



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, August 14, 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. Public comment on any items appearing on the agenda.
2. Approval of minutes of the July 10, 2025 meeting.
3. Presentation on Stormwater Quality Management Plan Update and Stormwater Utility Feasibility Study.
4. Discussion and possible action on parking restrictions on the east side of Cherry Street between West Wausau Avenue and Randolph Street.
5. Discussion and possible action on approving the realignment of Westhill Drive and Pine Ridge Boulevard.
6. Discussion and possible action on dedication of a portion of right-of-way of Westhill Drive between North 28th Avenue and Pine Ridge Boulevard and dedication of a portion or right-of-way of Pine Ridge Boulevard east of the intersection with Westhill Drive (Aspirus Wausau Hospital, Inc).
7. Discussion and possible action regarding Second Amendment to Development Agreement between City of Wausau and Wisconsin College Baseball, LLC (Wausau Woodchucks - Athletic Park Phase IV).
8. Discussion and possible action on design alternative for State Highway 52 (East Wausau Avenue) from 6th Street to 18th Street.
9. Discussion and possible action on installation of sidewalk on State Highway 52 (East Wausau Avenue) from 13th Street to 18th Street.
10. Discussion and possible action on setting a public hearing to amend the Official City Map by removing lands from the 28th Avenue Corridor Right-of-Way.
11. Discussion and possible action on Easement with Wisconsin Public Service for underground facilities at 606 East Thomas Street.
12. Presentation on CIP Infrastructure Project Summary to be submitted for the 2026 budget.
13. Update on 2025 Street Reconstruction Projects.
14. Update on the proposed Fleet Maintenance Facility and possible action prioritizing possible locations.

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 08/08/25 @ 8:00 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., Property Owners on Cherry Street from West Wausau Ave and Randolph Street.

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: July 10, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Diny, Allen Wesolowski, TJ Niksich, Jillian Kurtzhals, Dustin Kraege, Andrew Lynch, Jamie Polley, Chad Abbiehl, Carrie Edmondson, Lori Wunsch

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

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

CONSENT AGENDA

A. Approve 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

Neal moved to approve the consent agenda. Seconded by Watson and the motion passed 4-0.

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

Andrew Miller and Jeff Wicklander appeared from Aspirus and presented on their proposed expansion, which would require the vacation of a portion of Pine Ridge Boulevard.

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

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

Neal stated that looking at the neighborhood, the traffic, and the availability of routes around, it seems closing this stretch does not introduce undo harm or prevent anyone from getting anywhere. It also is an important addition to the campus.

Watson has not heard from any constituents. This is in Henke's district, and he has not heard from anyone. The Engineering Department has not received any comments.

Watson moved to vacate Pine Ridge Boulevard from North 28th Avenue to Westhill Drive. Seconded by Larson and the motion passed 4-0.

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

This request came from the Park Department and is more of a housekeeping item.

Polley explained that the Highway Department is looking to relocate and trying to clean up their parcel of land. On the County's GIS map, it showed this sliver of land north of the railroad tracks as part of the Highway Department parcel. When GIS staff looked at it closer, they realized that sliver of land was not part of the Highway Department parcel and is not part of the Park parcel. Going back to the 1800's the County owned the park property and deeded it to the City. At some point it was deeded to the Agricultural Society which then deeded the park back to the County. However, the sliver of land was never deeded back to the County with the rest of the park. This portion of land is within the park parcel and within the fencing around Marathon Park. This

issue did go to the County's Human Resources, Finance, and Property Committee. They support the request to the City to have this deeded back to the County.

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

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

This request was received from Marathon County. This committee has decided to move ahead with reconstructing 28th Avenue on its current alignment. With reconstructing 28th Ave on its existing alignment, the excess right-of-way north of Maple Creek Drive and along 30th Avenue could be vacated. Approval would forward a resolution setting a public hearing, and a more detailed map would be provided. We would maintain the right-of-way for 30th, 29th, 28th Avenues and Maple Creek Drive. This would vacate the parcels that were bought and dedicated to right-of-way.

Henke noted that the City line is jagged in this area. He asked if the area would go back to the Town of Stettin. Wesolowski said it would stay in the City. The land would revert back to the County as the County had owned the parcels. He believes the County would then look to sell the parcels.

Neal asked the purpose behind this. Wesolowski explained that one of the options for 28th Avenue was to curve it to the west and head up 30th Avenue. The County bought the parcels with the intention of realigning 28th Avenue. Since 28th Avenue will not be realigned to the west, the area where the parcels were bought is no longer needed for right-of-way. If the right-of-way is vacated, the area will revert back to Marathon County.

Neal moved to approve a preliminary resolution to set a public hearing on vacating the right-of-way along the former 28th Avenue corridor. Seconded by Larson and the motion passed 4-0.

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

State Highway 52 was discussed at the last meeting, and it was recommended to go with Alternative A2, which would be a two-way left turn lane (TWLTL) down the center with dedicated bike lanes, 5' sidewalk, and 5' terrace.

Edmondson explained that the Bike and Ped Committee had concerns about the recommendation moved forward from the Infrastructure & Facilities Committee. One concern was if a TWLTL was necessary for the length of the project. Another concern is the speed limit. The speed limit is 25 for some of the stretch and then it goes to 35. Bike and Ped felt 25 MPH would be a better fit to slow the traffic. They also had concerns about property acquisition and would like the least amount of property acquisition. While a 4' bike lane is deemed to be sufficient it should be considered on a case-by-case basis. The Bike and Ped Committee feels this project necessitates enhancements and recommends a multi-use path. That committee also felt pedestrian safety should be prioritized through pedestrian refuge islands and a multi-use path.

The formal recommendation from the Bike and Ped Committee is a 25 MPH speed limit from 6th Street to 18th Street, an 8' to 10' wide multi-use trail on one or both sides of the roadway, they agreed with a 5' terrace but said it could be 3' to 5' with street trees, left turn lanes only at high priority intersections of 13th Street and 18th Street, addition of pedestrian refuge islands at 6th Street, 7th Street, 8th Street and 13th Street for traffic calming and to aid pedestrian circulation, all while not extending the right-of-way or with limited property acquisition only when needed.

Gordon Clements, 1307 East Wausau Ave, and some of his neighbors have concerns with the A2 design. In a previous meeting it was noted that the frequency of alternative lanes would essentially create a TWLTL but an email that was sent included a clear math example that debunked that position. He feels a TWLTL will increase traffic speed. If safety is a goal, he questioned how an element could be included in the design that will increase speed. He has worked in insurance his entire life. Speed increases the frequency of accidents, and the frequency of accidents will increase the severity of accidents. It is his understanding that roads are built to handle certain speeds of traffic. In his observations, people tend to drive 30 MPH or more in a 25 zone. In a 35, they tend to

drive 40 or more. He hopes having it 25 MPH to 18th Street is considered. Over the 4th of July weekend, he saw several people on bicycles on East Wausau Avenue. They all used the sidewalk. That tells him they do not feel safe in the road. The Chair of the Bike and Ped Committee will not even ride on that road. He would like to see a multi-use trail to give the bicyclists a break and get them out of the high-volume traffic. He believes the worry about people backing out of their driveway and conflicting with bicycles is a moot point. The people that live there will learn to handle it. In a previous meeting it was talked about how the answer does not always have to be a straight line. The DOT examples were all straight-line examples. We have the opportunity to think outside the straight line and come up with a better solution. This is a once-in-a-generation project for most of us. He would like the problems addressed now rather than waiting for the next generational project.

Richard Gerblich, 1306 East Wausau Ave, believes the right-of-way between 13th and 18th Streets is 66'. He assumes that is from the edge of the sidewalk to the edge of the sidewalk. If that is the case, he would lose half of his driveway. He does not want sidewalk installed on the north side of the street. If a 10' multi-use path replaces the sidewalk on the other side of the street, it would be adequate. He knows there are safety concerns and crossing the street is an issue for kids going to the high school. Most often kids go up 13th Street to get to school, not up Wausau Ave. His main concern is losing a lot of his front yard. If the option of shifting the road 6' to the north is chosen, it would be at his front door. As far as safety, he agrees with dropping the speed limit to 25. He feels the center turn lane from 13th to 18th is unnecessary and would increase people's tendency to speed.

