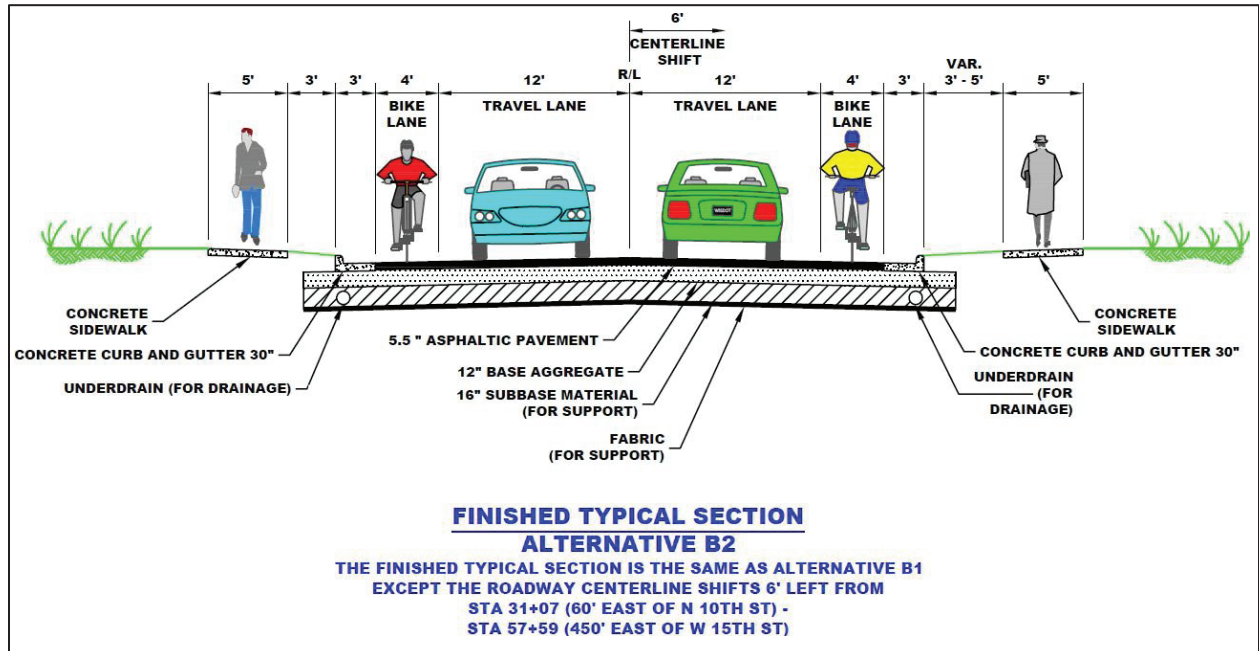
Alternative B1 – no safety improvements

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



Alternative B2 – no safety improvements

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



Alternative C – combination of various alternatives

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

Alternative D – replace in kind alternative

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

Preliminary impacts

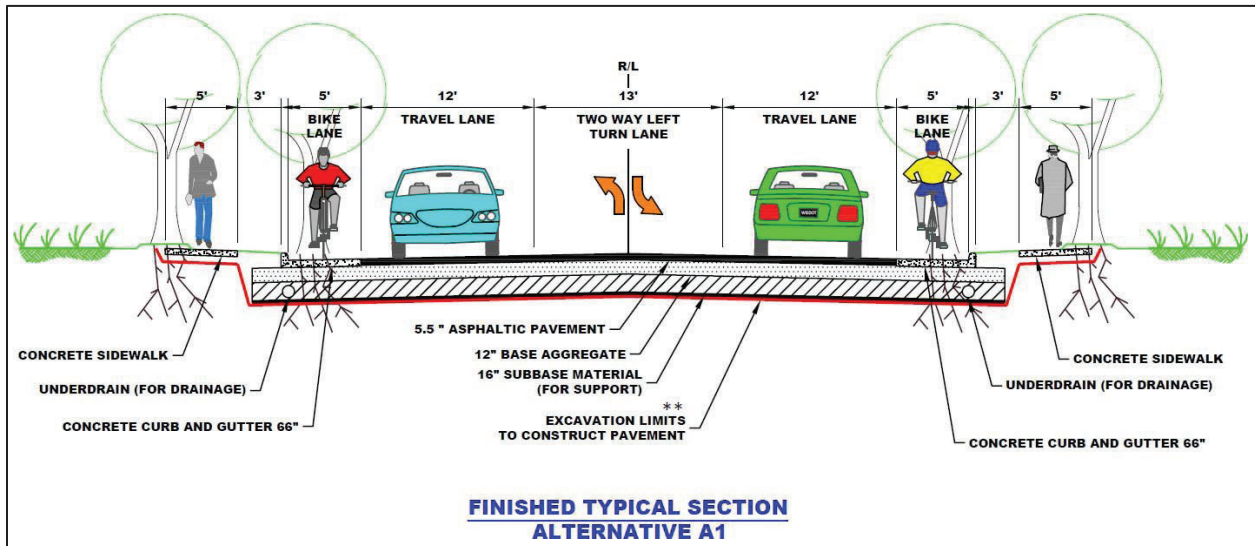
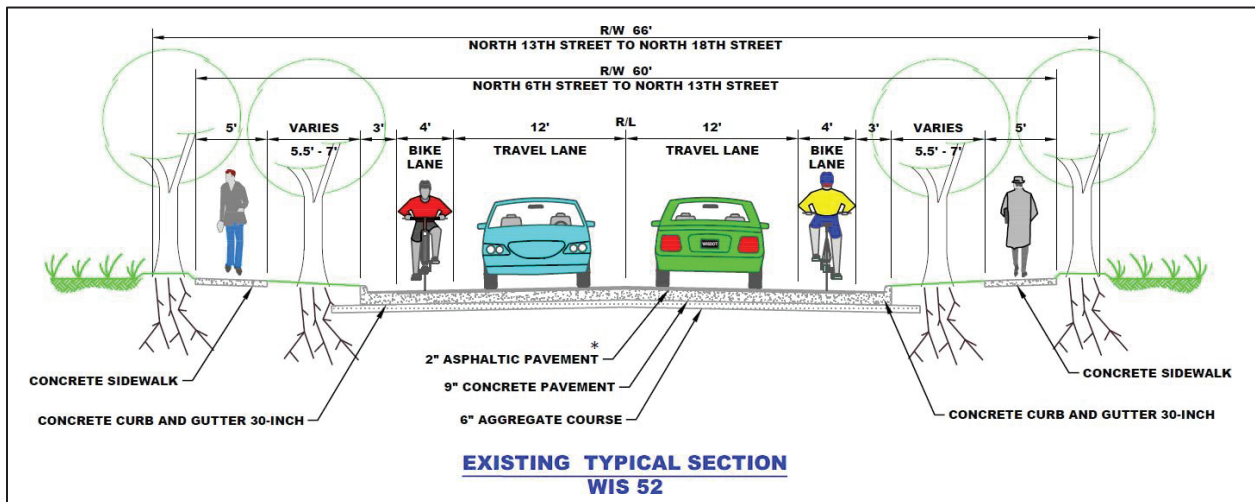
Alternative	No-Build	Alt A1	Alt A2	Alt B1	Alt B2	Alt C	ALT D
Improves Pavement and Drainage	--	✓	✓	✓	✓	TBD	TBD
Improves Pedestrian Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves North 6 th Street Intersection	--	✓	✓	✓	✓	TBD	TBD
Provides Bicycle Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves Safety	--	✓	✓	--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

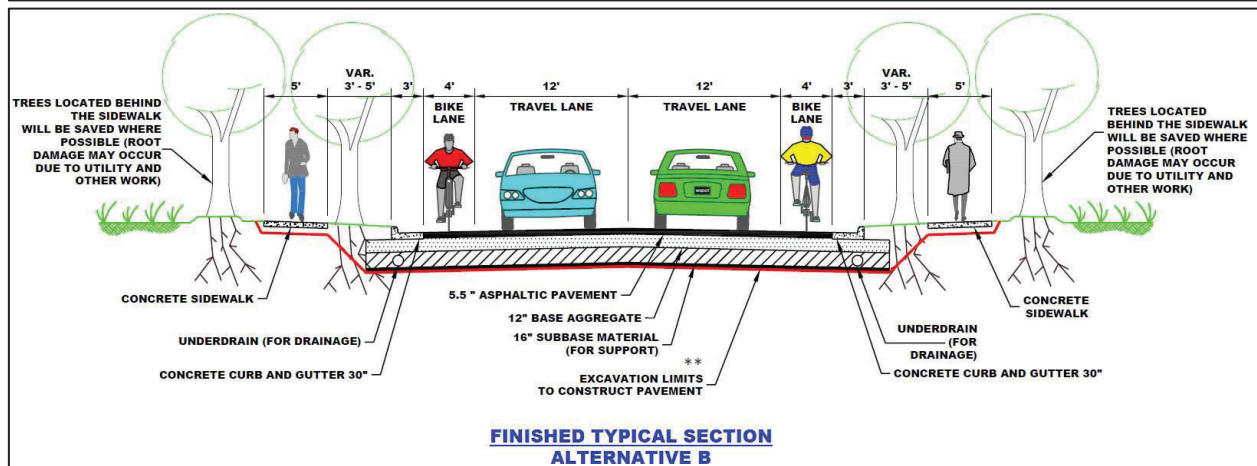
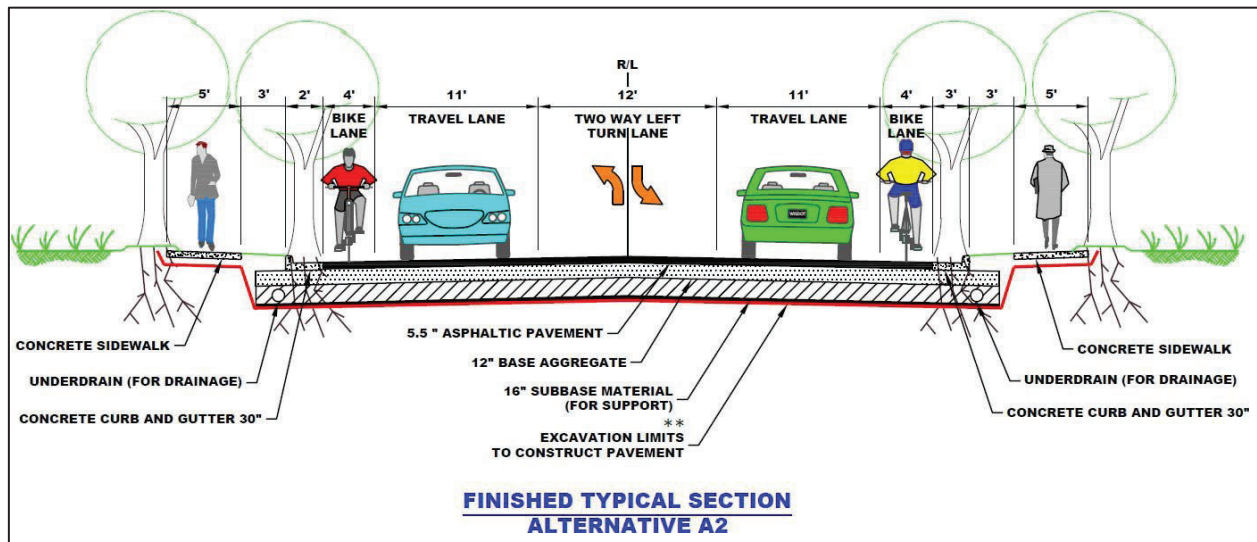
* Values are based on level of design completed
TBD = To Be Determined

Tree Impacts

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

ESTIMATED EXCAVATION LIMITS —————





Proposed traffic impacts

Construction is currently scheduled for 2029.

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

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

Your feedback is needed

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

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

Real estate

Right of way and easements are required for the project.

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

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

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

Project update/next steps

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

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

Public input/comments

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

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

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

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

For more information, please contact:

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

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

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

To mail, fold here and tape.

