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

OFFICIAL NOTICE AND AGENDA

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

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

Meeting of the:	**CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU**
Date/Time:	**Thursday, July 14, 2022 at 5:15 p.m.**
Location:	**City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS**
Members:	Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION

1. 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 9, 2022 meeting.

   B. Action on Stormwater Maintenance Agreement with Badger Liquor Co. Inc. at 9913 Innovation Way.

2. Discussion and possible action on State/Municipal Agreement regarding East Wausau Avenue from North 6th Street to North 18th Street.
3. Discussion and possible action on extension of Kickbusch Street to Washington Street and entering into a development agreement with Wausau School District.
4. Discussion and possible action on roadway width of Bugbee Avenue.
5. Discussion and update on DPW Fleet Maintenance Shop site.
6. Construction update for 2022 projects.

   Adjournment

   LOU LARSON - Committee Chair

Members of the public who do not wish to appear in person may view the meeting live over the internet, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at https://tinyurl.com/WausauCityCouncil. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@ci.wausau.wi.us with “CISM public comment” in the subject line prior to the meeting start. All public comment, either by email or in person, if agendized, 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 07/06/22 @ 1:00 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

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

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

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: June 9, 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: Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso, Dustin Kraege, Andrew Lynch
By WebEx: Cord Buckner, Norman Barrientos – Barrientos Design, John Dempsey – Toole Design

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 Larson called the meeting to order.

Approval of minutes of the May 12, 2022 meeting

Diny moved to approve the minutes of the May 12th meeting. Henke seconded and the motion carried unanimously 5-0.

Public Hearing: Vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane

Jim Dommisse, 3317 Polzer Drive, is not in favor of the vacation as it will move the lot line within 5' of the corner of his house and would give the neighbor leeway to encroach. It has been a public access area and has not hurt anything. He does not see the need for a change. He would hardly be able to walk on that side of his house without being on someone else's property. When the time comes to sell his house, he would be concerned a buyer would not want the property with a lot line next to the corner of the house.

Gene Storch, 3311 Polzer Drive, explained this came about when they had a survey done last year. They wanted to put a fence up. They thought the walkway should have been absolved 30 years ago as all the other walkways in the area have been. He does not know where Dommisse's lot line would be. Storch would not like a lot line 5' from his house either. This is the only walkway in this area that has not been vacated.

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

Discussion and possible action on vacating and discontinuing the public walkway abutting 3317 Polzer Drive, 3311 Polzer Drive, 3312 Wildwood Lane, and 3318 Wildwood Lane

Rasmussen asked if half of the walkway would go to each property owner or if the entire piece would go to 3311 Polzer. Wesolowski spoke with the City Surveyor and it was all part of the same plat. He believes 5' would go to each side. Regarding Dommisse's concern, he would actually gain 5' of property and his property line would move 5' further from his house.

Wesolowski explained that as it exists today, there is 10' of right-of-way between the properties to build a walking path between Polzer and Wildwood. There are no plans to develop that walking path. The petitioner asked if it could be vacated so he could put up a fence 5' further away from his house. Diny asked if there was a setback for a fence. Wesolowski does not know where the lot lines lay; the property would have to be surveyed.

Rasmussen said there is right-of-way on the map, but when you go out there it just looks like two yards that come together. There has never been any construction of a walkway. If each party gains 5', both yards get bigger.

Dommisse originally signed the petition but didn't realize until it was surveyed how close it was going to be. Storch's fence could be 6' away from his house and he would rather not have that. The way the neighborhood was laid out is messed up. There is another house 3 houses down that has a lot line that runs within 2' from his house. After it was surveyed, both neighbors had to move their sheds. Sooner or later he will have to sell the

house and he is concerned about being able to sell his property. The open space hasn't bothered anyone for 50 years.

If the area is not vacated, Gisselman asked if 10' was the closest the neighbor's fence could be. Lindman indicated that fencing can go up to the property line per zoning. Discussion followed.

Rasmussen asked if the goal of this was to gain a larger lot. Storch said they wanted to know where they could put a fence as they have a lot of pine trees. If they cannot put the fence out further, they would have to take a lot of pines down.

Barb Storch, 3311 Polzer Drive, explained they had their lot surveyed and put up a fence on the east side and back side of the property. As they are saving money, they want to put a fence on the west side. They knew there was a public walkway there as her parents built the house in 74 and bought the land before that. They just want to know if it can be vacated so they can put the fence up.

Henke said if the vacation is denied, they could still put a fence up at the property line. The City could eventually come back through and put a sidewalk in that would be 1' away from his property.

Per Rasmussen, if this public land was not reserved and it didn't exist, a fence could go up on the western lot line. When looking at the aerial photo, she believes trees would have to come down either way. Whether the trees between them leave or a fence goes up, she feels there will be an impact between the neighbors. All of the neighbors, except one now, have signed the petition. It is up to the committee to decide what is best. Larson believes they also have to look at what value it is to the City if kept. The petition is signed and we should act in the best interest of the citizens. Rasmussen added that if 3 of the 4 property owners want it vacated and we deny it, we are not serving those neighbors either.

Diny asked if there was a foreseeable value to keep the right-of-way. Lindman replied no and noted there are no plans for the area. Gisselman said in developments it has been a policy to get some land in return or payment in leu of that.

Rasmussen noted a similar area by Wausau West. There are long blocks and without going all the way to the end and around, there is no good way to get through. In some of these long blocks, they put in little walkways to go across without having to go 3 blocks out of your way. That might have been the thought in this case. If it is not going to be built or serve anyone, it would not behoove the City to hold onto it.

Henke moved to approve the vacation. Seconded by Rasmussen. Motion carried 4-1 with Diny the dissenting vote.

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

This item was taken out of agenda order.

Wesolowski stated he and the Mayor met with the Town of Wausau regarding the condition of 25th Street. The City limits border 25th Street. There is a large apartment complex that exits onto 25th Street. 25th Street is owned and maintained by the Town. It is a crushed red granite gravel road. In the springtime it gets in rough shape. For about a month this spring, the Town closed the road from McIntosh Street to the apartment complex entrance. This required the residents leaving the complex to go south towards Townline. The Town's contention is that the traffic from the apartment complex caused the road to become impassable. The Town is requesting the City work with them or support them in a grant application. Wesolowski drove the road yesterday and it is starting to heal up. The road is open again. It is not in great condition but is better than it was in spring. He feels it will be fine for the rest of summer and winter. It really is in spring when it breaks up.

Larson asked if the apartment buildings are in the City or Town. Wesolowski replied they are in the City; the Town owns the road. The Town gets the road mileage, and they are the responsible maintaining authority.

Rasmussen indicated this was a problem back when Jim Riehle was the Town Chairman. The apartment building did bring the brunt of the traffic, but it is right where the City meets the Town. The requests in their letter are valid. She can understand their concern about paying for a road and having it annexed later. Since the City is unable to apply for bipartisan infrastructure aid on a Township road, it would be appropriate for the City to encourage the Town to apply. She feels the City should offer a letter of support for their application. If the State or County are making the decisions on disbursing funds, it may help showing we are collaborating. If they do not get the grant, maybe we can work on a compromise and find a workable solution.

Lindman said we are absolutely supportive of it, but they need to take the lead as they are the responsible party for the road. If they apply for grant money, we can write a letter of support. If they do receive grant money, they could come back with another ask for a cost share. Rasmussen agrees as this has been a concern for them ever since the apartment building went up. Larson also agrees and noted that it is not our road, but since we use it we could offer support and go from there.