Neal is the guilty party that mentioned straight lines do not have to rule all our decisions in respect to preserving street trees during street reconstruction projects. It was an appeal to creative thinking and to look at things on a case-by-case basis. A lot of thought has gone into this and there has been considerable feedback from residents. Cross sections do not show the environment and do not show where the houses and driveways are. He would like to see an aerial view of this stretch with an overlay of the options and impacts to the neighborhood. It is a well-traveled automobile route, but he does not feel it is a heavily traveled pedestrian and bicycle route. He feels we could look at a multi-use trail on the south side of the street with no need for any additions on the north side. This is an important decision, and he does not like how the options have been presented and the lack of environmental feel for the neighborhood. The cross sections provided do not deal with the realities.

Wesolowski stated the options were laid out on aerials at the public information meeting. This project has identified a safety hazard; rear-end crashes for 16- to 20-year-olds. The DOT's recommendation is to put a TWLTL in, which was presented at the public information meeting and received overwhelming favorable comments. The majority of the people that showed up to the public information meeting were in favor of a TWLTL. Those people are not here tonight, and we have one person representing the opposite of that. We have to remember that 16- to 20-year-old kids are getting into rear end crashes on this section on a higher than state average static. The Federal Highway Administration agrees and is willing to give the state federal money to correct the crash situation. There is no study that backs up the claim that speeding increases with a TWLTL. The Federal Highway Administration's official stance is that TWLTL's do not increase speed. Wesolowski also received a call from the regional traffic engineer for the state, who also stated that TWLTL's do not increase speed. We do want to rebuild the corridor right. What the state and design engineer presented met the goals of the regional plan for bike and ped by providing on-street bike lanes and sidewalk. The option of a multi-use trail came up after the public information meeting. The DOT also has to look at a purpose and need. Wesolowski does not know if the DOT would be able to prove a purpose and need to get federal money to construct a multi-use trail. If they cannot show enough pedestrians for a purpose and need, funding will not be available for a multi-use trail. Wesolowski added that according to state statutes, the condemnation process cannot be used to obtain property for a multi-use trail. That would present an issue with obtaining real estate.

Neal noted the severity and frequency of accidents in a 25 MPH versus 35 MPH. He feels we could have a nice sized multi-use trail on the south side by removing the combined 8' of bicycle lanes from the roadway. Getting bikes off the street is important as bike riders do not often get a lot of respect. It was mentioned a multi-use path could be a danger with people pulling out of their driveways; it would be the same situation with a bike lane on the street. He feels the danger in the street is far greater than crossing a driveway. The Bike and Ped Committee is here for a purpose. The chair of that committee looks at things from a different perspective than city engineers and the DOT. Neal hopes to see how a trail would look on this stretch.

Henke asked about the timeframe for the project. Wesolowski said construction is scheduled for 2029. Real estate for the project is expected to take two years. Delays may push construction back a year.

Addressing the speeding, Wesolowski said most crashes are between 6th Street and 13th Street, which is already 25 MPH. There were really no crashes within the 35 MPH zone between 13th and 18th Streets. He would bet that a speed study would show the 85 percentile speed between 35 and 40 MPH. That indicates people are comfortable with traveling that speed. A speed study will not tell you to decrease the speed but rather keep it where it is as people are comfortable with traveling at the speed and there are no accidents. The accidents are between 6th Street and 13th Street where people are stopped waiting to make left-hand turns.

Neal said the norm throughout the city is a two-lane road. There is nothing magical about this stretch that needs a TWLTL to accommodate people pulling into their driveways. There may be rear end crashes, but we have them throughout the city. We also have intersection collisions throughout the city, but we are not putting in traffic circles everywhere. The reasons why we might not look at a full three-lane thoroughfare on this stretch is because we have other accommodations like Bike and Ped have brought forward. He wants to look at how a compromise can be met.

Henke noted that this stretch is a little special as it is a state highway; not every street is a state highway. He asked if a decision could be pushed to the August meeting. Wesolowski will have to talk with the DOT and the consultant to see how they feel about this and how they want to move ahead.

Larson moved to table this item to the August meeting. Seconded by Neal.

Wesolowski said the DOT and the consultant do not have an overhead view that shows the Bike and Ped recommendation. Wesolowski will ask if they will consider a multiuse trail on one side and draw up the option. Neal said the Bike and Ped Committee recommended the addition of a bike and ped path on one or both sides of the street. If a path is maintained on the south side of the street, Neal wants to keep in mind that it should occupy space from the right-of-way, not from people's yards. Neal doesn't think sidewalk would be needed on the north side as the word from the neighborhood is not many people are using it. Lynch feels it would be a great idea to look at all options. We could probably still fit sidewalk on the north side east of 13th Street. Neal added that if we are gaining 8' from the elimination of the two on-street bike paths, the 8' can be shifted to the south for a nice sized multiuse path.

There being a motion and a second, motion to table this item to the August meeting passed 4-0.

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

The DOT has agreed to put standard overhead street lighting throughout the project with a 50-50 cost share. This is not currently in the State/Municipal Agreement, so the agreement would have to be amended. The City's estimated portion would be \$357,500. If decorative lighting is requested, the estimate would be about doubled; however, there is an opportunity to apply for state grants for enhancement. Spacing for decorative lighting is a lot less and they would be on both sides of the street, which is why the cost doubles. There is Community Sensitive Design funding available, but there is no guarantee we will get that.

Larson would be alright with standard lighting. He does not feel there is a need for decorative lighting every 20'.

Larson moved to go forward with standard lighting. Seconded by Watson.

Neal considers 6th Street to 10th Street as a city-center neighborhood. It is not far from Athletic Park and not far from the river. The city center is an area where we have concentrated our decorative lighting. It adds to the aesthetic of our city and goes beyond simply adding light. He would be interested in a compromise of having decorative lighting transitioning to standard overheads.

Neal moved to amend the motion to look at the option of decorative lighting from 6th Street to 10th Street and then transitioning to standard lighting the rest of the way. Seconded by Henke.

Larson feels the aesthetics of two different lights on the street will be awkward. He is unsure of how much light the decorative lights give. He is concerned about having unnecessary light coming into houses.

Watson asked about light pollution from the decorative lights. Wesolowski indicated cut offs are on the back side of the lights to try to prevent light pollution into yards and different types of heads can be used. Watson asked if they provide the same amount of light and if someone riding a bike would be able to see just as good. Wesolowski explained that decorative lights are spaced closer together so that there are no dark spots. The standard lighting can be spaced further apart as they are higher and the light spreads. No matter what lights are chosen, they will run a lighting design to make sure there are no dark spots.

Neal stated there are ways to address light pollution. The main concern is light going up for people that want a dark sky. Decorative lights are capped off to direct light downward and outward; not upward. Decorative lights were put in on 7th Street and it made a market improvement to the neighborhood. He believes they increase property values to some degree. He believes there are plenty of occurrences in the city where lighting transitions from decorative to overhead.

Watson would be interested in seeing the cost of decorative lighting for 4 blocks. Wesolowski explained the City would be responsible for \$357,000 and any costs over. There is an opportunity to apply for Community Sensitive Design funding to possibly cover additional costs.

Larson will not support the amendment because it is not cost prohibitive. There is standard lighting along Thomas Street and it works fine.

The amended motion to look at the option of decorative lighting from 6th Street to 10th Street and then transitioning to standard lighting the rest of the way passed 3-1 with Larson the dissenting vote.

The motion of adding lighting to this project with the amendment of adding decorative lighting from 6th Street to 10th Street and direct staff to apply for Community Sensitive Design funding passed 3-1 with Larson the dissenting vote.

Watson moved to table action on the installation of sidewalk until the August meeting. Seconded by Neal and the motion passed 4-0.

Discussion on additional streets for asphalt overlay in 2025

Engineering staff met with DPW to brainstorm about the \$250,000 moved from winter maintenance for paving. A list of streets and map were presented. The cost of purchasing the materials is estimated at \$239,000. The cost for milling and pulverizing is approximately \$50,000. That portion would have to be bid out. The first bid we put out this year came in with a good price, so there is additional money available.

Watson questioned the street ratings. Wesolowski explained streets are rated from 1 to 10, with 10 being brand new construction and 1 being basically gravel. Any rating below a 5 can be considered for a mill and overlay. We do not want to mill and overlay streets that still have lead water laterals. We look for streets that have good curb and gutter and the pavement structure is still good.