Public Involvement Comments (pared down summary)
Project ID 6999-00-01 PIM #1, Public Involvement Comment Period May 14, 2025, to May 28, 2025 City of Wausau, East Wausau Avenue North 6th Street to North 18th Street WIS 52, Marathon County
Comments
<ul style="list-style-type: none"> • When is the start/finish date of construction? • Will entrances be changed to my business?
<ul style="list-style-type: none"> • We would prefer to go with option #A1. • We do NOT like the idea of the alternative B2 reference that includes shifting the of center line. • Main concern with ALL of the options, is the steepness of our driveway after the final changes are completed. Can we get a flat area at the driveway? • We DO like the idea of a turn lane to be put all of the way to 18th street due to the number of close calls we have had on this road • We were told that the upgrade to sewer/water was ending at 13th Street, will systems past 13th need work so the road does not have to be dug up again. • There are water issues that we currently have in our yard from the neighbor's yard and the water running down our driveway from the roadway. Updated storm drains may be needed.
<ul style="list-style-type: none"> • An area of the sidewalk has drainage issues. It gets 1-3 inches of water.
<ul style="list-style-type: none"> • No matter the solution, maintaining a 5' terrace should be a priority to allow trees to be replanted (and by extension, I think replanting trees on the whole corridor should be a priority for the city). • Not only is a treeless expanse of concrete ugly in terms of aesthetics, not having them means a valuable source of shade for pedestrians and cyclists is lost. • I don't think adding a center turn lane is the right solution to the safety problem, especially given the other trade-offs. I won't deny that there are safety issues, the crash numbers don't lie, but while adding the center turn lane might reduce automobile accidents, I suspect it would increase the rate of pedestrian and cycling accidents. • For pedestrians and bicyclists, the wider a road is, the harder it is to cross (for numerous reasons). • The issue is that people don't pay attention & go too fast, increasing the frequency & severity of accidents. • Parts of this corridor could make decent use of traffic calming measures. • Make the bike lanes protected (with concrete barriers or poles) • I support sidewalk on north side of the section between 13th & 18th • I think adding the planning "pedestrian island" at North 6th Street is an improvement over the current situation. • We are concerned about the increased noise & vibrations from the road being closer to the house.
<ul style="list-style-type: none"> • If trees are an ongoing issue with buckling the sidewalks because the trunk and root systems get too large then why not plant trees that are dwarf in nature. • Concerns with snow storage in 3-foot terrace. • Would a 25-mph speed limit reduce snow storage issues in a 3-foot terrace? • I consider the sidewalk on the north side of the road between 13th street and 18th street to be nice to have and not a need to have • You have charted the accidents and know where they are happening. If I remember correctly, they were mostly around a couple of intersections. So, I would say just add the turn lanes at those trouble spots and not make those turn lanes all the way from top to bottom. • Questions about and lack of support for 6-foot offset of the center line (B2) • Can we move the 25-mph speed limit out to 18th street
<ul style="list-style-type: none"> • Is there speed information at all points along the corridor for which it has been collected? • Are there vehicle traffic counts along the route as well as connecting roads? • Are there crash data reports or summary, associated with the 2017-2021 period data included in the info packet, and any more recent reports that are available? • Are there any preliminary drawings of the alternatives with elevation and top-down corridor view? • Is there information pertaining to the downstream stormwater drainage route, basin locations, any known or suspected concerns and constraints, and information pertaining to expanded water quality and quantity management facilities or techniques being considered? • What comments have been provided by City of Wausau, Marathon County, and/or MPO staff, to the degree these are available? • What comments were provided by the Wausau School District, to the degree these are available? • Will this project result in local assessments to adjacent properties? • Are improvements to connecting roads being considered? • Are modifications to municipal sanitary sewer or water within the scope of this project, or being considered while the roadbed is open?
<ul style="list-style-type: none"> • Need the approach to my driveway 3 feet wider to the right side of front driveway.
<ul style="list-style-type: none"> • My house is a historical building/home. • Regarding crashes: speeding is the issue, and the road should be patrolled more.
<ul style="list-style-type: none"> • Approx 6th to 7th a manhole pops up when heavy rain occurs 5-7 times in last 10 years
<ul style="list-style-type: none"> • I think there should be a roundabout.

TO: Michael Jelinek, WI DOT
Preston Bohn, PE, WI DOT

FROM: Joshua Clements, AICP, C/O 1307 East Wausau Avenue, Wausau WI

CC: Allen Wesolowski, PE, City of Wausau

DATE: June 10, 2025

RE: WIS 52 Marathon County Project ID 6999-00-01

Thank you for this opportunity to provide comments on the project to reconstruct WIS 52 / East Wausau Avenue. Thank you also for the additional time to review the materials that you provided on May 29th in response to my email.

The primary audience of this memo are DOT contacts for this project. I may carbon copy or utilize portions of this memo, in original or revised form, in communication with other agencies, elected or appointed officials.

The property at 1307 East Wausau Avenue has been in our family since 1963. I grew up there, relocating to the Madison area in the mid 2000s for college. My parents continue to reside there, and I visit frequently. We experienced the reconstructions in 1988 and 1991, and attempts to deal with pavement issues likely stemming from inadequate road base and drainage that causes significant pavement heaving.

The purpose and context of these comments are to seek the best outcome for the City, the residents and property owners along the project area, all users of the corridor regardless of mode, as well as other goals in the City's adopted plans. I do not have a full command of the City's plans nor of the WI DOT policies, though I include those citations that seem most salient.

The following comments are based upon the information handout dated May 14, 2025, personal observations as a resident, and conversations with other residents in the corridor. References to alternatives or information are intended to be the *handout* unless otherwise cited. The reference "your email" is our your response from the DOT to my initial questions on May 29th.

Despite the scheduling reflecting a local officials meeting on April 16th, and noting that the DOT is working closely with the city, I find that no written comments were available from the city, county, MPO, or school district very troubling. The project is being proposed for "discussion and possible action" before the city infrastructure committee on June 12th with only a single public meeting, and without a city staff report in the meeting materials or any written comments by these agencies. Top-down illustrations of the corridor are not included in the meeting packet, nor is a thorough summary of crash history. A speed study has not been conducted. I'm not sure how a preferred

alternative could be discuss much less potentially acted upon without these and other critical information.

The project hand-out illustrates additional meetings in summer and fall 2025, but these are not listed on the project website. With a potential action by the Infrastructure Committee in June without most salient information on the project, what is the purpose of a summer or fall meeting?

The conceptual design details overlaid arial maps were not available at the time of the public info meeting. Provision of these and the other information in your May 29th email has required more time for me to digest. I suspect that other members of the public have not seen these- especially since they were not made available at the time of the only public involvement meeting.

I recognize that the standards articulated by certain funding programs, such as the Highway Safety Improvement Program (HSIP) may influence design considerations. However, key problems with the alternatives presented to-date (TWLTL, Slip Lane) are not advantaged by HSIP as compared to other less costly and more systemically effective interventions, such as focus on reducing vehicle speeds, targeted turn lanes, driveway modifications, refuge islands, separated and protected bicycle facilities, and other traffic calming measures such as narrowing lanes and terrace trees.

I am not a traffic engineer. However, I see many items that I believe are problems with the proposed alternatives, large gaps in information, no consideration of other interventions, and a priority on speed over safety and other goals. Only one public involvement meeting has been held. No comments are available form other agencies through the DOT. I believe this design process needs much more time and public engagement at this phase, before alternatives can be presented to public bodies.

(1) Summary

- a. Prioritize speed reduction. Functional design and posted speed to 25 MPH**
- b. Automobile travel lanes of 11'**
- c. Bicycle lanes of 5' minimum, with separation painting. Physical barrier and separation wherever possible.**
- d. No TWLTL. Turn lanes at select intersecting streets.**
- e. No Slip Lane at 6th Street**
- f. Curb extensions on intersection streets (Alt A1). Curb extensions or refuge islands in E Wausau Avenue at select streets.**
- g. Additional traffic calming measures, including but not limited to: narrow travel lanes, terrace trees, raised medians and pedestrian refuge island at connecting streets.**
- h. Bicycle and Pedestrian Advisory Committee should weigh in on potential design alternatives before an alternative is presented to the Infrastructure Committee.**

(2) Speed

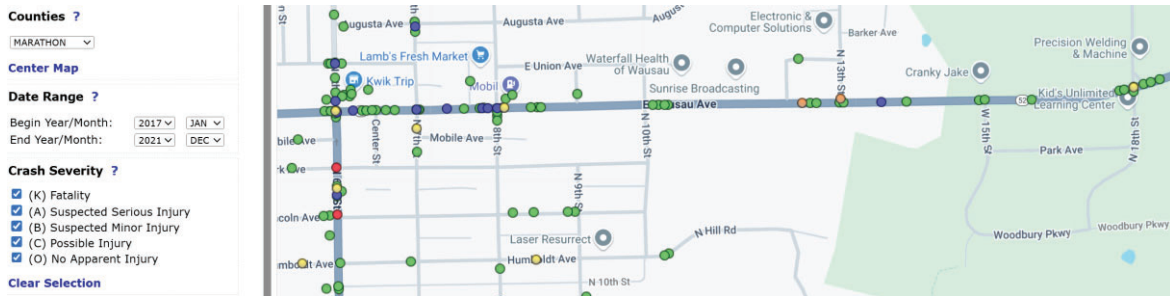
In my initial email, I sought speed information along all points in the corridor for which it has been collected, and your response indicated there has not been any request from the city for the DOT to perform a speed analysis. This suggests to me, based upon question requesting all information available, that the DOT does not have speed information available, either from the city or from its own sources.

- a. I will contact the City Engineer requesting that a speed study be conducted at multiple points along the project area, while school is in session. As speed seems to be the primary root cause of safety, I request that no recommendation or decision be made on roadway dimensions until speed data is made public and thoroughly examined.**
- b.** Living along the corridor, speed seems to be the primary safety concern, as well as health and wellness issue for residents along the corridor. In addition to vehicle movement, the added speed is very loud. The corridor is a very long slope, beginning well over a mile to the east of the project area. Reducing speed is the overwhelming priority to improve safety and livability.
- c.** Residing just east of 13th Street, by my observation, westbound vehicles are regularly traveling well over 10 MPH and commonly 15 MPH over the posted limit. Eastbound motorists are likely regularly exceeding posted speed as well, as they seem to behave as though they are on a rural highway more similar to the conditions they approach further to the east. Some excessive speeding is likely due to neglect, but topography and roadway design encourages excessive speed for westbound motorists. Not only is this a significant safety concern for motorists and pedestrians, but it also has significant noise impacts.
- d.** Rear-end collisions are listed in the Information Packet. Speed is likely the culprit- not a lack of dedicated turn lane. Most crashes are occurring at intersections and one of four commercial driveways. Creating a TWLTL to create separate turning lanes widens the road by 24 to 32%, inducing greater speed, which does not address root cause of safety problem- it encourages it.
- e. Recommendation** – No design decisions are made until a thorough speed study is conducted.
- f. Recommendation** – Reduce posted speed to 25 MPH all areas west of 18th Street. Design the roadway for 25 MPH speed.
- g. Recommendation** – Focus on reduced speed as the primary safety priority and root cause of vehicle-related challenges in this corridor. Utilize the most appropriate and effective speed reduction and traffic calming measures at each opportunity.

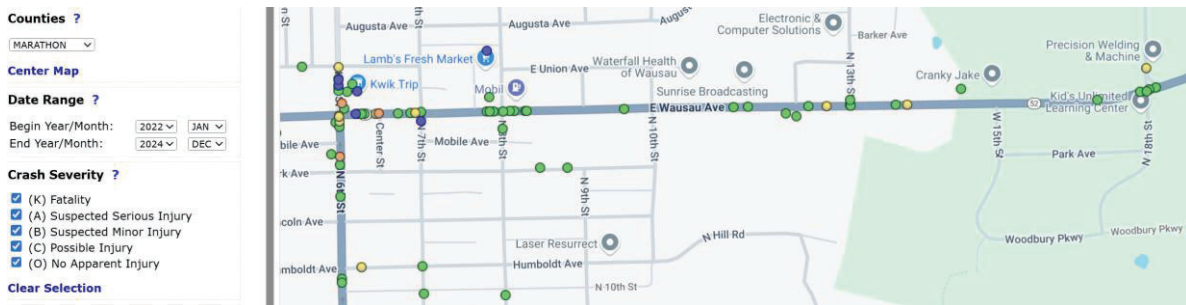
(3) Safety Interventions

a. Digging in to the crash history:

- i. I reviewed the <https://transportal.cee.wisc.edu/> crash information on Community Maps. I did not read individual crash reports beyond what is linked to that interface.
- ii. Zooming in, it is readily apparent that for the period cited in the *handout*, Jan 2017 – Dec 2021, most crashes displayed in this interface occur at intersections or at one of four commercial driveways.



- iii. This pattern seems to hold, visually, for the period Jan 2022 – Dec 2024.



- iv. Between Jan 2017 – Dec 2021, the period cited in the *handout*, there were two *suspected serious injury* crashes

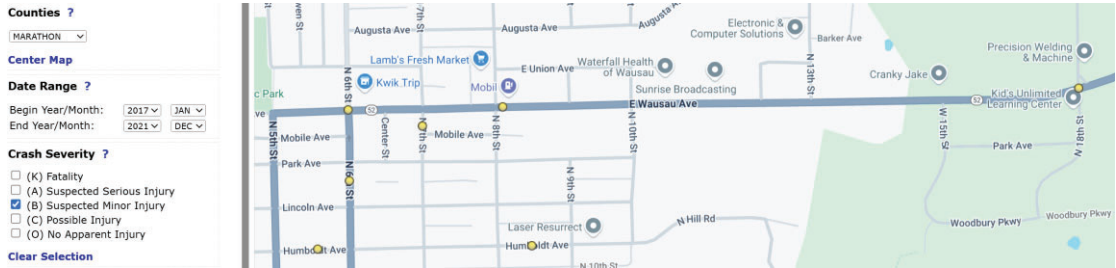
1. @ 13 Street (8/3/2018)
2. @ 1211 E Wausau Ave (approx.) – flagged for speed.