The committee agreed by census to have staff provide a letter of support. Wesolowski will contact the Town and let them know our support and provide a letter if needed.

Wesolowski added that there is a gate on the other side of the apartment complex that goes out to Buteo Cove. The Town requested that to be opened up to alleviate traffic onto 25th Street. The owners of the complex did open the gate when 25th Street was closed. He did not hear any complaints from residents on Buteo Cove or 21st Street. The gate is again closed now that the road is back open. He feels we can work with the apartment owner to open the gate if it does become an issue again.

Presentation on Fleet Maintenance Shop – Barrientos Design

Lindman noted the process of planning for a new fleet maintenance shop began in 2018. Norman Barrientos was hired to assist with that planning. Staff worked with them for about 1½ years and came up with some concepts. The City moved in another direction by having a fleet study done to provide a broader view on motorpool needs for fleet and staffing. That came back in 2021. With those recommendations, staff again worked with Barrientos on planning. Options were presented to Finance. Feedback was received to look City-wide for different properties.

The entire presentation can be viewed at https://www.youtube.com/watch?v=oMaCT4sosRU.

Kraege feels all the studies that have been done show a desperate need for this facility. They have grossly outgrown the current space. We are looking for direction on how to move forward and input on what would be in the best interest of the City. From his department's perspective, there are three things important to them when looking at a site. One is to try and stick as close as possible to the optimal site plan. Sticking to that increases efficiencies and makes everything they do that much easier and that much more work can get done. Another consideration would be room to expand. We have outgrown the current site. When you build on a site, one should plan to be there for at least 50 years. He assumes in that amount of time we will have more streets and more equipment. There is a need to plan for the future. The final thing to consider is continuity of service. It would be a huge benefit in having a site to build and move in when ready with no interruption in service.

Larson urged new committee members to tour the current facility to view the dire need. Larson does not like site 1 as it would move people out of their homes. He does not like the idea of Cleveland Avenue being mentioned because it is a contaminated site. He feels it would be beneficial to get the heavy truck traffic from DPW off the neighborhood streets. Larson likes the West Street location as there is room to grow. When growth would occur there, it would get rid of one of the most blighted areas in the City. This site is also centrally located. The site on Westwood Drive would cost more per vehicle to get equipment where it needs to be. He noted that the County has already been at the West Street location so the street is already strong enough to handle the traffic.

Diny asked if all three options are considered viable for DPW. Kraege stated the current site is viable but not optimal. We are there now so we can make it work, but there would be severe restrictions on how we get things

done. If Kraege had to pick, he would choose the 3rd option as it has a larger area. There would be drawbacks with being further from the center of the City, but it gives room to grow.

Diny does feel the 3rd option looks like the nicest option but questioned if costs between the options has been determined. His inclination would be to try to find the most economical route. Barrientos stated the Westwood site would be the easiest to develop but may have a high cost to purchase the land. He believes the West Street site would have a lot of demolition and probably has some contamination. He does not know how much the County would ask for the property. With the Myron site we would have to deal with flood water and stormwater issues. The building costs are about the same; probably a little less on West Street as we would try to use some of the existing buildings.

Rasmussen stated that this project has ballooned to $31 million. It didn't start out at $31 million until we started to talk about picking up the entire facility and moving it somewhere else. The original plan started with leaving the office, the salt shed and other things where they are today and remodeling them. Then building a fleet facility on a secondary site as those two things could operate separately. She believes the project started out with a cost between $8 and $10 million, not $31 million. As a City we are hypersensitive to debt; we cannot afford to borrow $31 million on a 20-year bond to build a facility. So often we ask ourselves, what would you build if the money didn't matter, and then you back into what you can afford. We need to do that here. The property on Westwood Drive was never meant to be a public facility that pays zero in property tax. That area is prime commercial development. Even though the Westwood site would be easy to build on, from an economic development and urban planning standpoint it is a terrible idea. She feels the only way to get away from a $31 million price tag, is to split the site as was first talked about. A combination of West Street for the fleet facility with other aspects staying at Myron may be what needs to happen. We have been stringing them along for 3 years trying to find the perfect plan. There is frustration on part of the crew who has to work in the existing facility knowing that any decision made is probably two years away due to planning, design, and phased construction. She feels that Westwood Drive needs to come off the table. Originally when 1300 Cleveland was looked at, it was assuming the site would have DNR closure and the facility would be built to current standards for things like oil and gas spills. However, Council decided to remove 1300 Cleveland from the discussion. We need to have a discussion about another site for the fleet part so we can get the price tag back down to a reasonable level. We should not assume that the price tag has to be $31 million.

Larson asked for clarification regarding the West Street site as it was listed as City-owned in the packet. Lindman said it is County owned. The challenge with West Street is that the County may not be ready to move from the site for a couple of years. We do not have City-owned property that is large enough to build a fleet facility. Anywhere that we go, we will have to purchase property. The direction Lindman is getting from the committee is to look for a site for the fleet maintenance facility alone with a potential of renovating the exiting location. Staff can work towards that but the challenge is finding the property and the timeline.

Gisselman said Marathon County is looking at a new plan for Marathon Park. The West Street site houses the Park Department and the Highway Department. This area south of Marathon Park may be part of a larger plan for the County. He asked how many acres would be needed for a fleet facility. Barrientos replied 7 acres. Thinking of City-owned properties, Gisselman noted the land on Wausau Avenue at 3rd Street. He agrees we need to save money.

Rasmussen asked why the International Drive site scored 22. While Business Campus land is also prime development, it may be easier to find 10 acres out there than to purchase 10 acres from a private owner. Lindman explained it was more location as that property is so far west. There would be a lot of additional miles driven from that location versus center of the City. Lindman has had conversations with the Park Department. They too want to stay in the City to be more centrally located. Polley has been interested in partnering and she was interested in the West Street site. She has provided that information to whoever is developing their West Side Masterplan. Lindman hopes that draft is done soon. Having shared costs with Parks would be a benefit. The Highway Department wants to move out to the Village of Maine. Being located outside of the City would not work for DPW.

Rasmussen said we are years away from anything happening on West Street. If we had 8 acres in the Business Campus that was awkwardly shaped or not necessarily useful for other commercial purposes, we could build there anytime and still cut the price tag. She feels that is something we should be talking about.

If we do not have some relative understanding of what the cost would be between the 11 sites, Diny is reluctant to sign onto any. It seems to him a small parcel in the Business Campus would be a lot easier to make happen quickly and not as expensive. Larson noted the added costs of traveling back and forth and wear and tear on equipment. Rasmussen said they travel to certain points of the City no matter what. Regardless of where the garage is, you will always have some expense for fuel and wear and tear. Rasmussen feels that expense compounded over time would not exceed a $31 million price tag. Larson still feels a site closer is needed to keep operation costs down.

Gisselman feels the facilities have to be separate and we have to be more diligent in finding a spot. Larson believes the West Street site would be very appropriate but who knows if it would be cost effective. He does not know how the Iron Works building gets by existing without the City enforcing inspection laws. That block is a mess; if we can clean it up by putting a facility there it would be a plus for the City. If we could keep part of the facility on Myron Street, it would allow for room for expansion should the Utility need it. If it will be a couple of years before the County moved from West Street, Larson indicated we could start at the Iron Works building and work west. Rasmussen thought that was a good idea and added that at one point the National Guard Armory wanted to move from 17th and Sherman to Highway K. That did not get off the ground. Maybe we need to look a little deeper in that area. Discussion followed on focusing on the West Street area.