Watson advocated for Quaw Street and Knox Street, rated 3 and 2, to replace Woodland Ridge rated a 5. Wesolowski explained that Woodland Ridge is one of the streets where the chip seal is peeling off. It could wait another year.

Neal is happy to see Hamilton Street on the list. It is a recurring problem every spring. Larson noted that half of Sherman Street is terrible, and the road is sinking at 8th and Sherman.

The committee agreed by consensus to move forward with the list as provided, with the exception of replacing Woodland Ridge with Quaw Street and Knox Street.

Update on 2025 Street Reconstruction Projects

Street Construction Project A consists of Cherry Street from West Wausau to Randolph Street and Randolph Street from Merrill Ave to Burek Ave. Next week the first phase, Cherry Street from West Wausau to

Strowbridge Street, will be finished. Phase 2 is currently under way, which is Randolph Street from Merrill Ave to 3rd Ave. They are working on the utilities. It is slow going, which was anticipated because of the amount of rock in the area. The utilities should be finished either next week or the following. Once that is finished, they will move to Phase 3.

The first phase of Street Construction Project B was 1st Street/River Drive and is 100% complete. The next phase is Fulton Street from 1st Street to 3rd Street, which is about 90% complete. The contractor is currently working on utilities from 3rd Street to 5th Street. The utilities are complete on 2nd Street from Short Street to Dekalb Street, the road is built and curb installed. They are working on sidewalk and drive approaches. Pavement is expected the end of next week.

The 72nd Ave Trail South Extension is from Stewart Avenue to Packer Drive. It was paved yesterday, and they will be working on restoration. It should be 100% complete in about two weeks.

The downtown reconstruction of Washington Street, 3rd Street, and Jackson Street is going well. The contractor is about 3 weeks ahead of schedule. All pavement is down on Washington Street, 3rd and Jackson. They are working on restoration, tree planting, electrical, and irrigation. The final step will be sidewalk and plantings between the back of curb and the Foundry building. Our contractor is on hold right now until the exterior of the Foundry is done.

Sidewalk replacement is taking place throughout the City. The contractor is about 70% complete. The Asphalt Overlay Project started this week on Stewart Ave from 52 Parkway to 48th Ave. The Concrete Pavement Repair Project is expected to start in August.

Henke asked when the Downtown Project is expected to be completed. The completion date is September 1st. Our contractor will be on time, but we may be targeting more towards the end of September for opening the roads. Washington Street is open for eastbound traffic from 1st to 3rd and westbound traffic from 3rd to 4th.

Discussion and possible action on preferred location of large parking lot for Athletic Park

Lynch noted there are two smaller parking lots we are getting ready to bid out and hopefully construct this year. One is on the north side of Boileau Field and will hold 30 spaces. Just to the east of Athletic Field is a small lot that will hold 7 ADA parking spots. This totals 37 spots. The development agreement requires that we construct 150 paved off-street parking spaces. We are left with providing 113 spaces. There are not a lot of good options in this area to provide 113 spaces. One option is the former Wausau Chemical site, which is now a temporary gravel parking lot. Another option is Nelson-Miller parcel. This parcel used to hold event parking, but that ended about 8 years ago. The property has since been sold. Lynch has tried to get a hold of the landlords, but his calls have not been returned. Lynch recommends using the temporary parking lot on the Wausau Chemical site, Option A. The City currently owns the land, and it is a short walking distance to Athletic Park. Current and future road infrastructure would allow car traffic to completely avoid the more dangerous zone for pedestrians, which is the area in front of the main gate. People walking out of the lot would come to Wausau Avenue and are not tempted to cut across the railroad tracks. Environmental cleanup of the Wausau Chemical site could take 7 to 10 years, so the area is less desirable for immediate development. Staff has checked with the EPA and as long as we are not invading the building area, we are fine.

Larson moved to accept Option A. Seconded by Neal and the motion passed 4-0.

Adjourn

Watson moved to adjourn the meeting. Neal seconded and the motion carried 4-0. Meeting adjourned at approximately 7:00 p.m.

Agenda Item No.

3

STAFF REPORT TO INFRASTRUCTURE AND FACILITIES

COMMITTEE – August 14, 2025

AGENDA ITEM

Presentation on Stormwater Quality Management Plan Update and Stormwater Utility Feasibility Study

BACKGROUND

The City of Wausau was awarded an Urban Nonpoint Source Stormwater grant by the Wisconsin DNR to conduct a stormwater quality management plan update and stormwater utility feasibility study. Strand & Associates will present on their progress regarding both deliverables.

FISCAL IMPACT

N/A

STAFF RECOMMENDATION

For information and discussion.

Staff contact: TJ Nicksich 715-261-6748

Agenda Item No.

4

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on parking restrictions on the east side of Cherry Street between West Wausau Avenue and Randolph Street

BACKGROUND

The city is reconstructing Cherry Street from West Wausau Avenue to Randolph Street. Presently, no parking signs are posted on the east side of Cherry Street. It was discovered this parking restriction is not in an ordinance.

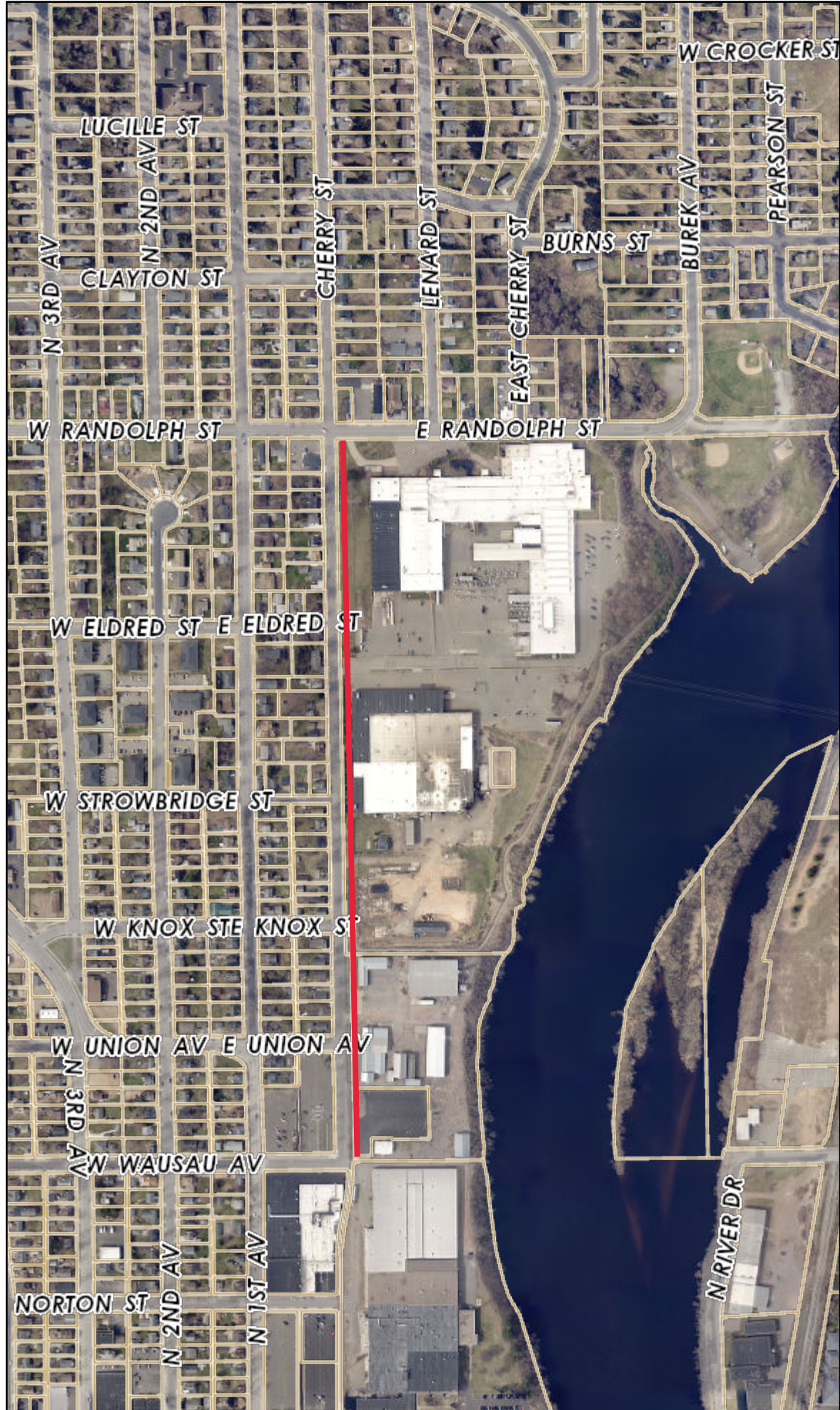
FISCAL IMPACT

Minimal, cost of signs.