- v. Between Jan 2017 – Dec 2021, there were three *suspected minor injury* crashes:

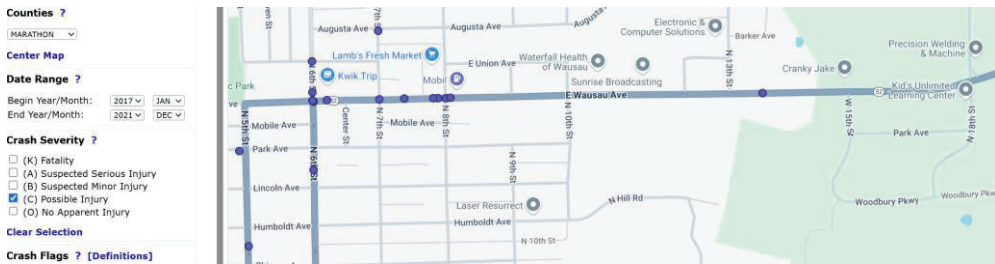
1. @ 6th Street (3/2/2020)
2. @ Mobile (12/7/2017), flagged “distracted” and “teen driver”

3. @ 18th Street (2/8/2018), flagged “teen driver”



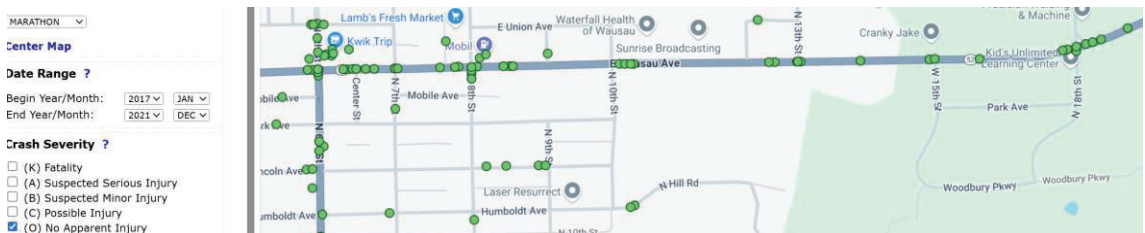
vi. Between Jan 2017 – Dec 2021, there were ten *Possible Injury* crashes:

1. @ 6th Street (12/1/2021), flagged “distracted”
2. @ Mobile (2/1/2021), flagged “teen driver”
3. @ 18th Street (2/8/2018), flagged “teen driver”
4. @ KwikTrip (7/7/2019)
5. @1307 E Wausau Ave (10/1/2019), flagged “teen driver”
6. @ 8th Street (7/6/2017)
7. @ 8th Street (2/3/2017)
8. @ Jozik Street (11/12/2018)
9. @ 709 E Wausau Ave (1/10/2018), flagged “teen driver”
10. @ 7th Street (4/27/2019), flagged “teen driver”



vii. Between Jan 2017 – Dec 2021

1. Approximately 39 *no apparent injury* crashes
 - a. Impaired: 1
 - b. Distracted: 4
 - c. Speed: 2
 - d. Teen Driver: 16
 - e. Deer: 2



- b. Recommendation** – Consider adding turn lanes at 8th Street and 13th Street. Do not add TWLTL.
- c. Recommendation** - Add pedestrian refuge islands at 6th Street, 7th Street, Jozik, 8th Street, and 13th Street for traffic calming and to aid in pedestrian circulation. Reasonable residential density and commercial destinations exist on both sides of this neighborhood, with frequent pedestrian trips. Refuge islands improve safety.
- d. Recommendation** – Consider closing driveway access to Lamb’s Fresh Market from E. Wausau Avenue. The property has six other driveways. Closing the two driveways, combined with improvements at 8th Street and Jozik, may reduce vehicle-vehicle and vehicle-pedestrian conflicts and severity of conflicts.
- e. Recommendation** – Reduce the width of the Mobile driveway on E Wausau Avenue from 37 feet to +/- 26 feet, or physically modify to right-in, right-out, to reduce cross-lane turning conflicts.
- f. Recommendation** – No Slip Lane at 6th Street. This arrangement maintains higher vehicle speed through a dynamic intersection where a high crash density occurs. The intersection should be designed for slow and controlled vehicle movements to limit conflicts, severity of crashes, and pedestrian/cyclist safety. Slip lanes are very dangerous to pedestrians. The free-flow turning places vehicles at travel speed into the intersection with southbound vehicles turning into E. Wausau Avenue from 6th Street as well as dynamic turning movements with the existing KwikTrip driveway.

(4) Turn Lane

While this is a WI DOT facility and therefore a “highway”, it should be designed appropriate to its condition, which is an urbanized setting with frequent access drives. The priority should be to control and limit speed and prioritize safety for all users. Greater speed, throughput, and volume are not priorities, especially in this context.

I have read summaries on two-way left-turn lane (TWLTL) from FHWA and AASHTO, and their findings overall indicate a moderate likelihood of increased speeds in exchange for reduced crashes. I respect these generalized findings and recognize that the inclusion of the TWLTL in the proposed alternatives is driven by the objective to reduce rear-end crashes- which is certainly a goal. However, the handout does not provide enough information to accept the TWLTL recommendation, and crash information does not support the need of a turning lane throughout most of the corridor. Speed and crash information are not provided in sufficient detail, or at all, to determine if it is an intervention specific to the observed conditions in this corridor. **There is no presentation of alternative interventions to reduce speed and improve safety.**

The ITE *Traffic Control Devices Handbook* suggests that TWLTLs are most beneficial in suburban or exurban corridors with high mid-block turning activity, where the priorities are maintaining greater traffic speed and volume. Maintaining higher speed is antithetical to safety. Speed already seems to be too high, and should be measured through a speed study conducted during the school term.

It is my lived experience that speed is the driving cause of safety issues in this corridor. Any change that may cause increased speed, or fail to reduce speed when other interventions are available, is suspect and should be scrutinized. Design speed should be reduced to 25 MPH and all available countermeasures evaluated, before an intervention such as TWLTL, which may increase speeds, are contemplated. Based upon the limited information provided, the research summaries from design manuals, and lived experience, I cannot support a TWLTL.

Alternative A1 and A2 each significantly widen the street- 32% and 24%, respectively- and combined with limited 3-foot terraces being too small to support mature trees, this creates a “runway” perception. These anti-calming situations encourage speeding.

Turn lanes in justified locations (which I suspect are 13th Street, 18th Street) may be sufficient to address the crash history while limiting speed impacts. In addition, the addition of turn lanes strategically, rather than throughout, may act to reduce speed when combined with traffic calming interventions such as raised medians, refuge islands, and narrowing the roadway and travel lanes.

- a. Recommendation:** A turn lane is only warranted, in my opinion, for the eastbound lane at 13th Street. This should be accomplished within the existing ROW by utilizing existing boulevards, as necessary.
- b. Recommendation:** A raised median structure should be placed at the east side of the Wausau Avenue and 13th Street intersection, corresponding with the turning lane, as a traffic calming and pedestrian safety intervention.
- c.** A contiguous turn lane throughout any part of the corridor is unwarranted, and fails to account for speed as a root cause for rear-end collisions. Turn lanes encourage speeding. Do not add turn lanes to any other area of the corridor that it does not already exist, except for eastbound at 13th Street.

(5) Bicycle Facilities

- a.** In sum, a 4' bicycle lane is insufficient for a primary, regional bicycle route, especially when the corridor is undergoing a complete reconstruction, allowing superior infrastructure to be implemented. The starting assumption should be implementation of a preferred infrastructure solution, unless an insurmountable barrier is encountered.

- b. Bicyclists are not users to be “accommodated”, they are a legal user of the ROW, far more vulnerable than automobile users. Bicyclist safety and comfort should be prioritized over perceived motorist convenience. The Wausau Comprehensive Plan includes policy goals to prioritize safety, as well as prioritizing walking and biking.
- c. The Bicycle and Pedestrian Advisory Committee should provide comments upon a recommended design alternative *before* the infrastructure committee comments on design.
- d. The MPO Bicycle and Pedestrian Plan indicates E Wausau Avenue as LTS 4, is a primary bike route, and is the only east-west route in this area of the city and region.
 - i. The Plan recommends safety countermeasures beyond those reflected in any of the alternative designs currently posted to the project page.
- e. The State of Wisconsin is currently developing Active Transportation Plan 2050 (www.wisdotplans.gov/plan/atp2050), which is anticipated to be completed in 2025. Given that draft materials are likely prepared and the project is expected to be complete in the near future, this project should implement the best practices and policies resulting from the ATP 2050.
- f. **Recommend:** Double-stripe “separation” between bicycle lanes and automobile lanes. Bicycle lane is minimum 5’ exclusive of lane marking.
 - i. Painted “double stripe” separation should be accomplished, similar to Steward Avenue (WI HWY 52, 1st Ave to 12th Ave) to the maximum extent feasible.
- g. **Alternative:** Minimum 5’ dedicated pavement, exclusive of curb pan and striping.
 - i. Each of the alternatives, even the “safety” A2, does not provide adequate bicycle facilities, much less a desirable situation.
 - ii. There is sufficient ROW for adequate (5’) bicycle lanes without compromising pedestrian facilities or boulevard width. Automobile lanes should be not greater than 11’.
 - iii. Curb pan and gutter area is not an acceptable, comfortable or safe bicycling area.
- h. **Consider:** Removing on-street bicycle lanes in favor of 8’ multi-use sidepaths on one or both sides of the roadway, with appropriate signage, pavement markings, driveway and intersection safety measures. This arrangement does not require additional ROW.
 - i. In a project with scope encompassing the entire ROW, a separated bicycle facility is superior for all user groups.
 - ii. The bicycle lane becomes functionally non-existent in this corridor throughout most of the winter, and perilous for users under the best of winter conditions.

(6) Conceptual Drawings

- a. **No Slip Lane at 6th Street.** These are incredibly dangerous for pedestrians and cyclists, and encourage speed over safety. I am encouraged by the curb extensions into the intersecting streets (A1).
- b. Conceptual Drawings B2 and B2 do not include pedestrian or cyclist improvements.

(7) Comments on Illustrated Scenarios

Scenarios as illustrated in the May 12, 2025 handout, and subsequent provision of top-down illustrations (not provided until after May 28th)

a. Alternative A1

- i. I do not identify the net “safety improvement” in this cross-section (though, subsequent provision of top-down illustration reflects improvements to the cross-streets.
 - 1. 12’ travel lanes over 11’ encourage excessive speed
 - 2. Center turn encourages excessive speed
 - 3. Bicycle facilities are inadequate
- ii. Inclusion of a turn lane encourages and induces speeding and does not address root cause safety concerns. The additional pavement creates visual indication of “highway”, rather than urbanized area with 25 MPH design speed.
- iii. 12’ travel lane is excessive and encourages speeding.
- iv. Expansion of pavement area requires additional stormwater management as well as construction costs.
- v. Boulevards
 - 1. Not sufficient to accommodate street trees of canopy species.
 - 2. Not sufficient to create desirable or welcoming conditions to pedestrians or to adjacent properties.
- vi. Bicycle facilities
 - 1. A 4’ bicycle lane is not adequate and is inconsistent with the WI Bicycle Facilities Design Manual and ASHTO recommendations. The curb pan is not an acceptable inclusion into a safe bicycle operation area. 4’ is listed in the manual as a “minimum operation space” but, in reality, not safe or comfortable, especially in higher automobile traffic areas.

b. Alternative A2

- i. Slightly better (i.e. “less bad”) than A1. Lacking safety measures overall.
 - 1. Reduction to standard 11’ travel lane is acceptable.

- 2. Center turn encourages excessive speed
 - 3. Bicycle facilities are inadequate and substandard.
 - 4. No pedestrian improvements
- ii. Inclusion of a turn lane encourages and induces speeding and does not address root cause safety concerns.
- iii. Expansion of pavement area requires additional stormwater management as well as construction costs.
- iv. Boulevards
 - 1. Not sufficient to accommodate street trees of canopy species.
 - 2. Not sufficient to create desirable or welcoming conditions to pedestrians or to adjacent properties.
- v. Bicycle facilities
 - 1. See comments 5.a.vi.

c. Alternative B1

- i. This scenario seems safer than either A1 or A2, especially if travel lanes are reduced to 11' to allow for acceptable 5' bicycle facilities. Although, lack of curb extensions into the intersection streets is troubling and an obvious oversight, and totally unrelated to the inclusion of a TWLTL.
- ii. Turn lanes can be accomplished where justified, at 13th Street and existing condition at 18th Street.

d. Alternative B2

- i. I do not regard this is a viable, desirable, or acceptable outcome. Centerline shift has no safety or circulation benefit, despite tremendous additional cost.
- ii. Steepness of private driveways is unfortunate, but a significant shift in the centerline is not a reasonable accommodation. The total grades will change little, even if the entire length of the drives are replaced. My family's property is among these, but we do not expect special or exceptional dispensation to accommodate a slightly less severe driveway grade.

(8) Design Alternatives

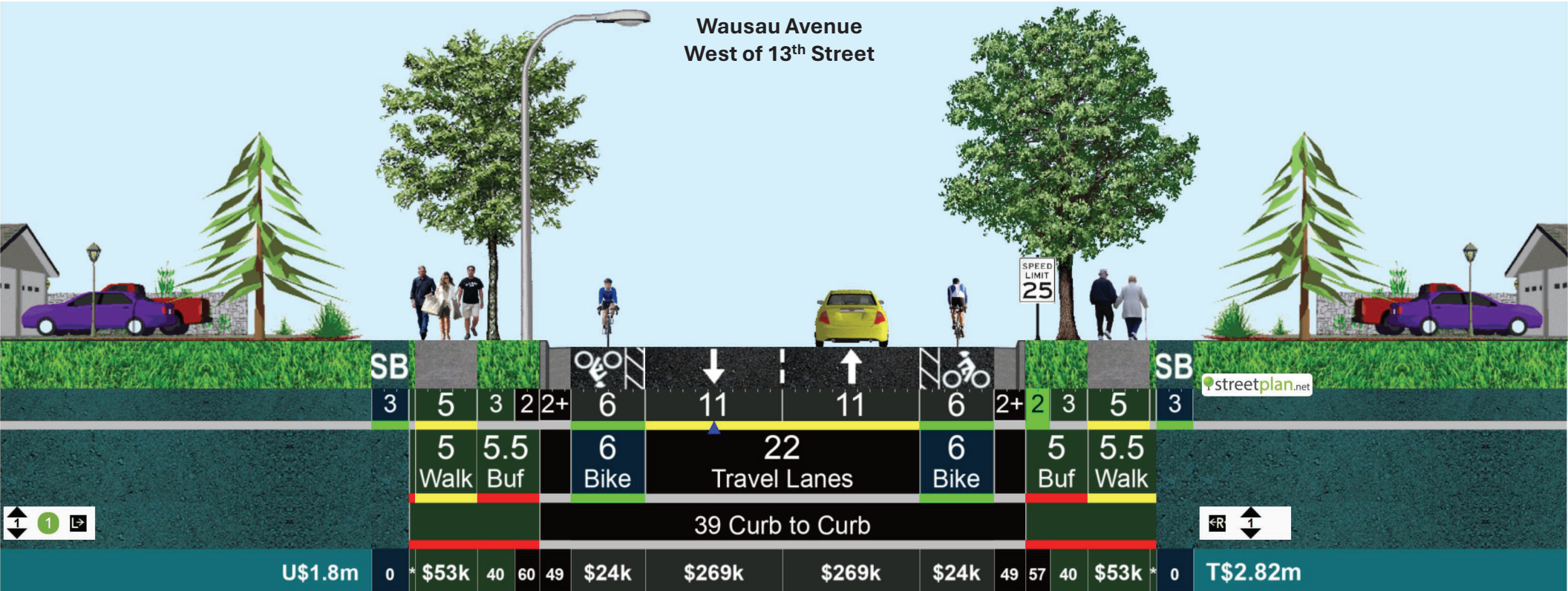
- a. With limited time, I have created two design alternatives that incorporate some of my recommendations. I do not have the tools or time to create top-down linework that would reflect these comments.
- b. If provided additional time, I would assemble images from constructed projects corresponding to these recommendations.