Staff will narrow their focus on the planning side, get some concepts together, and may reach out to some of the property owners along West Street.

Presentation on downtown redevelopment street concepts – Toole Design

The entire presentation can be viewed at https://www.youtube.com/watch?v=oMaCT4sosRU.

Diny questioned the design of flush streets. Dempsey stated that Toole has designed several flush streets. In these illustrations they did a valley gutter treatment with everything pitched to the center. This is still mountable with wheeled devices where people can easily traverse across yet deep enough that it will carry water safely across the surfaces.

Gisselman worries about bicycles being in the travel lanes and questioned why there would not be a bike path separate from the travel lane. In Dempsey's experience, when designed correctly the flush street design drastically reduces motor vehicle speeds. Less than 20 MPH is the design preference. With that design speed, it is really comfortable for most bike users to share the road. Gissleman noted the bicyclers tend to use the sidewalks rather than dealing with traffic. This is an issue, especially on 3rd Street.

Per Rasmussen, when we initially started to look at this flush street design, we talked about the conflict between vehicles, pedestrians and bikes. She believes part of that resolved when we set the right-of-way at 78', which is much wider than other downtown streets. Bikes and cars are supposed to share the roadway on other downtown streets. The blocks are short enough that there is not enough distance to get a head of stream, there are traffic calming measures, and parking on both sides. The thought is with the low speed they could coexist, much like they coexist on 3rd Street and 4th Street. There are bicyclists that take the sidewalk; however we have ordinances against bikes and skateboards on the sidewalks.

Henke also noted the ordinances and stated there are bike lanes downtown. He loves the overall design and can already see different organizations wanting to shut down the streets for a weekend event. Without having a curb, it makes the whole area more walkable and usable for events.

Larson also believes there should be an area for bicyclists. If nothing else, have lines painted. He noted that Thomas Street is only 25 MPH and yet there is a bicycle lane. With the downtown as popular as it is, he thinks there should be some space for bicyclists, whether they use it or not.

Wesolowski stated this was discussed with the previous committee and it was decided not to put bike lanes. It was agreed that this is a slow-moving street and it was felt that bikes would mingle in with the slow moving traffic. Also, 3rd Street and Washington Street will not have bike lanes.

Lynch stated his previous job was working for Marathon County in the Wausau MPO as a Transportation Planner. There he had the opportunity to focus on bicycle and pedestrian planning. He is very familiar with the issues brought up. It comes down to an issue of comfort. On Thomas Street there is a bike lane. By all standards it is adequate, but you'll still get plenty of bicyclists that are on the sidewalk. The downtown streets have relatively slow traffic but some people still choose to go on the sidewalk. With the flush street design slowing down the car traffic, it raises the comfort level enough that it makes it more likely cyclists would feel comfortable in the street. With this design he would take his teenage kids on the downtown streets. It is a matter of experience and comfort and how the area is presented. Toole Design is well known nationally and we have to lean towards their expertise on this.

Larson asked what the anticipated speed zones would be for downtown. Dempsey is not sure what the posted speed limit is today, but with a flush street design speeds could be under 20 MPH. With that and the short blocks, the level of comfort of sharing the road goes up. Rasmussen said we set the speed limit on local streets. When the mall first opened, 3rd Street was set for 15 MPH. No one went 15 MPH and it became 25. In spite of that increase, it does take a bit to get to 25 MPH between blocks. Even with that we still haven't seen a substantial amount of conflict between cars and bicycles on the 3rd Street corridor. These streets will be wider than existing. We don't see a lot of people speeding through there because there are so many opportunities to stop in the short blocks. Larson lives on a short street and yesterday he saw two people speeding down his 25 MPH street.

Henke asked if the slight curves in the road are for speed control. Dempsey replied some are due to site restraints but any kind of curve will slow vehicle traffic. Lindman added that the amount of activity will slow traffic. This will be a little better as with parallel parking people will not be backing out into traffic. With the combination of pedestrians and activity, traffic will move slow. Diny concurs. He likes the design and layout and feels it will slow traffic down. He just spent a couple of weeks in Maryland. The traffic density is a lot higher, but in the downtown area they had mixed bicycle and car traffic. It naturally goes slow. He supports this without additional widths for bicycles.

Gisselman said we do not know what this neighborhood will look like in two years and do not know what kind of traffic there will be. He wondered if it was too early for this type of design. Lindman stated we are trying to run parallel with proposed developments. There is supposed to be mixed use on the first floor for the first block and possibly the second block. We are trying to narrow in on a concept so that we are ready to establish design as we move forward to the final plat and different developments.

When we envisioned mixed use in the initial design plan, Rasmussen said it was small business type mixed use. It was not any high density high volume that would require a volume of surface parking. Our goal is to make it more walkable.

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

Wesolowski indicated that part of this came from the downtown study. The plan adopted recommended changing Forest Street, 1st Street and 5th Street to two-way traffic around the downtown redevelopment of the mall. The only way to do that would be to get STH 52 and Business 51 out of the downtown area. Staff has been working with the DOT. They also have interest in getting STH 52 and Business Hwy 51 out of the downtown.

If you are on the west end of town, STH 52 comes off the highway, down 52 Parkway, down Stewart Ave, to 1st Street and Forest Street around the former mall site, up 6th Street to East Wausau Avenue. STH 52 is cumbersome as it separates on two different one-ways. Business 51 starts on the north end of town by Fleet Farm. It utilizes 3rd Avenue for southbound and 1st Avenue for northbound. It also follows 1st Street and Forest Street, then to Grand Avenue.

If rerouted, STH 52 would go across the WI River on Bridge Street, and utilize 5th Street and 6th Street to get to East Wausau Avenue. Business 51 is proposed to utilize 1st and 3rd Avenues to Thomas Street to Grand Avenue. The first step would be to complete a traffic study. The traffic study would identify if Bridge Street could handle STH 52 traffic and if more people would utilize Bridge Street. Regarding Business 51, the study would look at if 1st and 3rd Avenues and Thomas Street would handle the Business 51 traffic. If that came back favorable, an environmental study would be done to determine if there would be any negative environmental impacts. It is not environmental as in pollution or contamination; its environmental regarding impacts to residents.

There would be economic impacts to this. The City gets higher money for connecting highway road miles. If we have less road miles, the City would get less money. There are also impacts with the bridges. The City now owns Bridge Street Bridge. The current proposal would be for the DOT to take over Bridge Street Bridge. The proposal does not have the connecting highways on the bridges across Stewart Avenue. The current proposal would have the DOT still owning those bridges. Therefore, if those bridges need to get reconstructed, the State would pick up that cost. It would be a big advantage to have the DOT own Bridge Street Bridge. If that ever had to be reconstructed, it could cost $20 to $30 million dollars.

When a connecting highway is reconstructed, the DOT pays for it. However, it is tough to get the DOT to reconstruct streets. We can apply for STP Urban funding to reconstruct connecting highways. So it gives us more flexibility to apply for funding. The DOT would like to go ahead and do a traffic study, which they would fund 100%. That is estimated at $150,000. Staff is looking for the committee to support moving ahead with the study.