STAFF RECOMMENDATION

Engineering staff recommends approving “No Parking” on the east side of Cherry Street from West Wausau Avenue to Randolph Street.

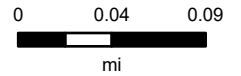
Staff contact: Allen Wesolowski 715-261-6762



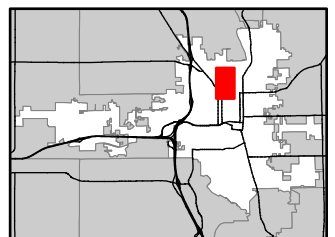
ArcGIS Web Map

City of Wausau / DPW

Date Printed: 8/7/2025



- Mile Marker
- Highway Exit
- 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 – August 14, 2025**

AGENDA ITEM

Discussion and possible action on approving the realignment of Westhill Drive and Pine Ridge Boulevard

BACKGROUND

With the Aspirus Hospital expansion and the abandonment of the Pine Ridge Boulevard right-of-way between Westhill Drive and N. 28th Avenue, a plan to realign Westhill Drive and Pine Ridge Boulevard has been developed. The plan has been developed by REI Engineering and reviewed by the City Engineering Department. A copy of those plans is attached. This proposed realignment would occur in 2026. A developer’s agreement (DA) is being drafted to memorialize the commitments of the City and Aspirus. The basic components of the DA are as follows:

- Aspirus will donate the required right-of-way to construct the realignment
- Aspirus will develop the plans with REI with final approval by City Engineering Dept.
- Aspirus will fund the realignment including roadway construction, sewer utilities, water utilities, storm sewer and sidewalk.
- Aspirus will hire an engineer, approved by the City Engineering Dept., to inspect the reconstruction.

It is anticipated that a final DA will go to Finance the end of August and to Council in September.

FISCAL IMPACT

Minimal. Aspirus will be funding the project. Staff will have time reviewing plans, reviewing the DA and construction related issues.

STAFF RECOMMENDATION

Engineering staff recommends approving the realignment of Westhill Drive and Pine Ridge Boulevard.

Staff contact: Allen Wesolowski 715-261-6762

MEMO



DATE: August 7, 2025

TO: Chad Henke – Chair
Infrastructure and Facilities Committee – City of Wausau

FROM: Andrew Miller – Interim Director, System Facility Planning & Construction Management
System Director, Facilities Management & Security
Jeff Wicklander – SVP, President, WI Central Region

SUBJECT: Overview of Developer’s Agreement Between City of Wausau & Aspirus Wausau Hospital

Aspirus Wausau Hospital is preparing to initiate a major campus expansion in mid-September 2025, designed to enhance patient care and accommodate future service growth. In support of this initiative, a draft Developer’s Agreement (DA) has been prepared in collaboration with the City of Wausau. The DA outlines the respective responsibilities and conditions necessary to facilitate the construction of a new parking area that is integral to the overall project. The DA represents a coordinated public-private effort to enable a critical healthcare infrastructure investment benefiting the greater Wausau community.

Under the DA, the City will vacate a designated portion of Pine Ridge Boulevard. Aspirus will construct the parking lot, relocate necessary wet and dry utilities—including storm sewer, sanitary sewer, and electrical systems—and reconstruct Pine Ridge Boulevard from the current hospital entrance westward to 28th Avenue. The intersection of Pine Ridge Boulevard and Westhill Drive will also be reconstructed, inclusive of signalization or other appropriate traffic control measures. All public improvements will be designed in compliance with City specifications, subject to the City’s prior written approval, and all applicable permits will be obtained.

To support this work, the City agrees to undertake and fund the formal vacation of the designated segment of Pine Ridge Boulevard. Upon completion of the vacation process, the title to the vacated land will be transferred to Aspirus. This land is essential to the planned parking expansion. In exchange, Aspirus will dedicate certain lands back to the City for future public roadway use and provide a pedestrian access easement along the vacated segment to preserve public connectivity.

The DA further affirms that no changes will be made to existing Aspirus facility addresses, thereby ensuring continuity for patient access, emergency services, and public wayfinding.

Consistent with the DA, REI Engineering has outlined a phased construction approach. This phasing plan is intended to balance infrastructure improvements with hospital operational continuity and public accessibility throughout the duration of construction. A resolution approving the DA is expected to go before the Wausau Common Council on September 9, 2025.

Aspirus values the City’s continued partnership in advancing this significant healthcare infrastructure project. This collaborative effort is essential to supporting the hospital’s long-term growth and its mission to serve patients across Wausau and the surrounding communities.



Memo

To: Aspirus
From: Jim Borysenko
Date: 8/6/2025
RE: Project Phasing



Through the collaborative efforts between Aspirus and the City of Wausau, it was determined that it would be in both the public and private interest to reassess the construction phasing approach for Pine Ridge Boulevard and Westhill Drive to minimize potential traffic disruptions. The outline below is based on the color-coded project phasing exhibit (included for reference). Aspirus intends to begin construction in mid-September following the vacation of Pine Ridge Boulevard.

Phase 1 (Blue) – Construction of the new main hospital entrance

- Existing Pine Ridge Boulevard would be closed off between Aspirus' current main entrance and where Westhill Drive currently intersects with Pine Ridge Boulevard.
- The intersection of Westhill Drive and Pine Ridge would have any intersection controls eliminated, making it a free-flowing intersection, similar to how it will transform in the future.
- Construction of the new hospital entrance would commence, and once completed, the existing hospital entrance would be closed off.
- The goal would be to have the new main entrance constructed and usable prior to November 2025.

Phase 2 (Pink) – Construction of the expanded parking area

- The expanded parking area will be a replacement of the existing doctor parking area currently located just south of the main hospital entrance. This is a critical component to prepare for Aspirus' upcoming patient bed addition. The goal is to have this area usable for parking by Spring 2026.
- The pink area located between the blue and green area would be closed off to facilitate demolition, utility rework, and construction of the expanded parking area.
- Public sanitary sewer and storm sewer would be re-laid to work with the proposed lower elevations. No work on the public water main would be required during this phase.
- Dry utility work with various communication lines would be included.

Phase 3 (Green) – Reconstruction of Westhill Drive and Pine Ridge Boulevard

- The existing roadway from 28th Avenue to the east limits of construction would be closed to facilitate reconstruction of the utilities and realigned road right-of-way.
 - This phase would not commence until Spring 2026
 - Wet utility work is inclusive of water, sanitary, and storm.
 - Dry utility work consists of electric and communication lines.
- The new westerly entrance for the emergency room as well as adjacent parking refinements would also be included.
- The goal is to have this area completed by Summer 2026.