Attachments:

- Alternative C1
- Alternative C2

Alternative C1

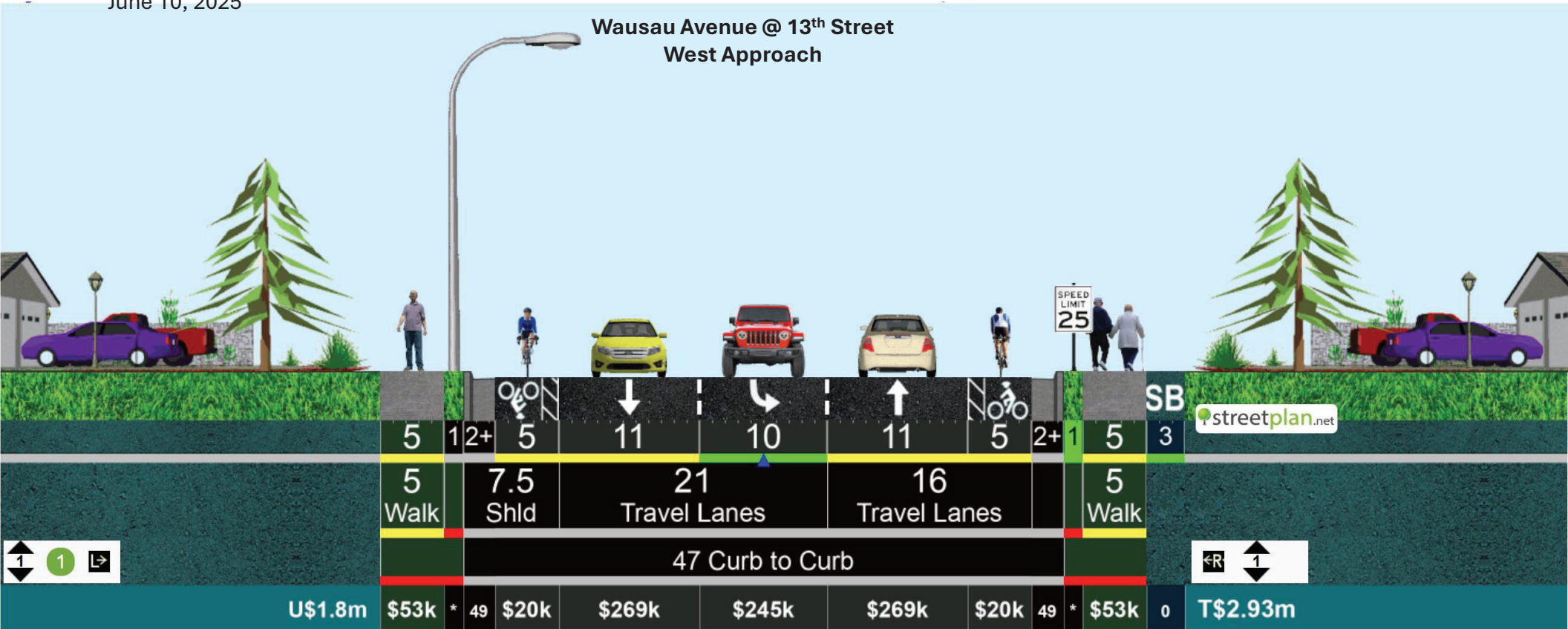
Joshua Clements, AICP
June 10, 2025



Alternative C1

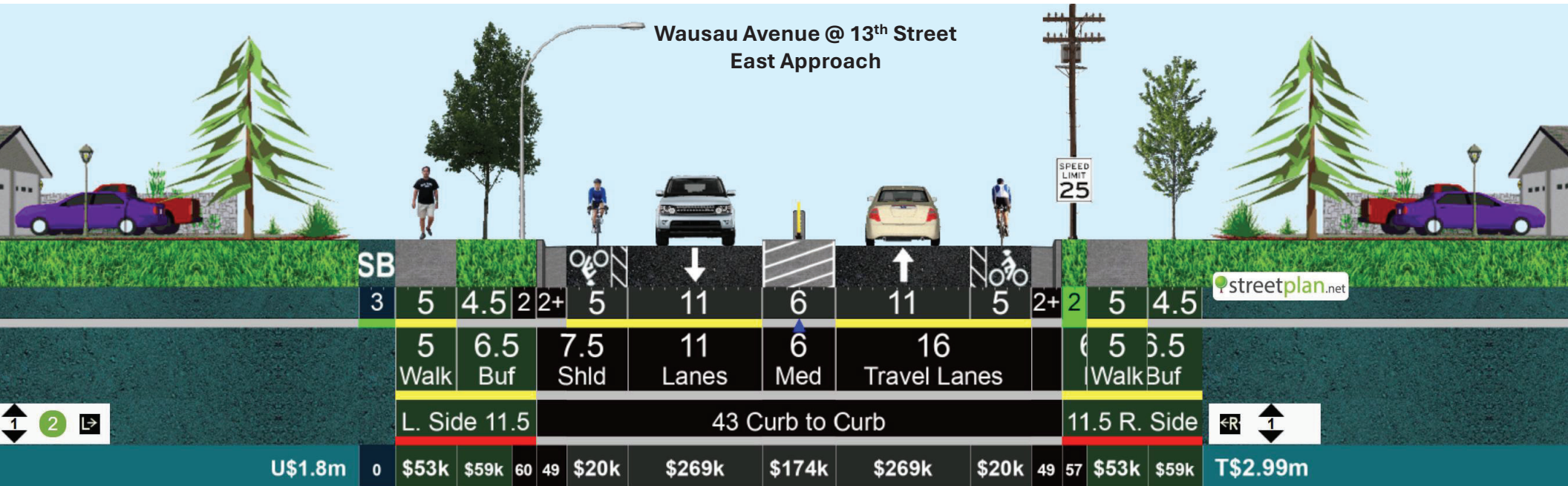
Joshua Clements, AICP
June 10, 2025

Wausau Avenue @ 13th Street West Approach



Alternative C1

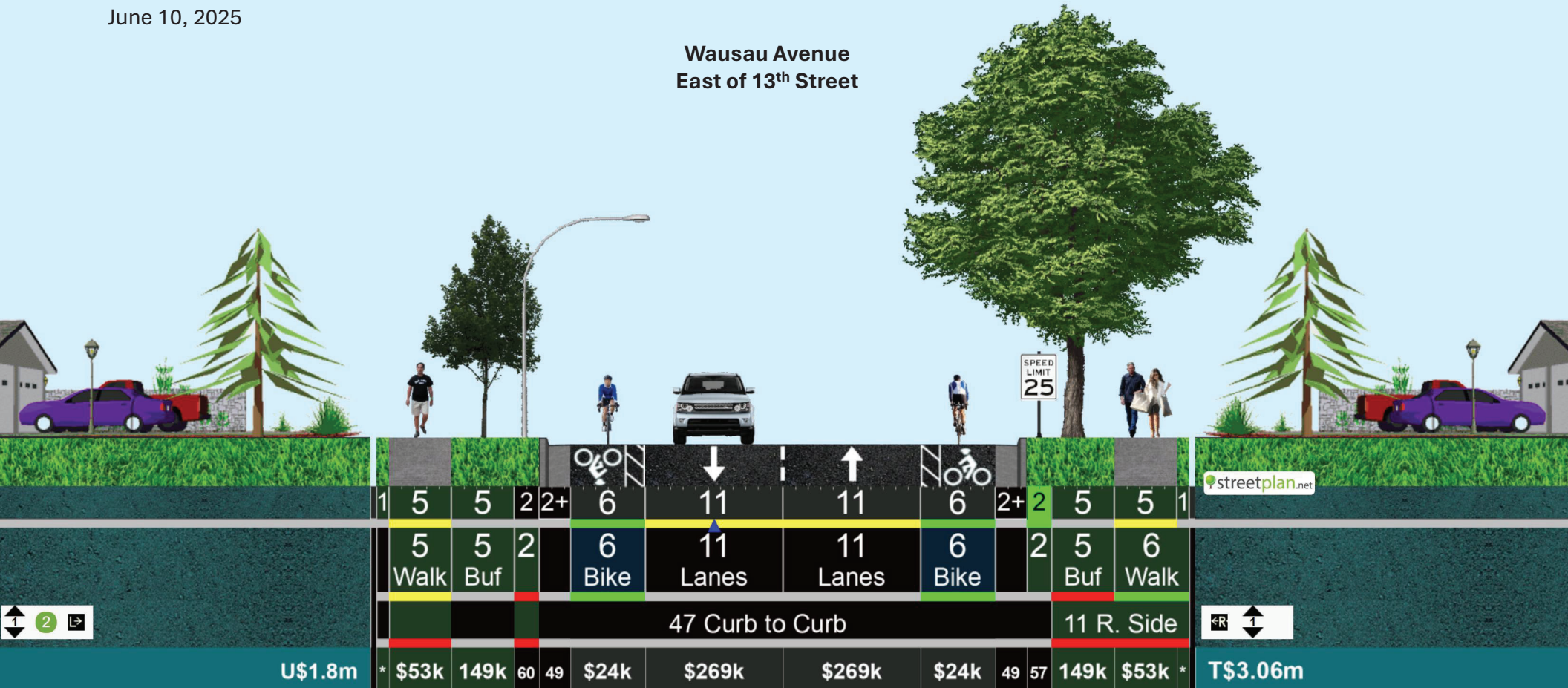
Joshua Clements, AICP
June 10, 2025



Alternative C1

Joshua Clements, AICP
June 10, 2025

Wausau Avenue East of 13th Street





Joshua Clements <joshuarclements@gmail.com>

Wis 52 Marathon Project

1 message

Joshua Clements <joshuarclements@gmail.com>

Tue, Jun 10, 2025 at 11:45 AM

To: ALLEN.WESOLOWSKI@ci.wausau.wi.us

Cc: Preston R - DOT <preston.bohn@dot.wi.gov>, Bryan J - DOT <bryan.rose@dot.wi.gov>, Stephanie <schristensen@emcsinc.com>

Bcc: Mom & Dad Clements <mapaclemm@yahoo.com>, Gordon Clements <mapaclemm@gmail.com>

Mr. Wesolowski,

I am writing to follow-up on a memo summarizing personal comments to the WI DOT project staff on the Wis 52 Marathon Project.

That memo outlines some of my observations, concerns, hopes and recommendations for that project at this stage in design investigation, so I'm not seeking to replicate them here. I am hoping that the points therein can be discussed and considered amongst the city and DOT, with a response and rationale provided.

I have confidence and respect in the City staff and DOT staff. My comments are many and direct, and it is difficult to interpret emotion or intent in these mediums. I want to reinforce that my goal is the best outcomes from the project, across the many goals of the city and community, and not only those relating to vehicle speed or volume. My comments indicate that more time and energy is needed to collect information, consider design alternatives, describe rationales, and communicate with stakeholders. It is a one-in-a-generation (or two) opportunity that a roadway is completely reconstructed, especially a higher volume route like this one. Thus, every design alternative, including those I have suggested and probably others, should be scrutinized in relation to how they advance the total of community goals. To this stage in the project, it seems to me that a specific solution is expected to be presented without rigorous study or discussion.

This project will cost millions of dollars, impact dozens of properties, and over 5,000 vehicle trips per day, over a generation (or two). The planning and design process needs to be proportionate to the project engineering and construction planning and budgets, and equal to the gravity of these decisions. Thus far, I'm not seeing that. I am respectfully requesting that the city and DOT invest the time for hands-on problem solving on this project.

(A) I respectfully request that the City of Wausau request that the WisDOT Traffic Unit complete a speed study for the corridor. I request that this study be conducted during the school year, with bi-directional observation points in at least three locations: between 7th Street and 9th Street, between 9th Street and 13th Street, and between 13th Street and 18th Street.

(B) I respectfully request that no action by a city committee be conducted on a recommended design alternative until the speed analysis is completed, posted on the project website, and presented to the Infrastructure Committee.