Diny moved to move forward with the study. Seconded by Rasmussen.

Rasmussen feels the STH 52 reroute makes complete sense. Regarding Business 51, she noted the amount of debate regarding a two-lane bridge versus a four-lane on Thomas Street. When it is someday rebuilt, it may encourage the DOT to build a four-lane bridge. However, we have now built two-lane infrastructure on the west side. Also, 1st and 3rd Avenues between Thomas and Stewart are residential neighborhoods. We just rebuilt 1st Avenue as one really wide lane to mitigate conflict between large trucks, pedestrians, and bicycles. It has been working, but questioned where that leaves us if we funnel a bunch more traffic there. She does not want to be too quick to buy into this idea. We may have created some pinch points with what we did south of Stewart Avenue.

Larson agrees. He said he was the first one to be critical of 1st Avenue going to one lane, but it works and works well. He is all for going forward with the study to see what it brings.

Gisselman is concerned about Thomas Street and asked why we couldn't send Business 51 up 6th Street to Bridge Street. Wesolowski indicated the traffic study will look at whether the existing roads can handle the traffic. When 52 downtown was rerouted to Scott Street, the traffic study found rerouting made very little difference. He does not feel it will divert a lot of traffic no matter how it is marked. He doesn't believe most people even see the 51 or 52 signs. One of the alternatives was keeping Business 51 on 5th and 6th Streets but then we run into the triangle by the Courthouse. If that is under State control it would be complicated to install a roundabout for two-way traffic on Forest Street. This seemed to be the most straight forward way to get Business 51 completely out of the triangle and downtown area.

Rasmussen said sometimes we have difficulties working with the DOT. Often when we want things that they are not necessarily ready to do, they say we can do it but will have to pay for it. We have always been reluctant to go it alone. She cannot imagine it would be difficult to get them to approve a roundabout, assuming they didn't pay for it. She asked if that was any more difficult than getting them to reroute this entire system throughout the city. Getting Scott Street changed over from McIndoe took a lot of effort and took two years. She's interested to see the impact of the study because the goal with adding turn lanes to Thomas Street was to calm things down. The last thing we want to do is rebuild that, run a bunch of traffic there, and make things worse.

Larson is not anxious to put more traffic on Thomas Street. He does not want to tear people's homes down to widen a street for a highway. As it is now, traffic is backed up for blocks when Kolbe and Kolbe gets out of work. He is willing support to moving ahead with the study.

There being a motion and second to move forward with study, motion carried unanimously 5-0.

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

Wesolowski explained that with the Bipartisan Infrastructure Law, there were funds available for what is considered 2022 STP Urban Funding. Staff applied through the MPO and the project was funded at 70%. The estimated project cost is $702,487. 70% of that is Federal funding with 30% City funding. The funding was limited and is for a mill and overlay project. It could not involve real estate or sidewalks. This serves Wausau East High School and is a good road to get done. It is a very tight time frame to be bid this fall, awarded late fall and constructed in summer of 2023. Even though it is considered a 2022 project, it would be constructed in 2023. This State Municipal Agreement would get us $484,000 for the project.

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

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

Wesolowski explained the corridor for 28th Avenue is on the Official City Map. We have been working with the County and there was some additional work done by Becher Hoppe to look at a two-lane alternative which would reduce the need for the amount of land on the Official City Map. When Official City Mapping is changed, a public hearing is required.

Larson asked if this was 28th Avenue by the hospital and going north up the hill. Wesolowski confirmed. Larson asked if this was boarded by County owned land and Wesolowski confirmed. Larson asked if it would be possible to receive any wheel tax money from the County to pay for this project.

Rasmussen explained that originally the County came to the City about someday possibly turning the top of the steep hill into a cul-de-sac so the City would have to figure out a path for 28th Avenue. Originally we had enough land mapped for a four-lane road around the steep hill. This came to light when the Achieve Center came in for a permit but could not get it because of the mapping. We still want to reserve our right to someday do something but not as much of it. This is supposed to narrow the area to two-lanes which then would solve Achieve Center's problem of wanting to expand. Even with the smaller right-of-way, we will still have enough room for a street should we ever need one. She noted that we have asked the County before for wheel tax for County roads within the City. We still have not been able to get collaboration even though we all contribute heartily to the wheel tax.

Wesolowski further explained the reason for the change would be to go from a four-lane corridor to a two-lane.

Gisselman moved to approve moving forward with a public hearing. Seconded by Diny.

Gisselman asked if this was being driven by the County. Lindman explained the County is going to abandon their end of the corridor north of Wausau Avenue and so is the Village of Maine. This would preserve our corridor within the City limits. This may not be built for a number of years. We have had calls from homeowners in the area. The County owns land within the City that they had purchased for this corridor. Some people want to buy the land back, some people want to sell other pieces. We have been referring those inquires back to the County. This public hearing would allow us to get public input and feedback.

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

Construction update for 2022 Projects

Project A, which is the reconstruction of Bugbee Avenue and watermain extension along Campus and Burek, is slated to start on Monday of next week. Project B, which is 4th Avenue from Bridge to Knox is also scheduled to start next week with tree clearing. Excavation and temporary watermain will start the following week. 4th Street

by City Hall is also a part of Project B. That is scheduled to start sometime in August or early September. Project C, which is Torney Avenue from Townline Road to McDonald Street, will be bid later this month with construction anticipated to start in August. The 72nd Avenue Trail is expected to bid later this month or early July with construction staring in August.

6th Street from Horseshoe Spring Road to Evergreen has been completed. Asphalt Overlay projects will be starting the end of June. 6th Street from the Courthouse to Scott Street will be milled and overlaid. The intersection of Kent Street and Grand Avenue will also be overlaid. There is an ongoing Sidewalk Replacement Project that will continue over the next month. The Concrete Repair Project is miscellaneous joints getting repaired on several streets throughout the City, which will begin in late August.

Larson mentioned the condition of City Hall and the front sign. He questioned when we would spruce the building up and asked if it should be placed on a future agenda. Lindman said projects that reach $25,000 go to the CIP Committee with Council determining which projects get approved. There are quite a few facility projects that are on CIP. Projects that are less than $25,000 would have to be funded through the operating budget. Facilities do not get approved through CISM.

Based on the timelines and bids, Rasmussen feels we have bitten off a lot of work for late summer. She asked if we are confident work will get done before winter. We always have trouble late season with contractors needing extensions, unforeseen delays and weather. With work starting in August, two-thirds of the summer is gone. Wesolowski said the major projects will be staring next week. We have good contractors and are confident the work will get done.

Gisselman said people will be watching the level of tree removal on 4th Avenue. Tree removal is sensitive to a lot of people in the City. Lindman noted public hearings were held and residents had the ability to ask questions, see the plans, and impacts to their property. Hopefully if they had concerns, they showed up and asked questions. Gisselman added it is not only the residents on the street but others in the City that are concerned with the level of tree destruction. Lindman stated staff is sensitive to this and does not remove trees that we do not have to.

Adjourn

Henke moved to adjourn the meeting. Diny seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:35 p.m.