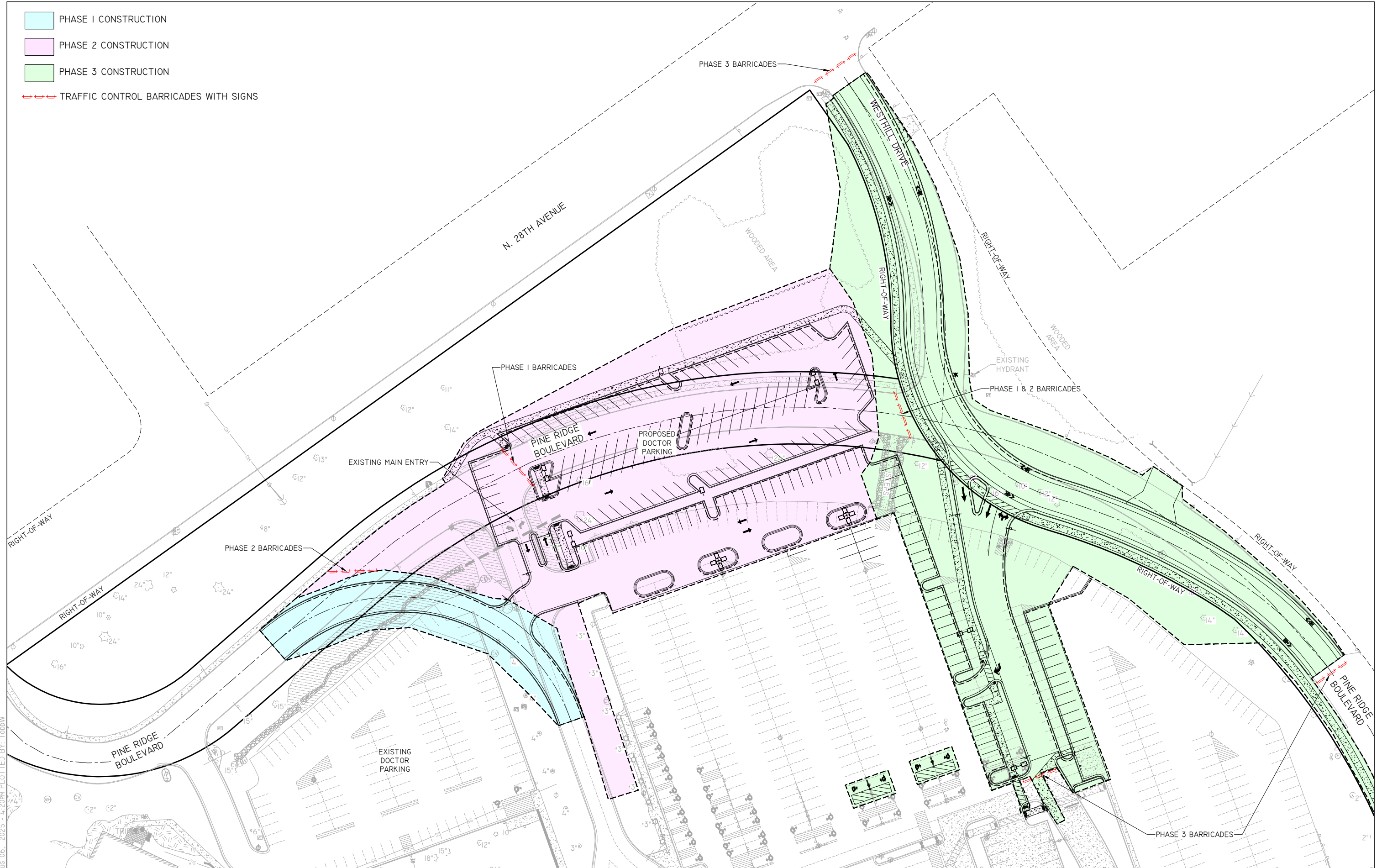


RESPONSIVE. EFFICIENT. INNOVATIVE.

4080 N. 20th Avenue Wausau, WI 54401
715-675-9784 www.REIengineering.com

p:\4500-4599\4511k aspirus nw parking add\correspondence\letters - memos - transmittals\memo-aspirus phasing.doc

- PHASE I CONSTRUCTION
- PHASE 2 CONSTRUCTION
- PHASE 3 CONSTRUCTION
- TRAFFIC CONTROL BARRICADES WITH SIGNS

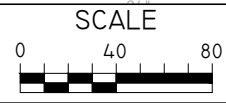


DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD\DRAWING PLANS\4511K-C040-PHASING.dwg LAYOUT: C040
 PLOTTED: Aug 06, 2025 - 4:20PM PLOTTED BY: TODDW

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: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

PHASING PLAN
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C040

INDEX OF SHEETS

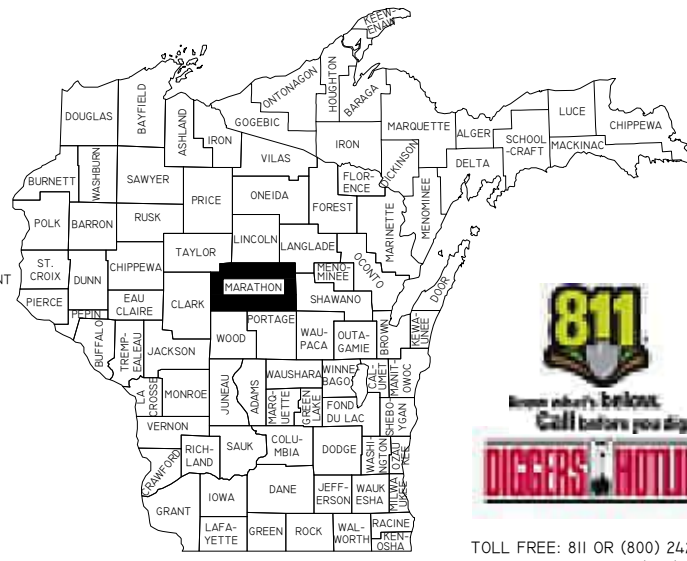
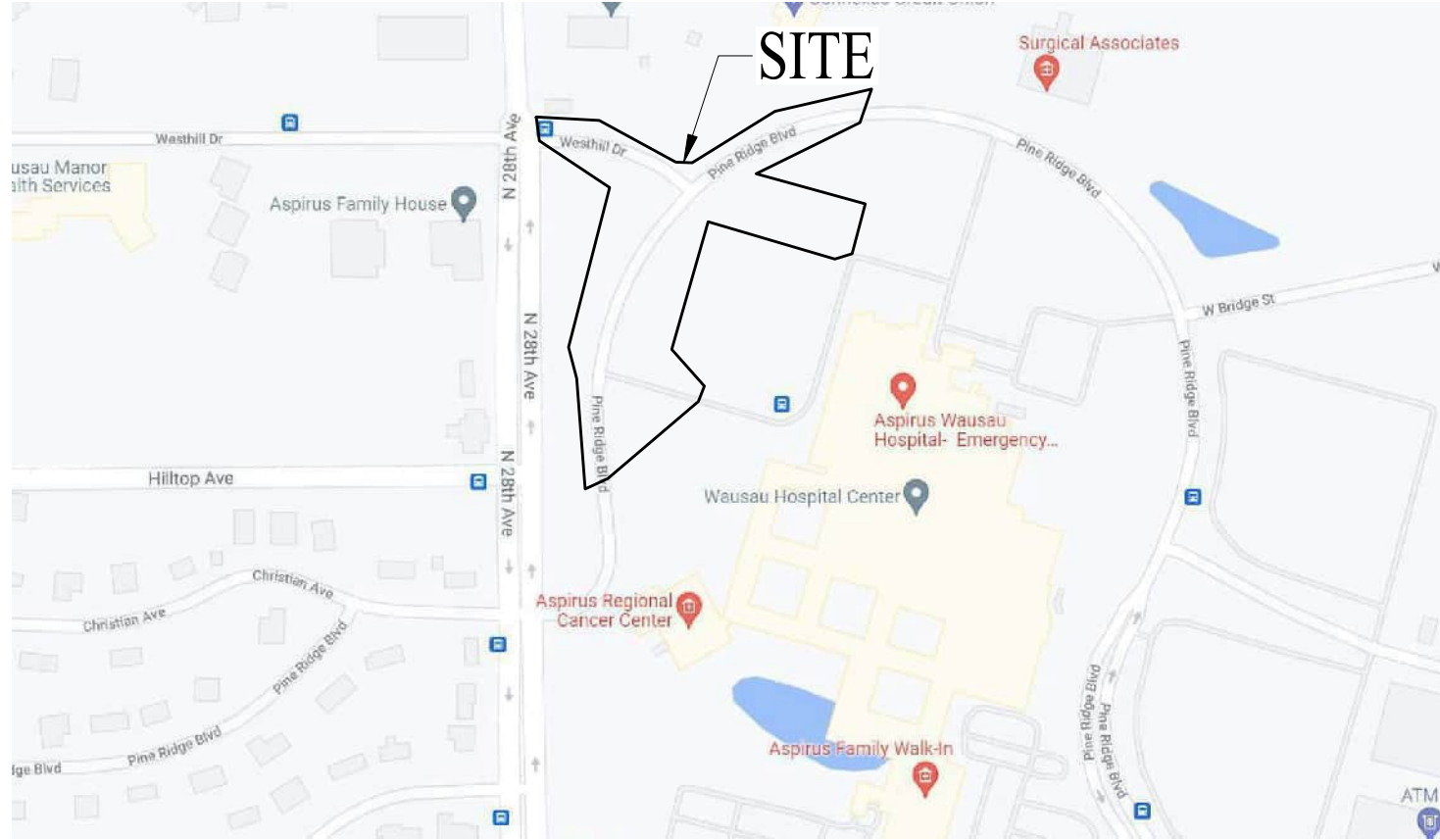
SHEET C001	TITLE SHEET
SHEET C010	EXISTING SITE CONDITIONS - ROAD WEST
SHEET C011	EXISTING SITE CONDITIONS - ROAD EAST
SHEET C012	EXISTING SITE CONDITIONS - SITE NORTH
SHEET C013	EXISTING SITE CONDITIONS - SITE SOUTH
SHEET C020	OVERLAY SITE PLAN
SHEET C030	DEMO PLAN - OVERALL
SHEET C031	DEMO PLAN - ROAD WEST
SHEET C032	DEMO PLAN - ROAD EAST
SHEET C033	DEMO PLAN - SITE NORTH
SHEET C034	DEMO PLAN - SITE SOUTH
SHEET C040	PHASING PLAN
SHEET C050	TYPICAL SECTION
SHEET C100	SITE PLAN - OVERALL
SHEET C101	SITE PLAN - ROAD WEST
SHEET C102	SITE PLAN - ROAD EAST
SHEET C103	SITE PLAN - SITE NORTH
SHEET C104	SITE PLAN - SITE SOUTH
SHEET C105	STRIPING & SIGNAGE PLAN
SHEET C200	GRADING & EROSION CONTROL PLAN - OVERALL
SHEET C201	GRADING & EROSION CONTROL PLAN - ROAD WEST
SHEET C202	GRADING & EROSION CONTROL PLAN - ROAD EAST
SHEET C203	GRADING & EROSION CONTROL PLAN - SITE NORTH
SHEET C204	GRADING & EROSION CONTROL PLAN - SITE SOUTH
SHEET C300	UTILITY PLAN - OVERALL
SHEET C301	UTILITY PLAN - ROAD WEST
SHEET C302	UTILITY PLAN - ROAD EAST
SHEET C303	UTILITY PLAN - SITE NORTH
SHEET C304	UTILITY PLAN - SITE SOUTH
SHEET C400	LANDSCAPE PLAN - OVERALL
SHEET C401	LANDSCAPE PLAN - ROAD WEST
SHEET C402	LANDSCAPE PLAN - ROAD EAST
SHEET C403	LANDSCAPE PLAN - SITE NORTH
SHEET C404	LANDSCAPE PLAN - SITE SOUTH
SHEET C405	LANDSCAPE DETAILS
SHEET C500	PLAN & PROFILE ALIGNMENT OVERVIEW
SHEET C501	PLAN & PROFILE WEST - WESTHILL DRIVE
SHEET C502	PLAN & PROFILE EAST - WESTHILL DRIVE
SHEET C503	PLAN & PROFILE - UTILITIES
SHEET C504	PLAN & PROFILE - UTILITIES
SHEET C601 - C615	CROSS SECTIONS
SHEET C750	TRAFFIC CONTROL PLAN - PHASE 1
SHEET C751	TRAFFIC CONTROL PLAN - PHASE 2
SHEET C752	TRAFFIC CONTROL PLAN - PHASE 3
SHEET C753	TRAFFIC CONTROL - DETOUR ROUTE
SHEET C800	SITE DETAILS
SHEET C810	EROSION CONTROL DETAILS
SHEET C820	UTILITY DETAILS
SHEET C900	SITE SPECIFICATIONS
SHEET PI - P5	CONTECH (861958-010) DETAILS
SHEET PI - P5	CONTECH (861958-015) DETAILS