(C) My correspondence with Mr. Jelinek suggests that the DOT does not have speed information for this corridor. Does the city have speed study information in this corridor, within the past five years, or other salient information such as law enforcement records or recommendations regarding speed in this corridor? If so, I request that these records be provided on the project website and detailed in future reports to the Infrastructure Committee.

(D) In my correspondence with Mr. Jelinek, he noted that he does not have any comments in writing from the city, county, MPO, or School District, despite a local officials coordinating meeting having occurred in April. This project is posted on the Infrastructure and Facilities Committee June 12th agenda as "discussion and possible action". However, there is no staff report, no written recommendation, and, apparently, no written comments from the city or other stakeholders. The committee meeting packet does not include any documentation or comment on attendance or results on the sole public information meeting held to-date. The lack of written comments on a project of this magnitude and with the dramatic physical changes under consideration is wild to me, and troubling.

(E) I respectfully request that a detailed summary of the crash history be provided on the project website, linking to the data portal, as none of this information has been posted publicly. The DOT project handout includes a very high-level statement about crash history in this corridor, and there is far more context and detail needed to connect these observations to effective design interventions. As I briefly noted in my memo, a non-expert review of the data portal

seems to indicate that most reported crashes occur at intersections and commercial driveways. It seems to me that a few turn lanes would be far more effective and efficient at addressing these safety concerns without the undesirable side effects of a corridor-long TWLTL.

(F) I request a written response to the public comments and recommendations memo I wrote and dated June 10.

Again, I have confidence and respect for city and DOT staff. I hope and expect there will be far more attention paid to this once-in-a-generation project.

Very Best,

Josh Clements
C/O 1307 E Wausau Avenue

From: **Joshua Clements** <joshuarclements@gmail.com>

Date: Tue, Jun 10, 2025 at 12:48 AM

Subject: Wis 52 Marathon - Public Comment

To: Jelinek, Michael A - DOT <michael.jelinek@dot.wi.gov>, Bohn, Preston R - DOT <preston.bohn@dot.wi.gov>, Rose, Bryan J - DOT <bryan.rose@dot.wi.gov>, Christensen, Stephanie <schristensen@emcsinc.com>

Cc: <ALLEN.WESOLOWSKI@ci.wausau.wi.us>

Michael,

Thanks again for providing responses to my questions a couple weeks ago, and adding additional information to the project website.

Attached is a memorandum I assembled to attempt to collate most of my comments and concerns with the design alternatives. I worked to get this down, but with a committee meeting upcoming I am compelled to provide what I have. I may utilize all or portions of this memo, or revised portions, in correspondence with other agencies or officials.

Best,

Joshua Clements
C/O 1307 East Wausau Avenue

On Thu, May 29, 2025 at 11:20 AM Jelinek, Michael A - DOT <michael.jelinek@dot.wi.gov> wrote:

Mr. Clements,

Good morning. Please see the **red responses** provided. The website is updated periodically and would advise reviewing for further information. [Wisconsin Department of Transportation WIS 52, North 6th Street to North 18th Street, Marathon County](#)

The website was updated this morning so you should see further information.

This project is located on a stretch of roadway that is a Connecting Highway. Please see link for further details and the short description.

[Connecting Highway](#)

Connecting highways are local roads that carry state highway traffic through cities and villages. The municipality is responsible for maintaining these roadways and WisDOT provides connecting highway aids to assist municipalities with costs associated with increased traffic and maintenance on roads that connect segments of the state highway

system. When a more significant highway improvement project is needed, WisDOT funds much of the costs for the project.

Regards,

Michael Jelinek



Michael Jelinek

Consultant Project Leader

Transportation Specialist Advanced

North Central Region-WI Rapids

Wisconsin Department of Transportation

(715) 421-8098 office

michael.jelinek@dot.wi.gov

wisconsindot.gov



From: Joshua Clements <joshuarclements@gmail.com>
Sent: Wednesday, May 28, 2025 1:49 PM
To: Jelinek, Michael A - DOT <michael.jelinek@dot.wi.gov>
Cc: Bohn, Preston R - DOT <Preston.Bohn@dot.wi.gov>; Rose, Bryan J - DOT <bryan.rose@dot.wi.gov>
Subject: Re: Request for Information: Wis 52 Marathon

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Michael,

Thank you, I greatly appreciate it. I will hold off on what I have drafted thus far, as there are several items that would be data contingent and/or could change.

Have a great week,

Josh

On Tue, May 27, 2025 at 7:23 AM Jelinek, Michael A - DOT <michael.jelinek@dot.wi.gov> wrote:

| Mr. Clements

Thank you for your interest in this project. We will work through the items listed below for you. Any input after the date is welcome also. We take all comments/questions into consideration in design projects.

Regards,
Michael



Michael Jelinek

Consultant Project Leader
Transportation Specialist Advanced

North Central Region-WI Rapids
Wisconsin Department of Transportation
(715) 421-8098 office
michael.jelinek@dot.wi.gov
wisconsindot.gov



From: Joshua Clements <joshuarclements@gmail.com>
Sent: Saturday, May 24, 2025 11:26 AM
To: Bohn, Preston R - DOT <Preston.Bohn@dot.wi.gov>; Jelinek, Michael A - DOT <michael.jelinek@dot.wi.gov>
Subject: Request for Information: Wis 52 Marathon

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Jelinek and Mr. Bohn,

I am seeking additional information pertaining to the **Wis 52 Marathon** project. This information will assist me in evaluating the alternatives described in the information packet currently available on your website.

Your timely response is appreciated such that my comments, provided by your **May 28th** date, may be better informed. I understand that this turn-around is tight, so any information would be appreciated as you have it for use in this response by your deadline. Other items remain desired for use in comments at future appropriate points in the project timeline.

(1) Speed information at all points along the corridor for which it has been collected.

There have not been any requests from the city of Wausau for the WisDOT Traffic Unit to perform a speed analysis. The DOT will review speed limits once we have an official request from the municipality. Please contact the city of Wausau to request a speed study.

- This highway is a Connecting Highway which the City of Wausau owns.
- The corridor has two speed limits for this project.
 - North 6th St. to North 13th St. is a 25 MPH speed zone.
 - Mid-block North 13th St. to North 18th St. is a 35 MPH speed zone.
- There are no speed changes anticipated with this project.

(2) Vehicle traffic counts along the route as well as connecting roads.

Please view this website for available traffic counts.

[Wisconsin Department of Transportation Traffic counts](#)

(3) Crash data reports or summary, associated with the 2017-2021 period data included in the info packet, and any more recent reports that are available.

Please view this website for available crash data.

[Wisconsin Department of Transportation Wisconsin crash statistics](#)

(4) Any preliminary drawings of the alternatives with elevation and top-down corridor view.

Please view this website for aerial maps of the various drawings, the presentation, and the handout.

[Wisconsin Department of Transportation WIS 52, North 6th Street to North 18th Street, Marathon County](#)

(5) Information pertaining to the downstream stormwater drainage route, basin locations, any known or suspected concerns and constraints, and information pertaining to expanded water quality and quantity management facilities or techniques being considered.

WisDOT and the design consultant will be preparing an environmental document that incorporates coordination with the DNR and any requirements for stormwater. This document is slated to be completed later this winter 2025. Stormwater design will be completed during the design process after selection of a preferred alternative.

(6) Comments provided by City of Wausau, Marathon County, and/or MPO staff, to the degree these are available.

The project is on a [Connecting Highway](#). We are working closely with the city of Wausau on the project but have received no written communications from them currently.

(7) Comments provided by the Wausau School District, to the degree these are available.

No comments have been provided by the Wausau School District, to-date.

Questions:

(1) Will this project result in local assessments to adjacent properties?

WisDOT does not participate in local assessments on state highways. Please contact Allen Wesolowski, City Engineer, to discuss the procedures for local assessments.

(2) Are improvements to connecting roads being considered?

The project limits for the intersections would terminate just outside the radius point on the incoming side road to provide a smooth transition to WIS 52. Typically, there is a construction joint where the pavement has been joined but not always. The final side road limits will be determined during design.

(3) Are modifications to municipal sanitary sewer or water within the scope of this project, or being considered while the road bed is open?

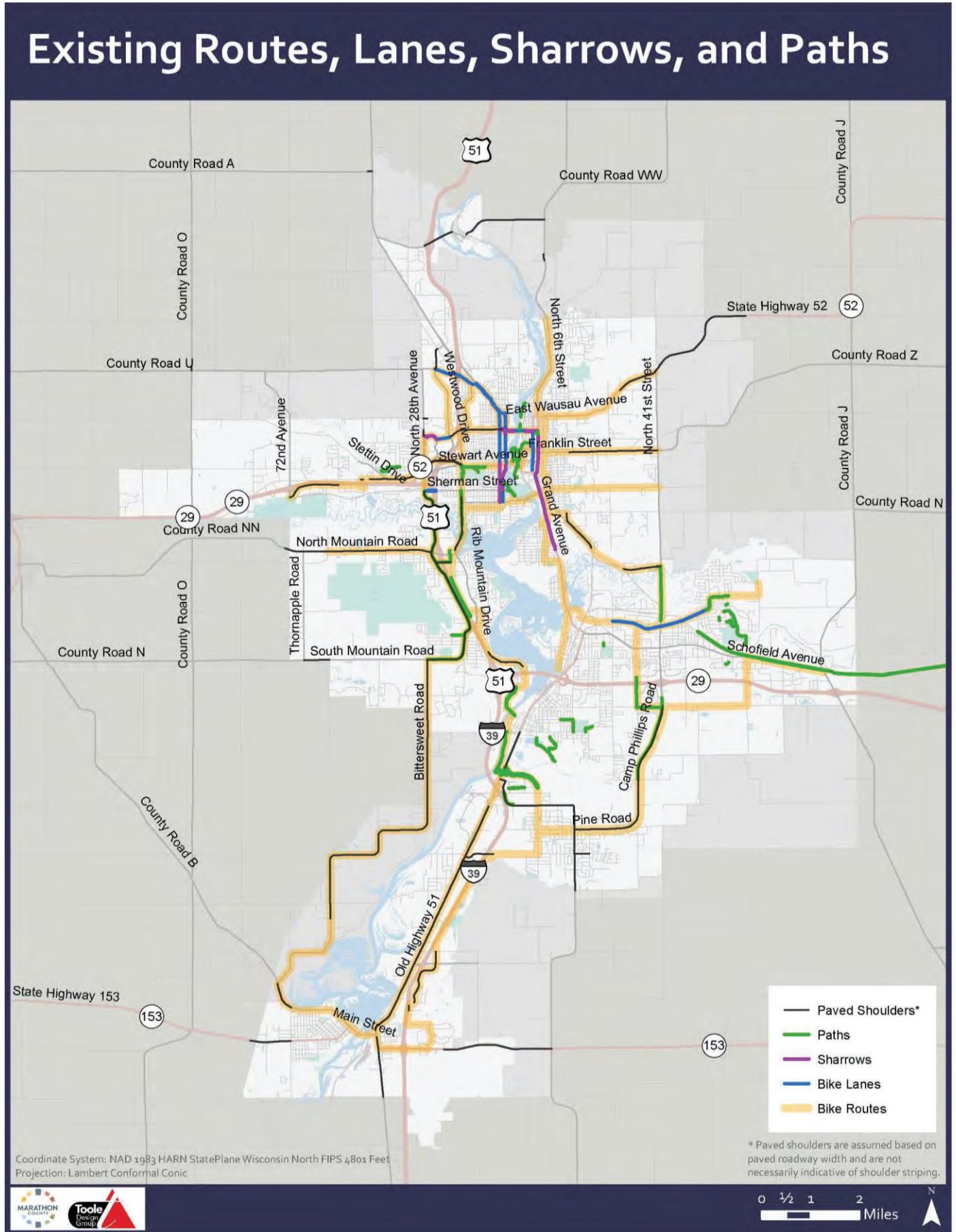
Yes, the City will be replacing outdated sewer and water facilities between North 6th St. and North 13th St. as part of the project work when the subgrade is exposed.

Thank you,

Joshua Clements

1307 East Wausau Avenue

Figure 1



Bicycle Network Recommendations

The Wausau metro area has a comprehensive network of mapped and signed bicycle routes. These routes largely exist on low to moderate traffic streets and form a connected network across the region. However, the majority of the signed metropolitan bicycle route network does not have dedicated bicycle infrastructure (such as bike lanes or paths), and therefore often has higher levels of traffic stress, as identified previously in this document. In order to expand access and connectivity for bicyclists (especially the “interested but concerned” portion of the population), it is therefore important to identify opportunities to lower traffic stress along existing bike routes and potential new connections through the provision of dedicated bicycle infrastructure.

Analysis and Field Work

A Bicycle Study Network was identified that includes the entirety of the existing metropolitan bicycle route network as well as additional streets that make important local and regional connections. The streets and routes that comprise the Bicycle Study Network were then analyzed in greater detail than the rest of the region’s street and road system. This includes on-the-ground field review of each corridor to record speed limits, roadway configuration, potential hazards, occupancy of on-street parking, etc. On September 3-4, 2014, the consultants and Marathon County staff performed field work to study existing conditions. The team traveled the entire bicycle study network (including approximately 30 miles by bicycle) as well as other streets and roads in the region.

Approach

In general, recommendations for bicycle facilities were developed with the goal of accommodating the “interested but concerned” portion of the population referenced in Chapter 2. Due to this focus, some recommendations include lower-stress facilities on streets that already have bicycle infrastructure because the existing facilities (typically shared-lane markings or sharrows) do not ensure an appropriate level of traffic stress. The types of bicycle facilities recommended vary based on factors such as a roadway’s traffic context, planned upcoming roadway projects, existing conditions, and facilities needed to improve a road’s stress level.