Agenda Item No.
1B

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM

Action on Stormwater Maintenance Agreement with Badger Liquor Co. Inc. at 9913 Innovation Way

BACKGROUND

Badger Liquor Co. Inc. is proposing to build a distribution center at 9913 Innovation Way. The proposed development will consist of a new building, driveways, parking lot, landscaping, and stormwater facilities. The existing site is currently 4.73 undeveloped acres, and the proposed facilities will total approximately 2.54 impervious acres. The stormwater will be collected and directed to the city owned retention pond via open channel flow to the west.

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

FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends approval of the stormwater maintenance agreement.

Staff contact: TJ Niksich 715-261-6748

Document No.	**AGREEMENT** Document Title

AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 2nd day of June, 2022, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Badger Liquor Co. 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

Recording Area

Name and Return Address
City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN: 219129062630981

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

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.

2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.

3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.

4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.

6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER:

By: Lindsey Pearson, COO

By: _____

CITY OF WAUSAU:

By: _____
Katie Rosenberg, Mayor

By: _____
Kaitlyn Bernarde, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 2nd day of June, 2022, the above-named Lindsey Pearson and _____ of Badger Liquor Co., Inc., to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Amy L. Schingen

AMY L SCHINGEN
Notary Public
State of Wisconsin

Notary Public, Wisconsin
My commission: July 11, 2023

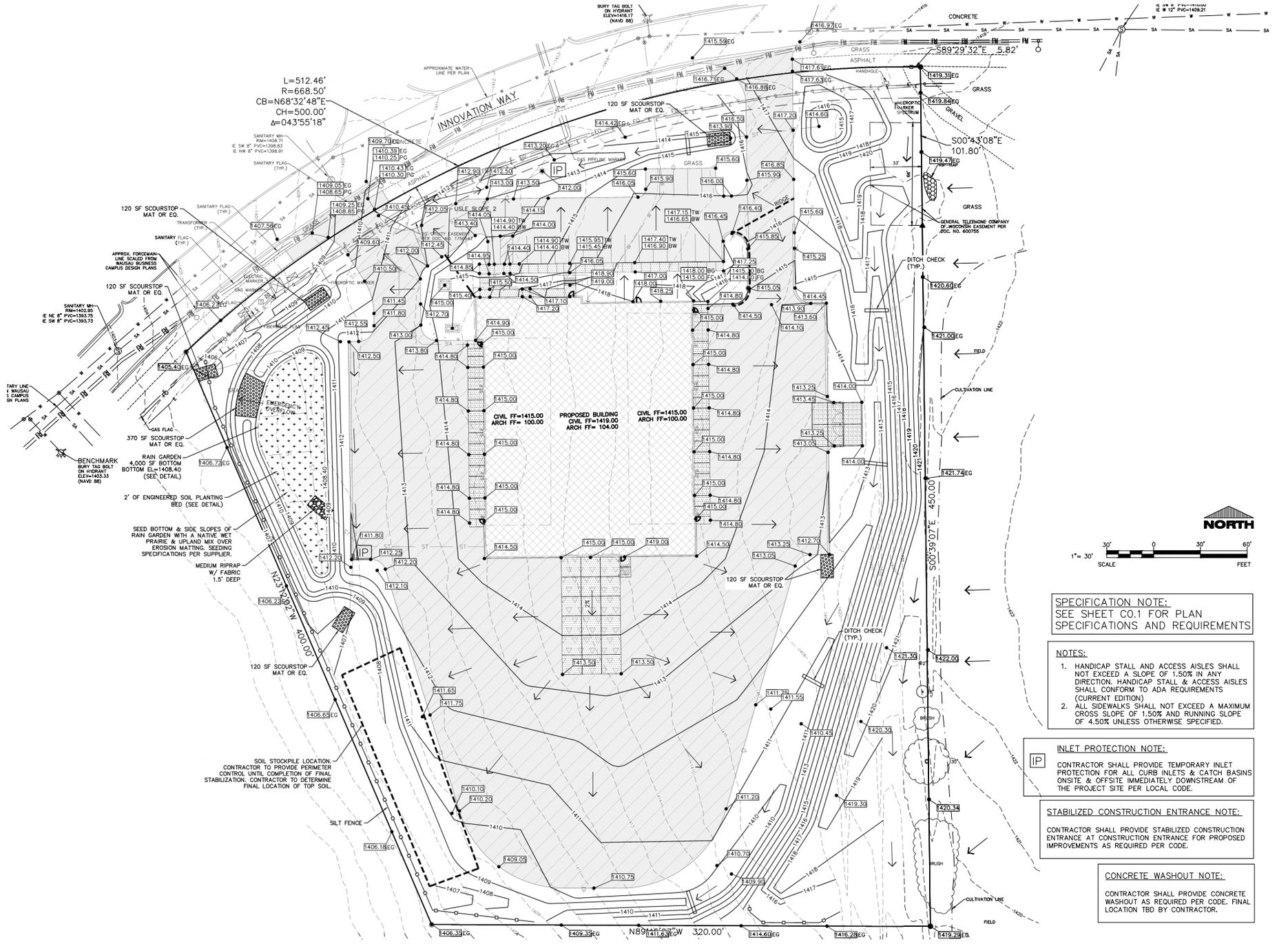
STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20__, the above-named Katie Rosenberg, 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.



SPECIFICATION NOTE:
SEE SHEET C0.1 FOR PLAN SPECIFICATIONS AND REQUIREMENTS

NOTES:

1. HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS (CURRENT EDITION)
2. ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED.

IP INLET PROTECTION NOTE:

CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.

STABILIZED CONSTRUCTION ENTRANCE NOTE:

CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.

CONCRETE WASHOUT NOTE:

CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.

CIVIL GRADING AND EROSION CONTROL PLAN

EXCEL
ARCHITECTS • ENGINEERS • SURVEYORS
Always a Better Plan
100 Camelot Drive
Fond Du Lac, WI 54935
Phone: (920) 926-9800
www.EXCELENGINEER.com

PROJECT INFORMATION

PROPOSED TRANSFER BUILDING FOR:
BADGER LIQUOR WAUSAU
9913 INNOVATION WAY• WAUSAU, WI 54401

PROFESSIONAL SEAL

PRELIMINARY DATES
MAY 18, 2022

NOT FOR CONSTRUCTION

JOB NUMBER
2181820

SHEET NUMBER
EXHIBIT A

2021 © EXCEL ENGINEERING, INC.

EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

Badger Liquor Wausau
9913 Innovation Way
Wausau, WI 54401

SEC 26-29-06 PT OF W 1/2 SW 1/4 - LOT 1 CSM #19168 DOC #1854227

The Land Owner, Badger Liquor Co., Inc., their successors, and assigns, shall inspect and maintain the following structural and/or non-structural storm water treatment measures. Maintenance inspections by the Owner shall take place at a minimum of twice per year, typically spring and fall, following Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed within the storm water facilities depicted in **Exhibit A**.