TOTAL SHEETS = 73

LIST OF STANDARD ABBREVIATIONS

&	AND	INL	HDPE	INLET	HIGH DENSITY POLYETHYLENE PIPE
AB	AUGER BORING	HMA	HMA	HOT MIX ASPHALT	
ADT	AVERAGE DAILY TRAFFIC	HP	HP	HIGH POINT	
BC	BOTTOM OF CURB	IE	IE	INVERT ELEVATION	
BM	BENCHMARK	LF	LF	LINEAL FEET	
BOC	BACK OF CURB	LP	LP	LOW POINT	
BR	BOTTOM OF RAMP	MEG	MEG	MATCH EXISTING GRADE	
BS	BOTTOM OF STEPS	MH	MH	MANHOLE	
BW	BOTTOM OF WALL	(N)	(N)	NORTH	
CB	CATCH BASIN	(NE)	(NE)	NORTHEAST	
CMAC	CORRUGATED METAL ARCH CULVERT	(NW)	(NW)	NORTHWEST	
CMCB	CORRUGATED METAL BOX CULVERT	OH	OH	OVERHEAD	
CMP	CORRUGATED METAL PIPE	PC	PC	POINT OF CURVATURE	
CO	CLEANOUT	PE	PE	POLYETHYLENE PIPE	
CONC.	CONCRETE	P/L	P/L	PROPERTY LINE	
CPP	CORRUGATED PLASTIC PIPE	PP	PP	POWER POLE	
DGB	DENSE GRADED BASE	PT	PT	POINT OF TANGENCY	
DIP	DUCTILE IRON PIPE	PVC	PVC	POLYVINYL CHLORIDE PIPE	
D/S	DOWNSTREAM	RCB	RCB	REINFORCED CONCRETE BOX CULVERT	
(E)	EAST	RCP	RCP	REINFORCED CONCRETE PIPE	
ELEV.	ELEVATION	RR	RR	RAIL ROAD	
EOG	EDGE OF GRAVEL	R/W	R/W	RIGHT OF WAY	
FFE	FINISHED FLOOR ELEVATION	(S)	(S)	SOUTH	
FG	FINISH GRADE	SAN	SAN	SANITARY SEWER	
F.O.	FIBER OPTIC	SB	SB	SOIL BORING	
SS	SS	SS	SS	STORM SEWER	
STM	STM	SSW	SSW	SOUTHWEST	
(SW)	(SW)	TC	TC	TOP OF CURB	
TC	TC	TBR	TBR	TO BE REMOVED	
TBR	TBR	TLE	TLE	TEMPORARY LIMITED EASEMENT	
TLE	TLE	TNH	TNH	TOP NUT FIRE HYDRANT	
TNH	TNH	TP	TP	TEST PIT	
TP	TP	TR	TR	TOP OF RAMP	
TR	TR	TYP.	TYP.	TYPICAL	
TYP.	TYP.	TS	TS	TOP OF STEPS	
TS	TS	TW	TW	TOP OF WALL	
TW	TW	U/S	U/S	UPSTREAM	
U/S	U/S	VAR.	VAR.	VARIES	
VAR.	VAR.	(W)	(W)	WEST	
(W)	(W)				

SITE PLAN PACKAGE FOR: ASPIRUS WAUSAU HOSPITAL NORTHWEST PARKING ADDITION CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN



TITLE WORK REQUIRED
TITLE WORK FOR THE PROJECT SITE WAS NOT PROVIDED TO REI FOR REVIEW, THEREFORE REI WAS UNABLE TO VERIFY THE EXISTENCE OF EASEMENTS OR USE ENCUMBRANCES.

PLANS ARE SUBJECT TO CHANGE BASED ON REGULATORY REVIEW COMMENTS UNTIL PLAN ISSUANCE REFLECTS CONSTRUCTION PLAN LEVEL.

INFORMATION SHOWN WITH RESPECT TO EXISTING UNDERGROUND FACILITIES IS BASED ON INFORMATION AND DATA FURNISHED BY THE OWNER OF SUCH UNDERGROUND FACILITIES. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXACT LOCATIONS OF ALL UNDERGROUND FACILITIES PRIOR TO COMMENCING ANY WORK. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITY FACILITIES.



TOLL FREE: 811 OR (800) 242-8511
HEARING IMPAIRED: TDD (800)542-2289
EMERGENCY ONLY: (877) 500-9592
WWW.DIGGERSHOTLINE.COM

DNR SERVICE CENTER
5301 RIB MOUNTAIN DRIVE
WAUSAU, WISCONSIN 54401
(715) 359-2872

CITY OF WAUSAU ENGINEERING
407 GRANT STREET
WAUSAU, WISCONSIN 54403
(715) 261-6748

WAUSAU PLUMBING INSPECTOR
407 GRANT STREET
WAUSAU, WISCONSIN 54403
(715) 261-6780

OWNER:
ASPIRUS

SURVEYOR:
REI ENGINEERING, INC.
4080 N. 20TH AVENUE
WAUSAU, WI 54401
(715) 675-9784

ENGINEER:
REI ENGINEERING, INC.
4080 N. 20TH AVENUE
WAUSAU, WI 54401
(715) 675-9784
PROJECT MANAGER
MIKE E. MOHR, P.E.