Methodology

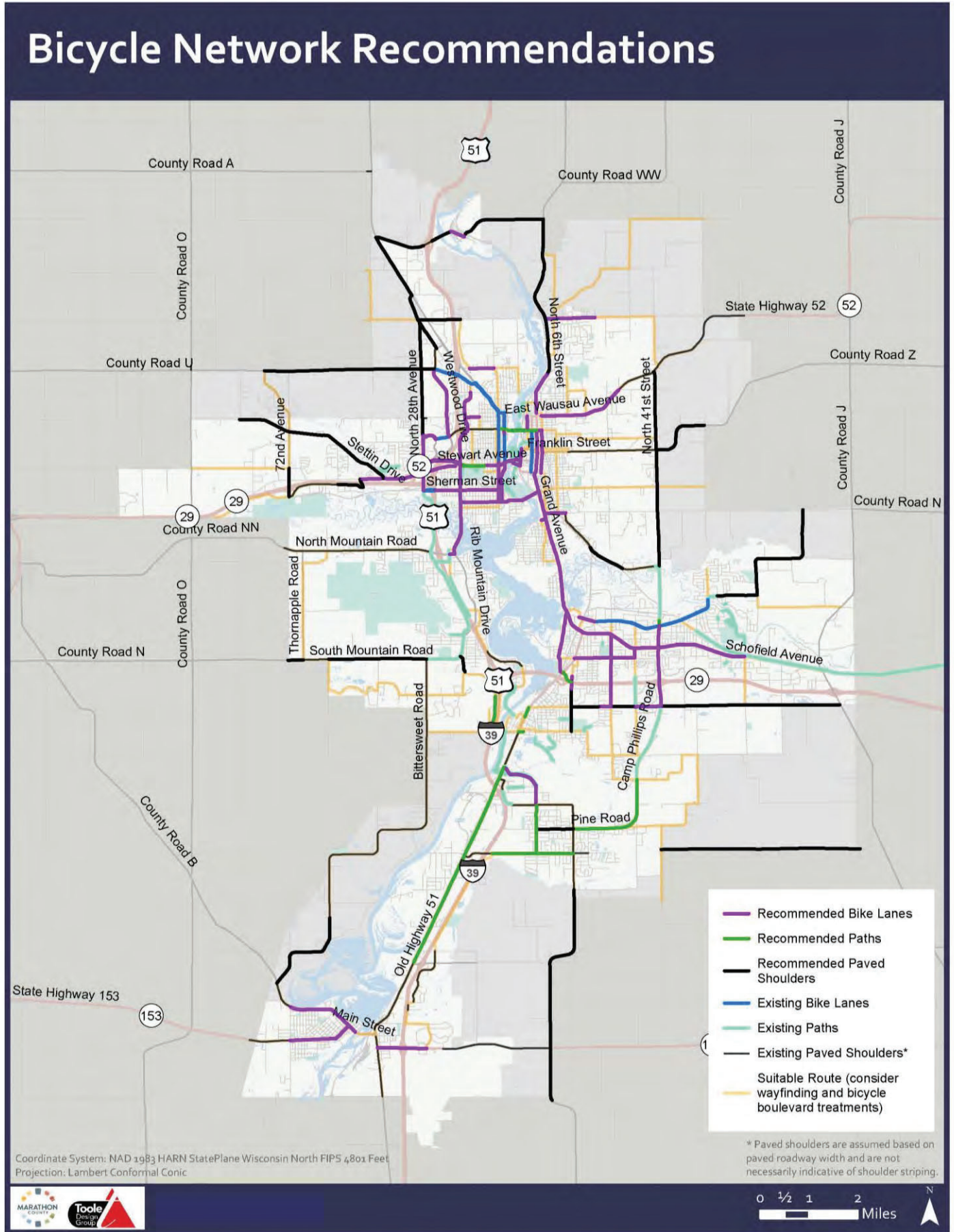
Recommendations were developed using a methodology that combines GIS-based calculations with manual assessments using field notes and available imagery. Recommendations were developed using the following methodology:

1. Urban street segments with a stress rating of 1 (suitable for all people) or 2 (suitable for most adults) were not given a recommendation. Rural road segments rated as 1 (“good” or suitable for most adults) under the rural rating scheme were also not given a recommendation. These segments are considered acceptable as-is.
2. Paved shoulders are recommended for rural roadways with a rating of 2 (moderate) or 3 (poor).
3. The width and configuration of urban road segments were examined. Where the roadway width (according to the GIS data) indicated that space could be dedicated to bike lanes without removing existing travel or auxiliary lanes, bike lanes were recommended.
4. The traffic level of multilane roadways was considered in several instances to further evaluate the streets for bike lanes if none were recommended in Step 3. Removal of a travel lane (commonly referred to as a “road diet” to make space for bike lanes) was recommended initially for several roads with less than 15,000 ADT.¹
5. The Traffic level for multilane roadways was again examined. Roads with more than 15,000 but less than 20,000 ADT were also identified as potential road diet candidates, although they were flagged as higher volume than those with less than 15,000 ADT.

Bicycle network recommendations are shown on Figure 2. Detail regarding the various recommended facility types can be found on the following pages. Additional detail on individual recommendations is provided in Chapter 7.

¹ Average Daily Trips (ADT) is a measure of typical daily motor vehicle traffic volume on a street or road. The FHWA’s “Road Diet Informational Guide” lists a number of studies that identify thresholds for road die feasibility. The lowest threshold given was 15,000 ADT, which was the basis for using 15,000 as the initial cutoff in developing recommendations. Other studies showed successful outcomes at volumes as high as 24,000.

Figure 2



Bicycle Facility Types

Bikeway recommendations can be categorized into four primary types:

Bike lanes that are recommended include standard bike lanes, wide bike lanes, buffered bike lanes, and separated bike lanes. In general, a bike lane recommendation indicates a standard 4- to 5-foot wide bike lane unless otherwise noted. However, the appropriate facility type should be investigated in more detail during the development of a specific project. In cases where a lower-stress facility, such as a wider or buffered bike lane, is feasible, it should be considered even if the Plan recommendation only calls for standard bike lanes. The feasibility of separated bike lanes (also known as a “cycletracks”) should be explored for any higher-traffic arterial; note that this facility requires a higher level of analysis regarding traffic impacts, traffic control, etc. Of particular note, there are many cases where a pseudo bike lane can be created simply by striping an urban shoulder where parking is rarely utilized. Although not officially considered a bike lane by the standard definition, such a treatment has been included under the umbrella of “bike lane” in this Plan and has been noted accordingly.

Paved shoulders are typically reserved for rural cross-sections and are more straightforward to construct than bike lanes. It is acceptable to mark paved shoulders as bike lanes on low to moderate speed roadways. However in the Wausau area, almost all of the shouldered roadways are rural moderate to high speed roadways at the edges of the metro area. Many of the recommendations for paved shoulders will require actually laying new pavement on an existing gravel shoulder. In some cases the current paved surface is wide enough as is and simply requires a striped shoulder to delineate the space. These nuances have been noted in the recommendations.

Paths provide accommodations for bicyclists and pedestrians. Recommendations for paths include short segments that connect through parks or along easements. However, most of the path recommendations in this Plan are along streets with particularly high motor vehicle traffic volumes and speeds as alternatives to on-street facilities. Paths along streets are commonly referred to as “sidepaths” and should only be considered along streets with minimal driveways and intersections (fewer than 10 to 15 per mile) to reduce conflicts with motor vehicle traffic. Many of the path recommendations align with paths planned or programmed by individual communities.

Suitable routes are identified along urban streets and rural roads that are already low-stress due to relatively low volumes of motor vehicle traffic. Various individual treatments may be applied to streets and roads along suitable routes. At a basic level, these routes should be identified on the regional bike map. Additional improvements may be made, such as providing route signage, applying shared-lane markings (sharrows), and developing bicycle boulevards. In higher speed areas, paved shoulders may be considered for some segments if traffic volumes increase.



“Fit for Two: Easy As Riding a Bike” by Dan Young/Daily Herald Media.

Descriptions of common treatments for these four primary facility types are included on the following pages and are color-coded to match the color scheme used on the map of recommendations (Figure 2).

Bike Lanes

Standard Bike Lane

A bike lane is a pavement marking that designates a portion of a street for the preferential or exclusive use of bicycles. Bike lane markings are typically dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are best suited for two-way arterial and collector streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane.



Buffered Bike Lane

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane, between a bike lane and adjacent parking lane, or both. Buffered bike lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds are at or above 35 mph.



Contraflow Bike Lane

Contraflow bike lanes run in the opposite direction of other traffic on a one-way street. Contraflow bike lanes provide legal bike access on one-way streets where bicyclists may otherwise ride against traffic or on the sidewalk. Contraflow bike lanes may be separated from other traffic by painted lines, a painted buffer, or a physical barrier.



Climbing Bike Lane

A climbing lane is a bikeway design for a two-way street that has a steep slope and insufficient width to permit bike lanes in both directions. A bike lane (the climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists in the uphill direction and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds close to motor vehicles.



Separated Bike Lane (Cycletrack)

A separated bike lane, sometimes called a cycletrack, is a bicycle facility that is physically separated from both the street and the sidewalk. A separated bike lane may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Separated bike lanes isolate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn), or other methods. Separated bike lanes designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, as well as a different surface treatment to delineate the bicycle from the pedestrian space (such as asphalt vs. concrete). Separated bike lanes can be one way for bicycles on each side of a two-way road, or two-way and installed on one or both sides of the road. Separated bike lanes provide cyclists with a higher level of comfort compared to bike lanes, and are typically used on large multi-lane arterials where higher vehicle speeds exist. They may also be appropriate on high-volume but lower-speed streets.



The provision of separated bike lanes should consider the design and function of intersections, which may require adjustments to signal timing and phasing and/or modifications to pavement and curb sections.

Traffic studies should be performed before implementing separated bike lanes.

Paved Shoulders

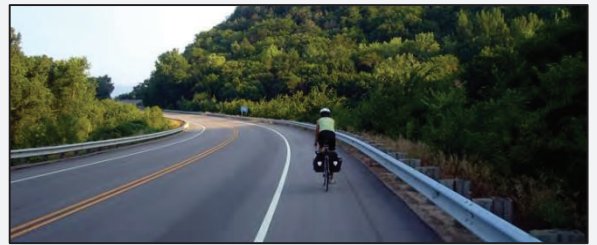
Urban Shoulder (Paved)

An urban shoulder is a paved section of a street between the travel lanes and the curb. Urban shoulders are separated from the travel lanes by a solid white line and may include the street's gutter section. Urban shoulders can serve as a bicycle accommodation if they have at least three feet of pavement, exclusive of the gutter area. Bike lanes that are not designated as such with pavement markings and/or signage are technically an urban shoulder.



Rural Shoulder (Paved)

The shoulder is the section of the roadway outside of the travel lanes. When paved and of sufficient width, paved shoulders can serve as a bicycle accommodation. Additionally, paved shoulders provide safety and maintenance benefits. Paved shoulders should typically be 4' or wider to serve as a bicycle accommodation, although 3' may be acceptable on lower volume roads. Ideally, paved shoulders should be wider around curves. If used, rumble strip designs should be bicycle-friendly (see Bikeway Enhancements section later in this chapter).



Paths

Shared-Use Path

A shared use path is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically, shared use paths are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are utilized by other non-motorized users including pedestrians, skaters, wheelchair users, joggers, and sometimes equestrians.



Sidepath

A sidepath is a shared use path located adjacent to a roadway. It is designed for two-way use by bicyclists and pedestrians. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer trail. Sidepaths sometimes facilitate connections to on- and off-street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts. The use of sidepaths should be limited to roadways with limited points of conflict at intersections and driveways.



Suitable Routes

Bicycle Boulevard

A bicycle boulevard (sometimes called a “neighborhood greenway” or a “neighborway”) is a street with low motorized traffic volumes and speeds designated to provide priority to bicyclists and neighborhood motor vehicle traffic. Bicycle boulevards may simply have signs and shared lane markings, or may include traffic calming elements consisting of speed humps, traffic circles, chicanes (pictured), traffic diverters, or curb extensions. Bicycle boulevards benefit neighborhoods by reducing cut-through traffic and speeding without limiting access by residents.



Shared Lane Marking (Sharrow)

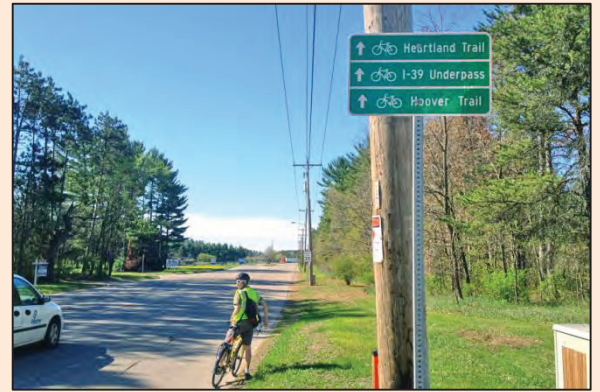
Shared lane markings (sharrows) are used on streets where bicyclists and motor vehicles share the same travel lane. The sharrow helps position bicyclists in the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists have a right to use the street. Sharrows are typically used in two situations: on low-speed and low-traffic streets (including bicycle boulevards) as a wayfinding aid, and on busier streets as an interim solution until reconstruction or reconfiguration of the roadway is performed to allow bike lanes to be provided. Sharrows are not appropriate on streets with speed limits greater than 35 mph.