1. DEBRIS: Removal of trash, debris, and noxious weeds should be done on a regular basis to maintain aesthetics and functionality of the stormwater facilities on the site.
2. STORM SEWER PIPES AND STRUCTURES: Remove accumulated sediment and/or debris from the storm sewer structures, piping, sumps, curb gutters, inlets and outfalls on the site.
3. RIPRAP: Inspect riprap and repair/replace as needed to protect from erosion and maintain function of riprap.
4. MOWING: Mow pond side slopes, swales, and embankments to promote aesthetics and control weed growth and establishment of woody vegetation. Do not allow brush to accumulate or woody vegetation to grow within swales or ponds.
5. SWALES: Maintain free-drainage within the drainage swales on the site. This will likely be accomplished with mowing and debris removal. Repair and ruts, depressions or erosion occurring in the swales.
6. SEDIMENTATION: Remove accumulated sediment from the swales and/or ponds once the sediment interferes with functionality.
7. BIORETENTION PLANTING TREATMENTS: Replacement of dead plant life with new plant plugs of a mesic or wet prairie type designation per the WDNR approved plant list should be done as necessary to help maintain infiltration rates as the roots will assist with this. Replace or restore hardwood mulch within the bottom of the pond following rainfall events. The mulch will only be required during the first two growing seasons until the plantings are established.
8. RAIN GARDEN ENGINEERED SOIL MIX: Following rainfall events, verify the ability for the bioretention facilities to drain. If standing surface water is regularly present within the facility following 48 hours of dry weather, the engineered soil mix may need to be loosened or replaced to restore the infiltration rate. Plantings may be salvaged and replanted if work is done during spring or fall.
9. INFILTRATION PONDS: Immediately after rainfall events, verify the ability for the infiltration ponds to drain. If standing surface water is still observed within the facility following a typical rainfall event and 72 hours of subsequent dry weather, the bottom soils may need to be loosened or removed and replaced with sand to restore the infiltration rate. Pumping operations shall be employed to dewater as needed for maintenance activity.
10. SIDE SLOPES AND EMBANKMENTS: Inspect embankments and side slopes on the site for settlement and sloughing. Repair as required.
11. SNOW PLOWING: Do not stockpile additional snow within the bioretention ponds, infiltration ponds or swales as this will cause premature failure of the device due to compaction and added sediment.

Agenda Item No.
2

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM

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

BACKGROUND

East Wausau Avenue from 6th Street to 18th Street is part of STH 52, a connecting highway within the City limits. Because it is a connecting highway, the WDOT is responsible for the reconstruction cost of the roadway. City staff recently met with the WDOT and encouraged them to look at this segment of STH 52 and consider reconstruction. The WDOT has agreed the roadway is in very poor condition and has programed this segment of roadway for reconstruction. The first step in this process is to establish a State/Municipal Agreement. This agreement is attached. As part of this agreement, the City is responsible for 25% of the design costs, estimated to be $58,500.

FISCAL IMPACT

The City would be responsible for 25% of the design costs or an estimated $58,500.

STAFF RECOMMENDATION

Staff recommends approval.

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**	

[1]Estimates include construction engineering

[2]See 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)	Title
Signature	Date
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	Date

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 responsibly 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.
3

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM

Discussion and possible action on extension of Kickbusch Street to Washington Street and entering into a development agreement with Wausau School District

BACKGROUND

The Wausau School District is proposing to extend Kickbusch Street to Washington Street as shown on the attached exhibit. The extended roadway would serve the Hawthorn Hill School at the end of the existing Kickbusch Street. The new roadway would help the circulation of the bussing, the circulation of student drop off and also serve as a second route to the school for police and fire during an emergency situation.

The developer's agreement would outline the cost sharing responsibility of both the City and the District.

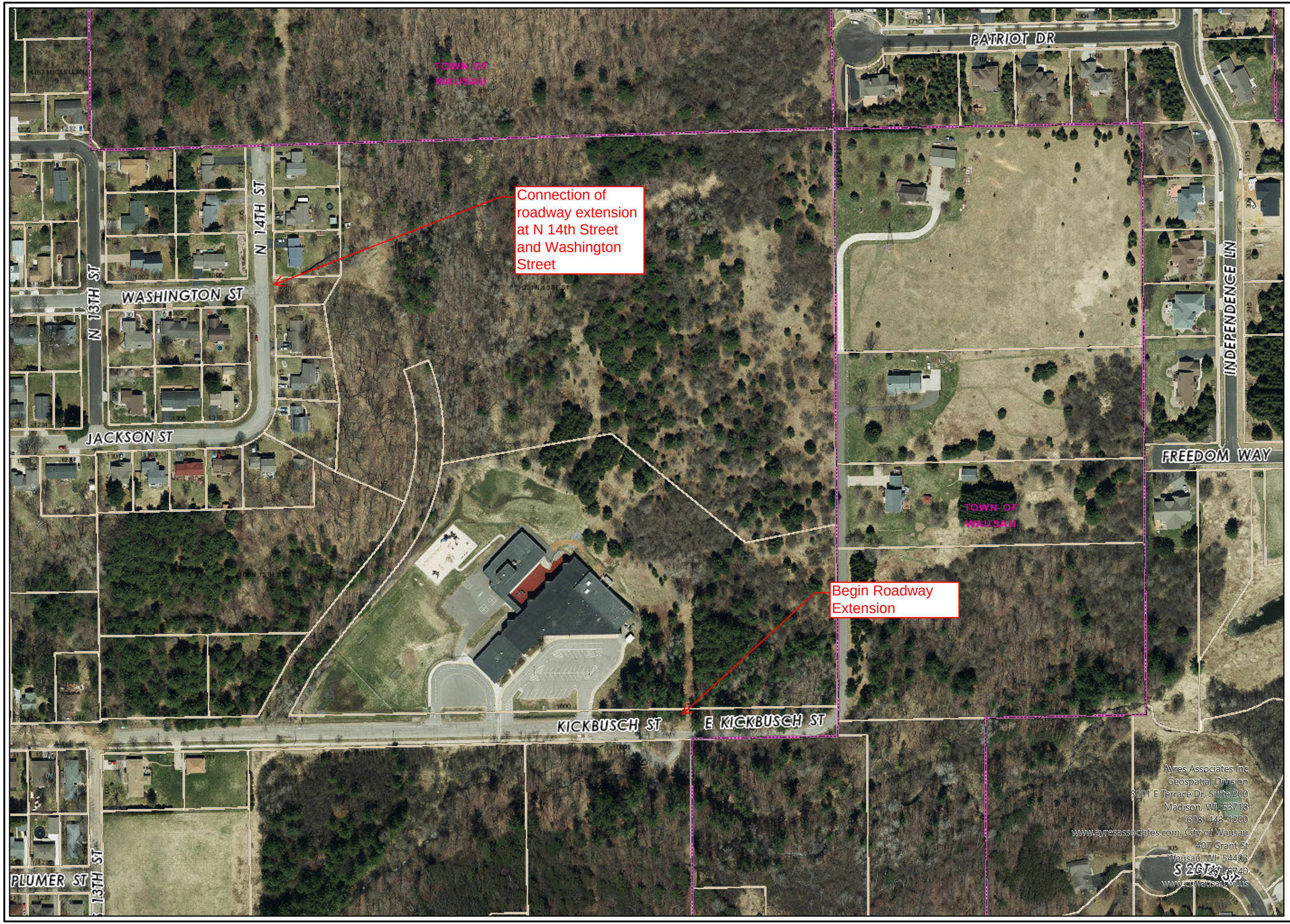
FISCAL IMPACT

The Wausau School District owns the land and is proposing to design and construct the roadway at 100% District cost. The Wausau School District is proposing the City take ownership of the roadway once completed. The City would be responsible for all maintenance once accepted. Additional financial details that need to be addressed in the developer's agreement include any sewer and water main extensions and storm water treatment facilities to be constructed and maintained.