APPROVING AUTHORITIES:
CITY OF WAUSAU
WDNR

LEGEND	
	BENCHMARK
	1" IRON BAR
	EXISTING MANHOLE
	EXISTING TELEPHONE MANHOLE
	EXISTING STORM SEWER MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING HYDRANT
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING WATER SHUTOFF
	EXISTING DECIDUOUS TREE
	EXISTING CONIFEROUS TREE
	EXISTING GAS VALVE
	EXISTING CURB INLET
	EXISTING WELL
	TEST PIT LOCATION
	SOIL BORING
	EXISTING AIR CONDITIONING UNIT
	EXISTING GAS METER
	EXISTING ELECTRIC METER
	EXISTING UTILITY PEDESTAL
	EXISTING RAILROAD TRACKS
	EXISTING TREE LINE
	EXISTING GUY POLE
	EXISTING CABLE TV
	EXISTING FIBER OPTIC CABLE
	EXISTING UNDERGROUND GAS
	EXISTING UNDERGROUND ELECTRIC
	EXISTING UNDERGROUND TELEPHONE
	EXISTING OVERHEAD UTILITIES
	EXISTING WATER MAIN
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
	EXISTING PROPERTY LINE
	PROPOSED HANDICAP PARKING
	PROPOSED CURB STOP
	PROPOSED HYDRANT
	PROPOSED WATER VALVE
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED FORCE MAIN
	PROPOSED SANITARY SEWER LATERAL
	PROPOSED WATER LATERAL
	PROPOSED WATER MAIN
	PROPOSED PUMP STATION
	PROPOSED SANITARY MANHOLE
	PROPOSED STORM MANHOLE
	PROPOSED CURB INLET
	PROPOSED CATCH BASIN
	PROPOSED CLEANOUT
	PROPOSED DRAINAGE FLOW
	PROPOSED SLOPE
	PROPOSED CURB & GUTTER
	PROPOSED REJECT CURB & GUTTER
	PROPOSED MOUNTABLE CURB & GUTTER
	EXISTING GROUND CONTOUR (INTERVAL-1 FT.)
	PROPOSED GROUND CONTOUR (INTERVAL-1 FT.)
	PROPOSED SPOT ELEVATION (TOP OF CURB)
	PROPOSED SPOT ELEVATION (BOTTOM OF CURB)
	PROPOSED SILT FENCE
	PROPOSED INLET PROTECTION
	PROPOSED RIPRAP
	PROPOSED EROSION MAT
	PROPOSED SAWCUT
	PROPOSED VEGETATIVE DRAINAGE SWALE
	PROPOSED ASPHALT DRAINAGE SWALE

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**

NO SCALE

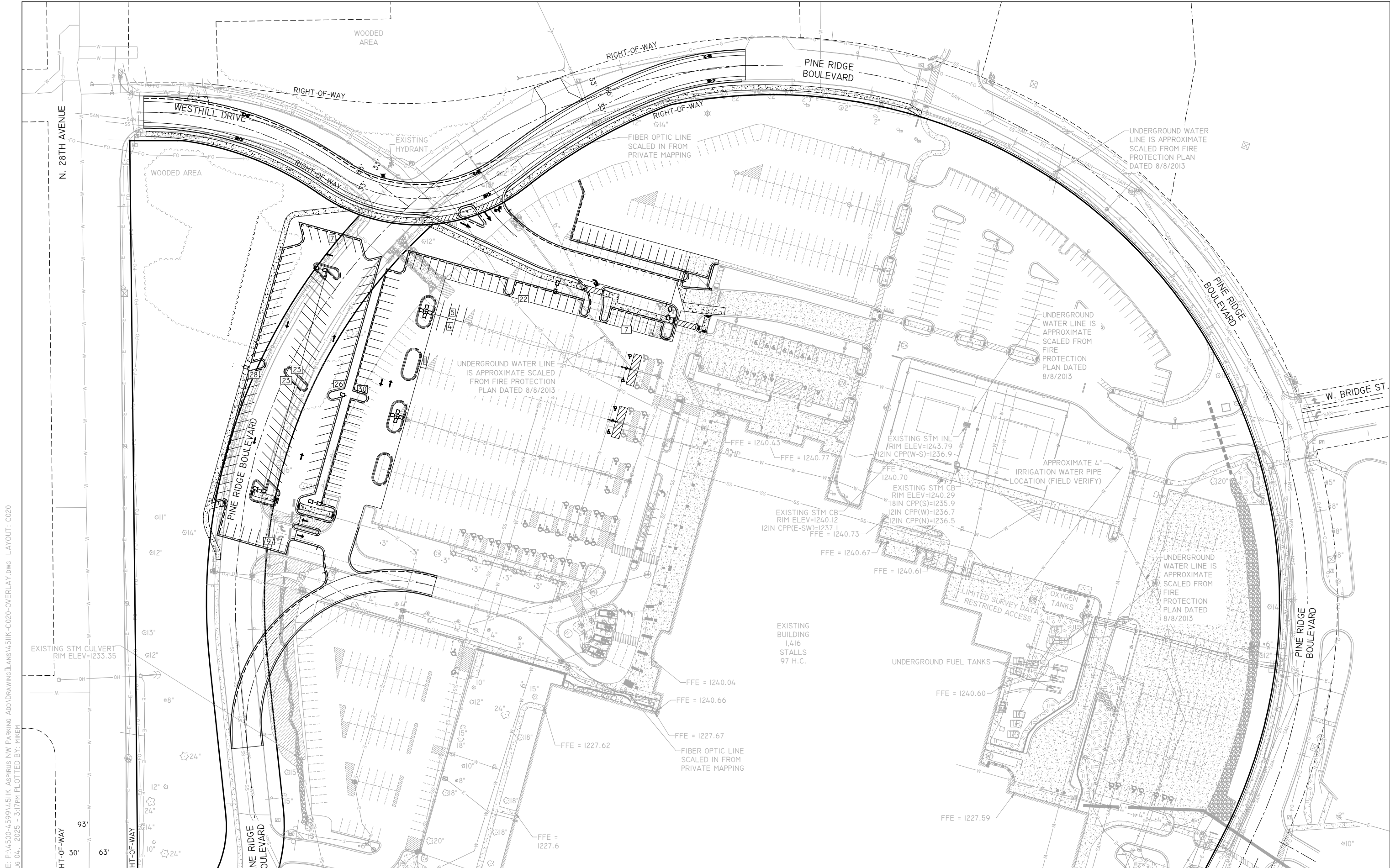


DATE	REVISION	BY	CHKD	SURVEYED BY	DESIGNED BY	SURVEY DATE
		JLR/AJB		JLR/AJB	MEM	11/15/21
		JWP		JWP	JJB	08/04/25
		JWP		JWP	JJB	NAP

TITLE SHEET
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C001

DRAWING FILE: P:\4500-4509\4511K ASPIRUS NW PARKING Add\DRAWING\ANSI\4511K-C001-TITLE.DWG LAYOUT: C001 PLOTTED: Aug 04, 2025 - 3:15PM PLOTTED BY: MIKE

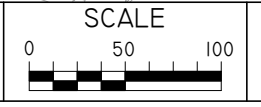


DRAWING FILE: P:\4500-4509\4511K ASPIRUS NW PARKING Add.Drawing\4511K-C020-OVERLAY.dwg LAYOUT: C020
 PLOTTED: Aug 04, 2025 - 3:17PM PLOTTED BY: MIKEM