On a four lane street, sharrows should be placed in the outside lane. If the outside travel lane is too narrow for a motorist to comfortably pass a cyclist while staying within the travel lane (generally less than 14 feet) the sharrow marking may be centered in the lane. This encourages cyclists to “take the lane,” and encourages motorists to use the left lane to pass. In a 12-14 foot lane, the marking may be offset from the curb by as little as 4 feet. For 10-12 foot lanes, the marking should be placed in the center of the lane. BIKES MAY USE FULL LANE signs (R4-11 in the MUTCD) are recommended, because drivers may not be used to sharing the road with cyclists and may not provide comfortable clearance when passing.



Signed Bike Route and Wayfinding

Signed bike routes provide distance and directional information as a wayfinding aid for bicyclists. Signed routes may be established on streets, paths, or any combination of facility types that offer a continuous bicycling environment. Signs should offer cyclists information about alternative routes and accessible destinations from their current location. They also can be used to suggest the conditions cyclists can expect on a route by referencing trails or roadways by name. Signed routes provide cyclists with greater confidence when they are exploring new routes or when they are in unfamiliar territory. Signed routes can also prevent cyclists from getting lost in residential areas with curvilinear street layouts and few through streets.



Bike Route (mapped)

A mapped bike route is only designated as a bike route on maps – there are no signs placed along the route to designate the route. Mapped bike routes indicate to users roads that are better for bicycling on and for connecting to specific destinations. Mapped bike routes should be supplemented with signed bike routes or other bicycle facilities to guide users to popular destinations, such as has been the recent practice in the Wausau metro area.



Bikeway Enhancements

The bikeway system in the Wausau area can be made substantially more comfortable, convenient, and appealing—as well as safer—for current and potential bicyclists by incorporating various enhancements, such as:

- Railings on bridges should be 48 to 54 inches in height (from the adjacent grade on which bicyclists may travel). This will inspire confidence by reducing the likelihood of a bicyclist (who has a higher center of gravity than a passenger car or a pedestrian) falling off of the bridge.
- If project budgets allow, provide a taller curb at intersections for bicyclists to place their foot on for balance while waiting. Such a feature must not impact accessibility as defined by the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
- Where possible, make pedestrian signal activation buttons reachable by bicyclists at intersections.
- When rumble strips are applied to rural roads, use a bicycle-friendly design, which means shallower and narrower rumble strips placed along or close to the shoulder edge line so that bicyclists may use the full paved shoulder width. Rumble strips as narrow as 6 inches and as shallow as 0.375 inches have been proved to provide an adequate audible alert to drivers.
- At the end of a ride, a secure, accessible, and well-lit place to lock one's bike is important. Each community in the Wausau area is encouraged to adopt an ordinance or policy that requires or encourages the provision of bicycle parking at all existing and future commercial developments, civic buildings, and parks.

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS & STREET MAINTENANCE COMMITTEE	
Approving State/Municipal Agreement for East Wausau Avenue from North 6 th Street to North 18 th Street	
Committee Action:	Approved 5-0
Fiscal Impact:	This is a cost share for which the City is responsible for 25% of design costs, estimated to be \$58,500.
File Number:	22-0804
Date Introduced:	August 10, 2022

FISCAL IMPACT SUMMARY			
COSTS	<i>Budget Neutral</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: During design & construction billing by DOT</i>
SOURCE	<i>Fee Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> <input type="checkbox"/> <i>Debt</i> <input type="checkbox"/> <i>Funds on Hand</i> <input type="checkbox"/> <i>Interfund Loan</i> <input type="checkbox"/>		

RESOLUTION

WHEREAS, 18th Street is a two-lane urban roadway with on-street parking; and

WHEREAS, the existing pavement has deteriorated and is reaching the end of its service life, and the existing crosswalk curb ramps do not meet current Americans with Disabilities Act (ADA) Standards; and

WHEREAS, the proposed project includes replacement of the existing pavement, upgrades of crosswalk curb ramps, complete curb and gutter replacement in spot locations, and storm sewer repairs; and

WHEREAS, a State/Municipal agreement between the City and Wisconsin Department of Transportation must be executed; and

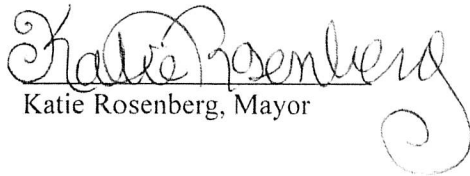
WHEREAS, per the agreement, the City of Wausau has a responsibility to finance 25 percent of the cost of the design, which is estimated at \$58,500; and

WHEREAS, the total project is estimated to be \$3,498,00, of which the City's share is estimated to be \$58,500; and

WHEREAS, the Capital Improvements and Street Maintenance Committee met on July 14, 2022 to review this State/Municipal agreement which details the responsibilities of both the State and Municipality for this project and recommends approval; now therefore

BE IT RESOLVED by the Common Council of the City of Wausau that the appropriate City officials are hereby authorized and directed to execute the attached State/Municipal agreement for the work related to East Wausau Avenue from North 6th Street to North 18th Street.

Approved:


Katie Rosenberg, Mayor

OFFICIAL PROCEEDINGS OF THE WAUSAU COMMON COUNCIL
held on Wednesday, August 10, 2022, in Council Chambers, beginning at 6:30 p.m.,
Mayor Rosenberg presiding.

Roll Call

8/10/2022

Roll Call indicated 10 members present.

<u>District</u>	<u>Aldersperson</u>	<u>Present</u>
1	Lukens, Carol	YES
2	Martens, Michael	YES
3	Kilian, Tom	YES
4	Diny, Doug	<i>NV</i>
5	Gisselman, Gary	YES
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	YES
10	Larson, Lou	YES
11	Henke, Chad	YES

Proclamations:

Mayor Rosenberg proclaimed **September 2022** as **Ovarian Cancer Awareness Month** in the City of Wausau and commended the observance to all citizens

Presentations: City of Wausau Strategic Plan Presentation - BerryDunn

Michelle Kennedy, BerryDunn, presented a PowerPoint on the Strategic Plan, followed by Council discussion.

Presentation can be viewed online at: <https://www.youtube.com/watch?v=0PVISG7P0po>

A hard copy of the PowerPoint is also available in the online Council packet, pages 6 - 25:

https://www.ci.wausau.wi.us/Portals/0/Departments/Council/Archives/Council/Council/2022/COUN_20220810_Packet.pdf

Public Comment: Pre-registered citizens for matters appearing on the agenda

None.

Consent Agenda

8/10/2022

Motion by Watson, second by Herbst to adopt all the items on the Consent Agenda as follows:

22-0701 Minutes of the previous meeting (7/12/22).

22-0106 Resolution of the Capital Improvements & Street Maintenance Committee Approving Agreement for the Management and Maintenance of a Storm water Facility (Badger Liquor Co. Inc. -9913 Innovation Way)

22-0804 Resolution of the Capital Improvements & Street Maintenance Committee Approving State/Municipal Agreement for East Wausau Avenue from North 6th Street to North 18th Street

21-1105A Resolution of the Finance Committee Approving Grant Agreements for the Neighborhood Investment Fund Grant Program for the Community Partners Campus project in the amount of \$1,500,000

21-1105B Resolution of the Finance Committee Approving Grant Agreements for the Neighborhood Investment Fund Grant program for the Gorman & Company -- Westside Battery Redevelopment project in the amount of \$1,750,000

21-0811 Resolution of the Finance Committee Approving Advance Ordering of 2023 Vehicles and Equipment

22-0108 Resolution of the Public Health & Safety Committee Approving or Denying Various Licenses as Indicated

12-0607 Ordinance of the Public Health & Safety Committee Amending Section 8.08.120 Number of dogs and cats limited.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

22-0803

8/10/2022

Motion by Henke, second by Lukens to confirm the Mayor’s Appointment of John Wagnman to the Community Development Authority.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

22- 0105

8/10/2022

Motion by Rasmussen, second by Henke to adopt the Resolution from the Economic Development Committee Advancing the Proposal from S.C. Swiderski for a mixed-use development in the north zone of the Riverlife District at approximately 1200 N. River Drive, including Lots 6, 7, and 8.

Jacqui McElroy, Director of Business Development and Kortni Wolf, Business Development Manager at S.C. Swiderski, presented on the project. *It can be viewed online at:* <https://www.youtube.com/watch?v=0PVISG7P0po>

Lisa Rasmussen stated the plan has direct local impact both during and after the construction with the use of a local developer, and prior projects by S.C. Swiderski in the community have all been well received. She liked that the surface parking supports visitors and the retail space, but not so much that it is a waste of land.

Lou Larson questioned if the studio apartments were going to larger than the required 400 square feet. Jacqui McElroy responded the smallest starts at 450 sq ft, but there are actually 16 different floor plans and about five are studios with various sizes. Larson questioned why there were no 3-bedroom and up apartments. McElroy stated they offer a lot of 3-bedroom units in Wausau at our Westwood Estates properties. She explained these units are smaller because at Riverlife they have traditional size units, and we are trying to offer something different.

Larson questioned why there were no financials and shown to be budget neutral. Liz Brodek stated at this point as a concept it is budget neutral. This resolution is to approve authorization for staff to negotiate a development agreement as a preliminary step.

Carol Lukens and Tom Kilian raised concerns about space on riverfront. Gary Gisselman believed the Council had originally envisioned the riverfront to have a small village, some retail, some mixed use and some smaller units. He felt this 6-7 floor building will diminish the riverfront whether you are walking on the river street or even on the trail. He indicated he was opposed to the project because he felt it was too much for the riverfront and that it was denying the citizens greenspace. *Discussion continued.*

Yes Votes: 6 No Votes: 4 Abstain: 0 Not Voting: 1 Result: PASS

<u>District</u>	<u>Aldersperson</u>	<u>Vote</u>
1	Lukens, Carol	YES
2	Martens, Michael	YES
3	Kilian, Tom	NO
4	Diny, Doug	<i>NV</i>
5	Gisselman, Gary	NO
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	NO
10	Larson, Lou	NO
11	Henke, Chad	YES

15-0709

8/10/2022

Motion by Watson, second by Rasmussen to adopt the Resolution from the Economic Development Committee Approving Assumption of TIF #6 loan to Wausau World Market LLC by 4 Star Market located at 828 South Third Avenue.

Yes Votes: 9 No Votes: 1 Abstain: 0 Not Voting: 1 Result: PASS

<u>District</u>	<u>Aldersperson</u>	<u>Vote</u>
1	Lukens, Carol	YES
2	Martens, Michael	YES
3	Kilian, Tom	YES
4	Diny, Doug	<i>NV</i>
5	Gisselman, Gary	YES
6	McElhaney, Becky	YES

7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	NO
10	Larson, Lou	YES
11	Henke, Chad	YES

22-0806

8/10/2022

Motion by Lukens, second by Watson to adopt the Resolution from the Finance Committee Approving contract with Granicus, LLC for website design and hosting services.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

21-1109A

8/10/2022

Motion by Martens, second by Larson to adopt the Resolution from the Finance Committee Approving Modification of the 2022 Budget for the Torney Avenue Project.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

21-1109B

8/10/2022

Motion by Rasmussen, second by Watson to adopt the Resolution from the Finance Committee Approving Modification of the 2022 Budget for Parking Ramp Capital Repairs and Improvements.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

19-0921 Table

8/10/2022

Motion by Watson, second by Herbst to table the Resolution from the Plan Commission Amending the General Development Plan at 301 & 411 Washington Street to allow for a mixed-use development with underground parking, commercial on the first floor and apartments above, in a PUD, Planned Unit Development Zoning District – until the development agreement is ready to be considered.

Liz Brodek explained they felt it would be best for the development agreement and the general development plan to go forward together. There was some confusion both on Council and in the community about where this is going. It is the recommendation of staff that this be tabled for further consideration when the development agreement is ready to go and all the financials are put together.

Lisa Rasmussen questioned if they tabled it, how confident were they to meet the statutory 60-day obligation by then. Brodek it just needed to be put on the Council agenda within the 60 days and then it could be tabled to allow the development agreement to come together in a longer time span. She indicated she anticipated being able to bring it back to Council next month.

Vote to Table:

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

22-0805

8/10/2022

Motion by Watson, second by Henke to adopt the Ordinance from the Plan Commission Rezoning 601 North 12th Street and 602 North 13th Street from SR-5, Single Family Residential-5 Zoning District to I, Institutional Zoning District.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

22-0705

8/10/2022

Motion by Herbst, second by Watson to adopt the Ordinance from the Plan Commission Rezoning 520 North 1st Avenue from TF-10, Two Flat Residential-10 Zoning District to UMU, Urban Mixed-Use Zoning District.

Gary Gisselman questioned this change because he felt they were starting to blend into the business part of North 1st Avenue from Bridge Street, and he was worried about the deterioration and/or potential deterioration of moving south on 1st from Bridge Street. He felt they had to be careful of our neighborhoods.

Yes Votes: 6 No Votes: 4 Abstain: 0 Not Voting: 1 Result: PASS

<u>District</u>	<u>Aldersperson</u>	<u>Vote</u>
1	Lukens, Carol	YES
2	Martens, Michael	NO
3	Kilian, Tom	YES

4	Diny, Doug	<i>NI</i>
5	Gisselman, Gary	NO
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	YES
10	Larson, Lou	NO
11	Henke, Chad	NO

Suspend Rules

8/10/2022

Motion by Watson, second by Henke to Suspend Rule 6(B) Filing.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

21-1109C

8/10/2022

Motion by Watson, second by Rasmussen to adopt the Resolution from the Finance Committee Approving Modification of the 2022 Budget for Riverside Park Preliminary Remediation Work.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

07-0306

8/10/2022

Motion by McElhaney, second by Herbst to adopt the Resolution from the Human Resource Committee Approving bargaining agreement between the City of Wausau and Amalgamated Transit Union for July 1, 2022 - June 30, 2024.