STAFF RECOMMENDATION

Staff recommends approving the conceptual alignment of the extension of Kickbusch Street. Staff also recommends approving staff to move ahead and work with the district to finalize the developer's agreement.

Staff contact: Allen Wesolowski 715-261-6762



ArcGIS Web Map

City of Wausau DPW

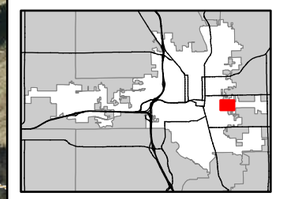
Date Printed: 7/6/2022

0 0.01 0.03

mi

Municipal Boundaries

Parcel



N

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

KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. 24" CURB AND GUTTER. SEE DETAIL B/C800.
3. 4' SIDEWALK. SEE DETAIL C/C800.
4. EXISTING RIGHT-OF-WAY TO BE VACATED.

WASHINGTON ST.

N. 14TH ST.

N. 15TH ST. (NOT CONSTRUCTED)

KICKBUSCH STREET

EXISTING STM INL
RIM ELEV=1328.63
12IN CPP(W)=1325.1
12IN CPP(S)=1325.1

EXISTING STM INL
RIM ELEV=1329.46
12IN CPP(SW)=1326.7
12IN CPP(E)=1326.6

EXISTING SAN MH
RIM ELEV=1329.64
8IN PVC(N-S)=1322.2
8IN PVC(W)=1322.3

EXISTING STM INL
RIM ELEV=1331.26
12IN CPP(NE)=1328.4

EXISTING STM MH
RIM ELEV=1330.16
15IN CPP(W)=1325.7
12IN CPP(SW)=1325.5
15IN CPP(E)=1323.7
15IN CPP(S)=1323.6

EXISTING HYDRANT

EXISTING STM CULVERT
15IN CPP(W) IE=1301.08

SANITARY MANHOLE AS SHOWN ON TOPOGRAPHIC SURVEY BY POINT OF BEGINNING DATED 12-11-2015

EXISTING STM CULVERT
36IN RCP (SE) IE=1251.64

EXISTING STM CB
RIM ELEV=1244.59
36IN RCP(N-S)=1235.9

EXISTING SAN MH
RIM ELEV=1245.36
8IN PVC (SE)=1233.0
8IN PVC (NW)=1233.0

EXISTING STM MH
RIM ELEV=1240.54
36IN CPP (SE)=1231.7
36IN CPP (N)=1231.9

EXISTING SAN MH
RIM ELEV=1236.12
10IN PVC (SW)=1228.5
6IN PVC (E)=1230.5
4IN PVC (SW)=1230.9

EXISTING STM CB
RIM ELEV=1238.99
12IN CPP(SW)=1236.6
6IN PVC(E)=1236.9

EXISTING STM CB
RIM ELEV=1236.61
24IN CPP(SW)=1231.6
24IN CPP(E)=1231.6

EXISTING STM CB
RIM ELEV=1238.75
12IN CPP(S)=1233.9

EXISTING STM CB
RIM ELEV=1235.50
42IN RCP(S)=1229.5
12IN CPP(N)=1230.8
24IN CPP(NE)=1229.8

EXISTING STM CULVERT
6IN PVC IE=1228.28

EXISTING STM CB
RIM ELEV=1229.88
12IN CPP=1228.4
6IN PVC=1228.4

EXISTING STM CULVERT
12IN CPP IE=1228.11

EXISTING STM CULVERT
12IN CPP(NE) IE=1229.37

EXISTING STM CULVERT
18IN CPP IE=1230.48

EXISTING STM CULVERT
18IN CPP IE=1230.27

EXISTING STM INL
RIM ELEV=1233.31
18IN RCP(E-W)=1230.1

EXISTING SAN MH
RIM ELEV=1235.48
8IN PVC (N)=1226.8
10IN PVC (NE)=1226.9
10IN PVC (S)=1226.5

EXISTING STM MH
RIM ELEV=1233.76
48IN RCP (S)=1226.9
42IN RCP (NW)=1227.5
12IN RCP (E)=1230.6

EXISTING STM CB
RIM ELEV=1239.90
36IN CPP(W)=1232.4

EXISTING STM C I
RIM ELEV=1239.13
36IN CPP(E)=1232.1

EXISTING STM CB
RIM ELEV=1235.89
24IN CPP(NE)=1233.5
24IN CPP(SW)=1233.5

EXISTING STM CB
RIM ELEV=1250.08
12IN CPP(S)=1244.6

EXISTING STM CB
RIM ELEV=1245.38
12IN CPP(N)=1241.1
24IN RCP(SW)=1234.2
24IN RCP(SE)=1234.4

EXISTING STM CB
RIM ELEV=1253.81
24IN RCP(NW)=1234.4
24IN RCP(SE)=1234.4

EXISTING STM CB
RIM ELEV=1245.60
24IN RCP (NW)=1240.5

EXISTING STM INL
RIM ELEV=1235.36
18IN RCP(W-E)=1230.6

EXISTING STM INL
RIM ELEV=1235.62
18IN RCP(W)=1230.9
18IN RCP(E)=1230.9

EXISTING STM INL
RIM ELEV=1235.26
18IN RCP (E-W)=1230.7

EXISTING STM CB
RIM ELEV=1236.31
18IN RCP (W)=1231.0

EXISTING STM CULVERT
18IN RCP(E) IE=1231.86

EXISTING STM CULVERT
18IN RCP(W) IE=1232.35

WOODED AREA

PLAYGROUND AREA

STEPS

HVAC EQUIPMENT PAD

EXISTING BUILDING

FUTURE ADDITION

ASPHALT

SOCCER FIELDS

STRIPE

SIGN

STORMWATER

FFE = 1241.42
FFE = 1236.70
FFE = 1236.71
FFE = 1242.24
FFE = 1242.72
FFE = 1242.76
FFE = 1242.33
FFE = 1236.70
FFE = 1236.77

333'
629.7'
R266.5'
R316.5'
53'
108.6'

CURVE TABLE			

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

REI — CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 50 100

DATE	REVISION	BY	CHKD

SURVEYED BY: AJB, JJM | DESIGNED BY: | SURVEY DATE: 5/23/2022
SURVEY CHKD BY: JWP | CIVIL CHKD BY: | CIVIL DATE: 06/23/22
SURVEY APVD BY: JWP | CIVIL APVD BY: | DRAWN BY: NAP

SITE PLAN
HAWTHORN HILLS ELEMENTARY SCHOOL
1600 KICKBUSCH STREET
WAUSAU, WISCONSIN 54403

REI No. 4441C
SHEET C100

DRAWING FILE: P:\4400-4499\4441B - NEXUS - HAWTHORN ELEMENTARY - WAUSAU SCHOOL\DRAWING\DLANS - ROAD\4441B-C100-SITE.DWG LAYOUT: C100
PLOTTED: JUL 06, 2022 - 10:43AM PLOTTED BY: NATHANP

Agenda Item No.
4

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM

Discussion and possible action on roadway width of Bugbee Avenue

BACKGROUND

Wausau Municipal Code:

12.16.010 Minimum requirements. (b) Residential Street Widths. New construction or reconstruction of residential streets shall provide for a roadway thirty-two feet to thirty-six feet wide, as measured between the faces of the curbs.

Proposed street width: 24 feet

Homeowners in the area were concerned with the loss of driveway length that a 32 ft. wide roadway would provide. In an effort to keep driveway lengths similar to what is existing, the Engineering Department shifted the road to the north, east of the McCarthy intersection, and then narrowed the final +/-125 ft. to a width of 24 ft. Since the final +/-125 ft. only serves two homes, this narrowing of the roadway should have minimal impact to surrounding homeowners. Final plan was reviewed and accepted by surrounding homeowners.

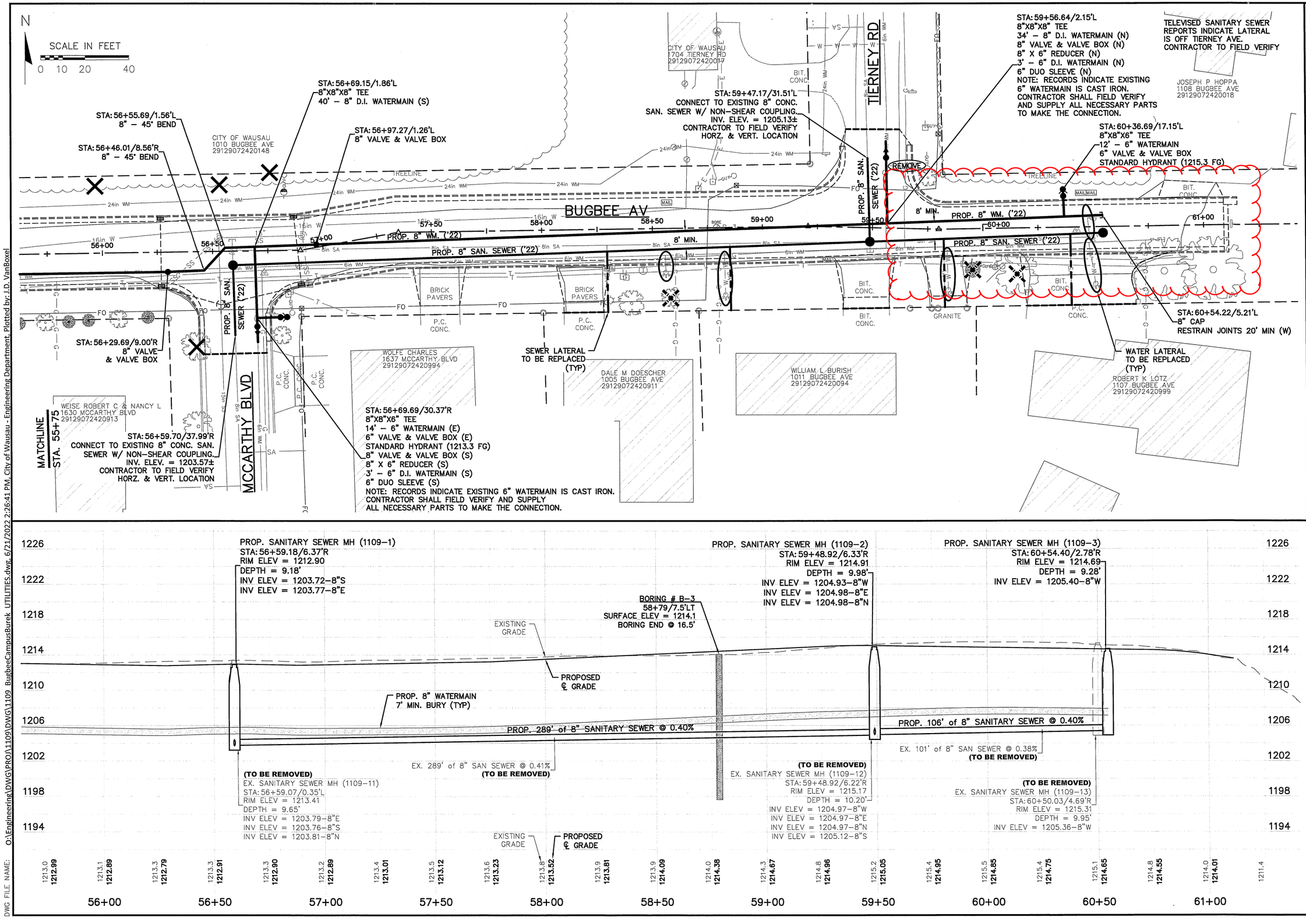
FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Staff recommends allowing the 24 ft. wide roadway.

Staff contact: TJ Niksich 715-261-6748



DWG FILE NAME: O:\Engineering\DWG\PROJ\1109\DWG\1109 BugbeeCampusBurek UTILITIES.dwg, 6/21/2022 2:26:41 PM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel

CITY OF WAUSAU
Engineering Department
407 GRANT STREET WAUSAU, WI. 54403-4783
(715) 261-6740 FAX (715) 261-6759

SURVEYED BY: ENG. DEPT.
FIELD BOOK NO. PG.
PROJ. ENGINEER: T.J.NIKSICH
DRAWN BY: J.D.VANBOXEL
APPROVED BY: A.M.WESOLOWSKI
POINT FILE:

REVISIONS	DATE
J.D.VANBOXEL	12/02/2021
T.J. NIKSICH	01/17/2022
T.J. NIKSICH	01/26/2022
T.J. NIKSICH	06/21/2022

ISSUED FOR
PRELIMINARY
REVIEW/APPROVAL
BIDDING/CONST.
ADDENDUM#2
OFFICE USE

BUGBEE AVENUE
BUREK AVE TO TIERNEY AVE
UTILITY PLAN
2022 STREET IMPROVEMENT PROJECT "A"

SHEET NO. 4 OF 4 SHEETS
FILE NUMBER 20–11–25

Agenda Item No.
5

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM

Discussion and update on DPW Fleet Maintenance Shop site

BACKGROUND

At the June CISM meeting the City's consultant, Barrientos Design & Consulting, prepared a presentation of the work completed and discussed to date related to the improvements of the Streets and Construction Division facilities (most notably known as DPW). City staff worked with the consultant to look at many sites around and within the city limits, majority of the sites are not owned by the City and would need to be purchased. After the presentation the CISM Committee direction to staff was to focus in on the West Street site area currently owned by County Highway. CISM also directed staff to look at only constructing a new maintenance facility as this is the most critical need.

On June 29th Mayor and staff had a meeting with the County regarding this area. This area is also part of the City/County West Side Master Plan currently being prepared. The County is not committing to this property being turned over to the City and if the County were to consider this transfer, the County would request it be purchased for fair market value. The West Side Master Plan is considering this area as an extension of Marathon Park for a new ice arena and possible sports complex, it is unknown if the plan will provide an option for a streets facility in this area.

Staff is looking into the 6-acre Wausau Mfg. property and is reaching out to see if the owner is willing to sell and if they have any value in mind for the property. No discussions have yet taken place, updates will follow as we know more. If this area is not an option, then we will need to continue to look for other sites that would be in a good location to provide service city wide.

FISCAL IMPACT

Budgeted professional services

STAFF UPDATE

Staff update on sites under consideration.

Staff contact: Eric Lindman 715-261-6745

Agenda Item No.
6

STAFF REPORT TO CISM COMMITTEE – July 14, 2022

AGENDA ITEM
Construction update for 2022 projects
BACKGROUND
Staff will give an update and answer questions on current construction projects.
FISCAL IMPACT
N/A
STAFF RECOMMENDATION
For discussion only.
Staff contact: TJ Niksich 715-261-6748