Yes Votes: 10 No Votes: 0 Not Voting: 1 Result: PASS

Public Comment or Suggestions

None

Adjournment

8/10/2022

Motion by Watson, second by Henke to adjourn the meeting. Motion carried unanimously. Meeting adjourned at 8:33 pm.

Katie Rosenberg, Mayor
Kaitlyn Bernarde, City Clerk

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: July 14, 2022, at 5:15 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Niksich, Cord Buckner, Dustin Kraege, Lori Wunsch

Discussion and possible action on State/Municipal Agreement regarding East Wausau Avenue from North 6th Street to North 18th Street

Rasmussen moved to approve. Seconded by Gisselman.

Larson asked when this project would be completed. Wesolowski said it is on the State's 7-year program. Typically, it takes a minimum of 3 years by the time a consultant is selected and design completed. Larson said the street needs it. Wesolowski feels this is good news as staff has been requesting this for a while and the State finally agreed. This is the street Wesolowski gets the most complaints about.

Larson questioned the \$58,500 for design costs and thought this was taken care of by the State. Wesolowski explained all construction costs are covered by the State, other than sewer and water. Typically, the City is responsible for 25% of engineering costs for connecting highways. Larson asked if sewer and water costs would come back at a future date for funding. Wesolowski responded that sewer and water costs would be included in a future budget.

Diny asked if sewer and water replacement is a given or if the road work could be done without it. Per Lindman, when we know the year construction will take place, sewer and water will be budgeted for within the utility. The utilities do need to be replaced.

Gisselman has been hearing complaints about this road and feels the district will be glad to hear it is on the horizon. He questioned why it stops at 6th Street. Wesolowski indicated that 5th Street is newer concrete pavement and in good shape. Gisselman has also received complaints about the island in front of Athletic Park.

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

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Discussion and possible action on installation of sidewalk and street lighting on STH 52 (East Wausau Avenue) from 6th Street to 18th Street

BACKGROUND

STH 52 (East Wausau Avenue) from 6th Street to 18th Street is scheduled for reconstruction in 2029. Because this is a connecting highway, the Wisconsin Department of Transportation (WDOT) is responsible for leading the design and for the reconstruction costs associated with the roadway. The City of Wausau has signed a State Municipal Agreement (SMA) with the State for this project. (Attached)

Other considerations:

New Lighting

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

Sidewalk Extension

- 80/20 (State/Local) cost share for new sidewalk from 13th Street to 18th Street.
- Does not include base aggregate course under the sidewalk (this has not been City standard previously; if you add base aggregate course, some cost would be added.)
- **Current City cost share including E&C is estimated at \$19,500 for added sidewalk (north side) from 13th Street to 18th Street.**

FISCAL IMPACT

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

STAFF RECOMMENDATION

Engineering staff has the following recommendations:

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

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

Staff contact: Allen Wesolowski 715-261-6762



**STATE/MUNICIPAL
FINANCIAL
AGREEMENT**

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

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

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

NEEDS AND ESTIMATE SUMMARY:

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

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

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


TABLE 1: SUMMARY OF COSTS

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

¹Estimates include construction engineering

²See number 8 of Terms and Conditions

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

Signed for and in behalf of the city of Wausau (please sign in blue ink)	
Name (print) Katie Rosenberg	Title Mayor
Signature 	Date 11 Aug. 2022
Signed for and in behalf of the State (please sign in blue ink)	
Name Michael B. Wendt	Title WisDOT North Central Region Planning Chief
Signature Michael B. Wendt	Digitally signed by Michael B. Wendt Date: 2022.08.31 09:17:38 -05'00'

TERMS AND CONDITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Agenda Item No.

8

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Discussion on additional streets for asphalt overlay in 2025

BACKGROUND

Staff has prepared the attached spreadsheet and map to show what streets are proposed for additional asphalt overlay this year.

FISCAL IMPACT

Council approved using \$250,000 in savings from winter maintenance to be used for asphalt overlay. From the spreadsheet, the recommended streets would utilize approximately \$240,000 in asphalt purchased by DPW from local plants. The approximately \$32,000 in milling cost would be competitively bid out. DPW does not have a milling machine to perform this work. These funds would come from the existing \$600,000 asphalt overlay budget.

STAFF RECOMMENDATION

Staff recommends the streets listed in the attached spreadsheet be overlaid with the additional funding.

Staff contact: Allen Wesolowski 715-261-6762

2025 Additional Asphalt Street Paving

Staff Recommendations

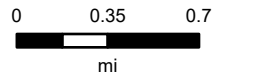
<u>Street</u>	<u>Limits</u>	<u>2023 Rating</u>	<u>Milling</u> SY	<u>Milling Cost</u>	<u>Pulverize</u> SY	<u>Pulverize Cost</u>	<u>Asphalt</u> Ton	<u>Asphalt Cost</u>	<u>Total Cost</u>	<u>Comments</u>
13th Street	Nina - Sell	4	6300	\$ 10,080.00	0	\$ -	640	\$ 41,600.00	\$ 51,680.00	Partial Depth Mill and Overlay
Woodland Ridge	Pine Cone - East Dead End	5	5800	\$ 9,280.00	0	\$ -	850	\$ 55,250.00	\$ 64,530.00	Partial Depth Mill and Overlay
Parcher Street	10th Street - 13th Street	3	4800	\$ 7,680.00	0	\$ -	480	\$ 31,200.00	\$ 38,880.00	Partial Depth Mill and Overlay
West Union Ave	7th Ave - 10th Ave	3	2900	\$ 4,640.00	0	\$ -	300	\$ 19,500.00	\$ 24,140.00	Partial Depth Mill and Overlay
McIntosh Street	13th Street - 17th Street	3	0	\$ -	4900	\$ 14,700.00	850	\$ 55,250.00	\$ 69,950.00	Full Depth Pulverize and Relay, Full Depth Pave
Hamilton Street	5th Street - 6th Street	2	0	\$ -	0	\$ -	260	\$ 16,900.00	\$ 16,900.00	Full Depth Pave after lead service lateral replacement
2nd Ave	Knox - Strowbridge	2	0	\$ -	0	\$ -	300	\$ 19,500.00	\$ 19,500.00	Full Depth Pave after lead service lateral replacement
				\$ 31,680.00		\$ 14,700.00		\$ 239,200.00	\$ 285,580.00	

Other Streets for Consideration

Quaw Street	4th Ave - 10th Ave	3	3400	\$ 5,440.00	0	\$ -	340	\$ 22,100.00	\$ 27,540.00	Partial Depth Mill and Overlay
Knox	3rd Ave - Cherry Street	2	3100	\$ 4,960.00	0	\$ -	320	\$ 20,800.00	\$ 25,760.00	Partial Depth Mill and Overlay
39th Ave	Stewart -North to Dead End	4	0	\$ -	4000	\$ 12,000.00	700	\$ 45,500.00	\$ 57,500.00	Full Depth Pulverize and Relay, Full Depth Pave
Park Boulevard	Flieth - Chellis	4	0	\$ -	4000	\$ 12,000.00	700	\$ 45,500.00	\$ 57,500.00	Full Depth Pulverize and Relay, Full Depth Pave
Garfield Ave	17th Ave - 19th Ave	3	0	\$ -	2400	\$ 7,200.00	420	\$ 27,300.00	\$ 34,500.00	Full Depth Pulverize and Relay, Full Depth Pave

City of Wausau
DPW

Date Printed: 6/23/2025



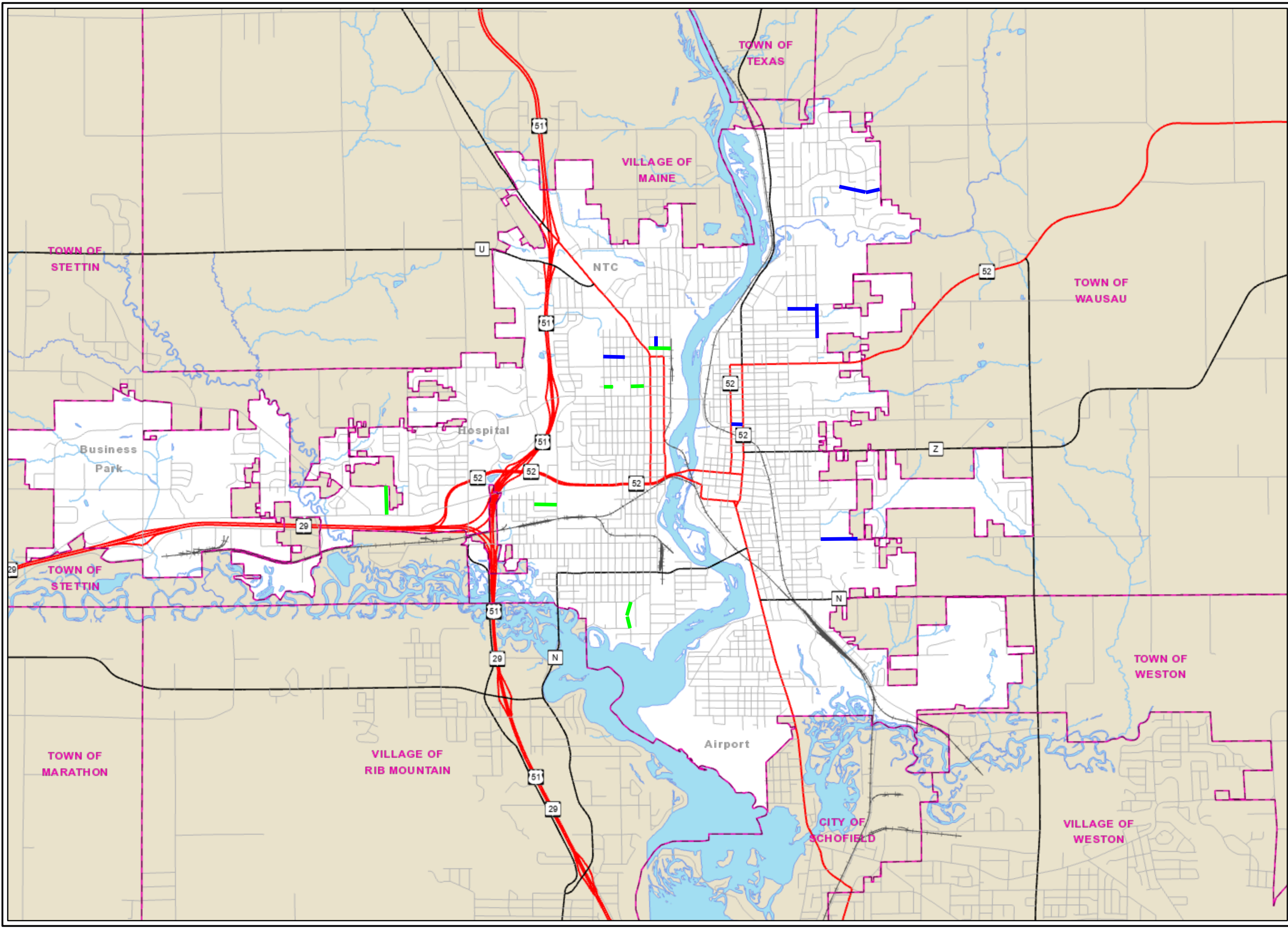
Proposed Streets



Alternate Streets



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



Agenda Item No.

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**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – July 10, 2025**

AGENDA ITEM

Update on 2025 Street Reconstruction Projects

BACKGROUND

Staff will provide an update at the meeting.

FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Update item only.

Staff contact: Allen Wesolowski 715-261-6762



STAFF REPORT

To: Infrastructure and Facilities Committee
Prepared By: Andrew Lynch, AICP
Economic Development Manager
Date: July 3, 2025

Location of Large Lot Parking Facilities for Athletic Park

Included in the packet is a map showing the parking options that City staff are currently working on to fulfill the Development Agreement with the Woodchucks organization. It should be noted that although this agreement is with a private entity, the facilities are for the use of Athletic Park visitors and the public now and in the future.

On the map we have identified two smaller lots close to Athletic Park. One is on the north side of Boileau Field and when paved will hold 30 spaces. The other is on Wausau Ave and will be an ADA exclusive parking lot that will hold 7 spaces. Both will be constructed in 2025. The biggest item in the agreement is the construction of 150 (minus the 37 mentioned above) new paved parking spaces and must be complete by early 2027. A committee decision on the large lot would guide staff to further prepare designs and cost-estimates for 2026 to meet the 2027 deadline.

The remaining 113 spaces could be accommodated in a single large lot. Staff has evaluated options in the area. The Nelson-Miller parcel (B), located north of Athletic Park, has not been viable as the ownership has changed and is still not receptive to staff inquiries. This leaves the former Wausau Chemical site (A) where there is currently a gravel parking lot used by Athletic Park visitors.

Option A is seen as the most viable due to:

- The City owns this land.
- Short walking distance to Athletic Park.
- Current and future road infrastructure would allow car traffic to completely avoid the neighborhood and the area directly in front of the main gate.
- People walking out of the lot would come to Wausau Ave and are not incentivized to cut across the RR tracks.
- Environmental clean-up of the Wausau Chemical building site could take many years and is therefore less desirable for future development.
- EPA has given clearance for this use.
- Other riverfront areas are more suitable for future development.

A committee decision on the large lot would guide staff to further prepare designs and cost-estimates for 2026 to meet the 2027 deadline.