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



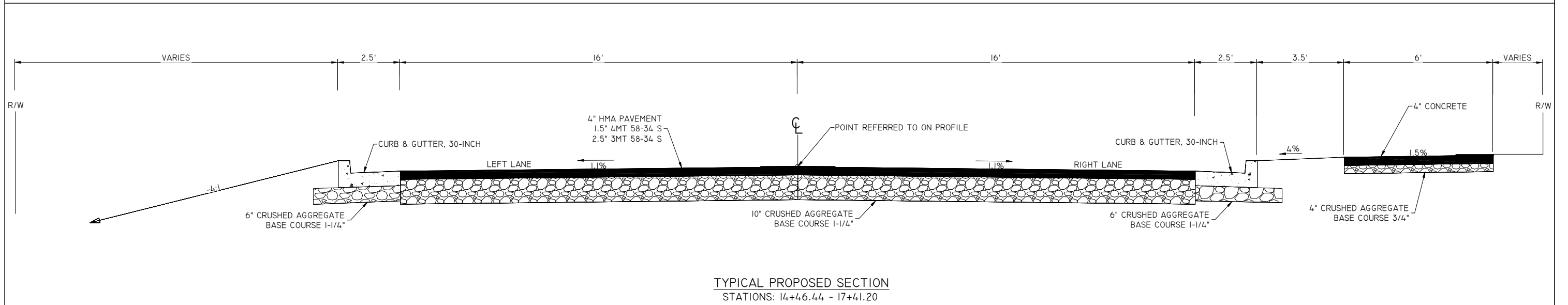
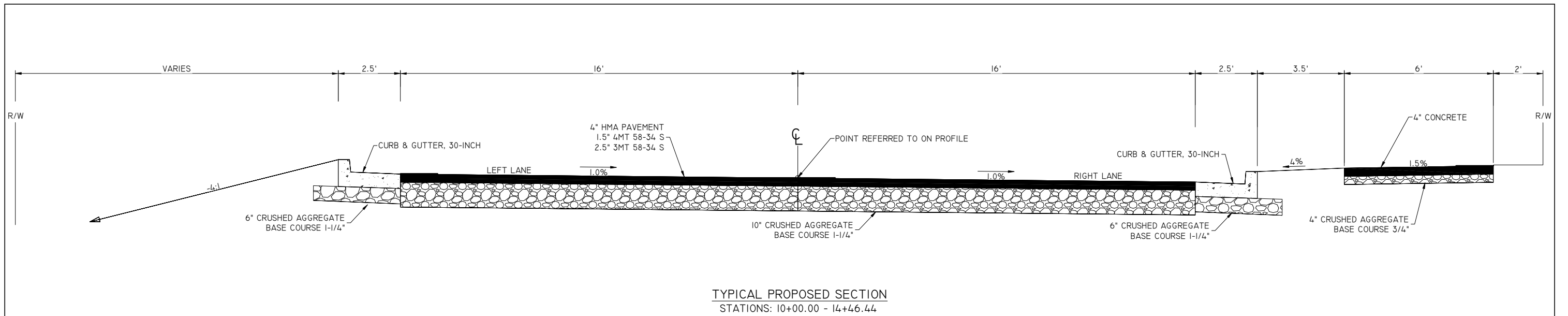
**CIVIL & ENVIRONMENTAL
 ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR/AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

OVERLAY SITE PLAN
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C020



DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.Drawing\Plans\4511K-C050-TS.dwg LAYOUT: C050
PLOTTED: Aug 04, 2025 - 3:20PM PLOTTED BY: MIKEY

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**



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

TYPICAL SECTIONS
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C050

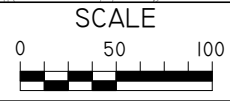
DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DRAWING\4511K-C100-SITE.dwg LAYOUT: C100
 PLOTTED: Aug 04, 2025 - 3:21PM PLOTTED BY: MIKEM

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



REI

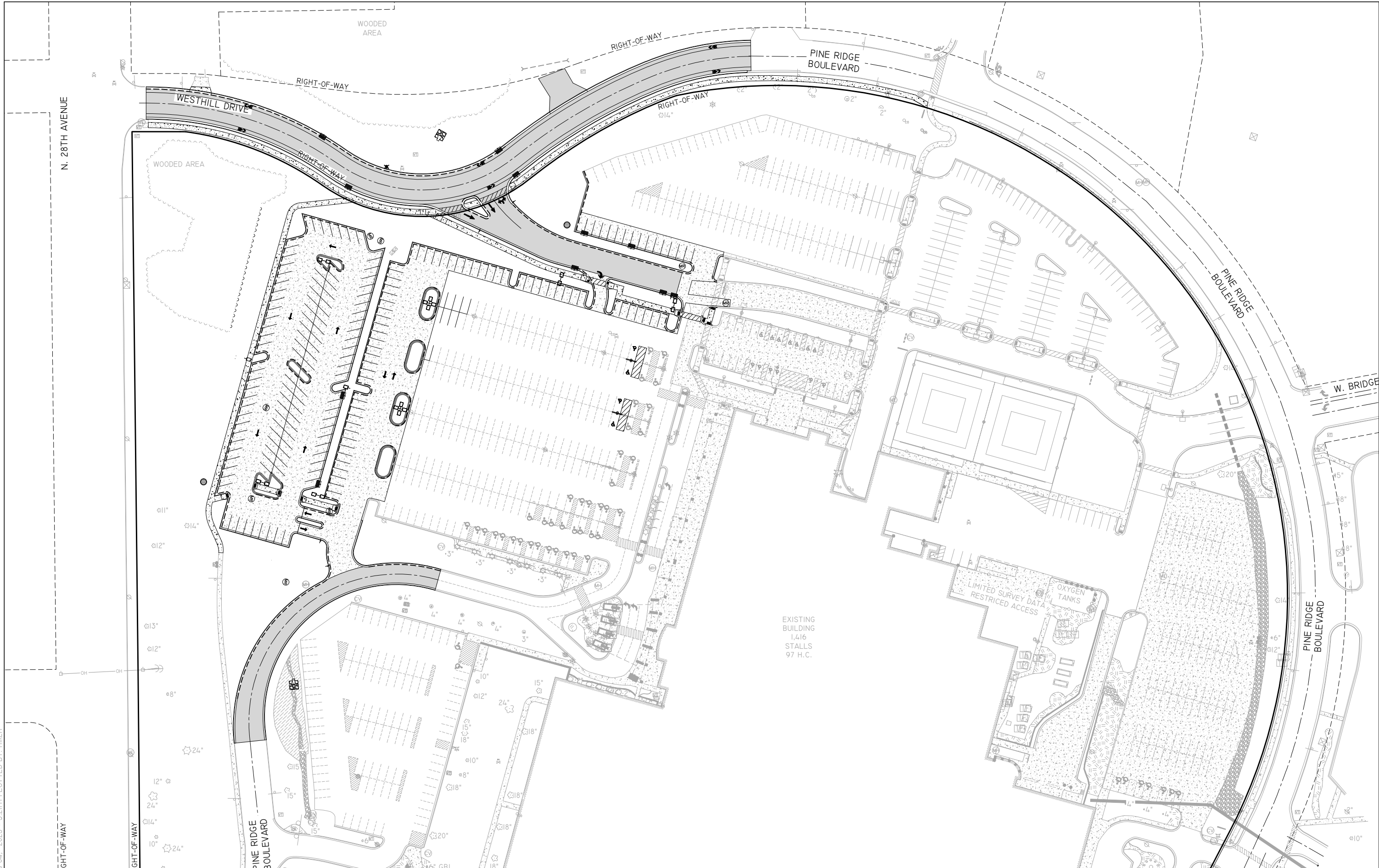
**CIVIL & ENVIRONMENTAL
 ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR/AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

SITE PLAN - OVERALL
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C100



KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. 4" CONCRETE SIDEWALK. SEE DETAIL B/C800.
3. 24" CURB AND GUTTER. SEE DETAIL C/C800.
4. 24" REJECT CURB AND GUTTER. SEE DETAIL C/C800.
5. 6" CONCRETE PAVEMENT. SEE DETAIL D/C800.
6. TRANSITION CURB & GUTTER. SEE DETAIL F/C800.
7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
8. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
9. VAN ACCESSIBLE HANDICAP SIGN (DOUBLE SIDED). SEE DETAIL I/C800.
10. HANDICAP RAMP. SEE DETAIL J/C800.
- 10A. HANDICAP RAMP. SEE DETAIL K/C800.
11. PARKING STALL PAINTED STRIPING, YELLOW. (TYPICAL)
12. SIGNS BY OTHERS.
13. 24" MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
14. 24" REJECT MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
15. CURB TYPE CHANGE.
16. 30" CURB AND GUTTER. SEE DETAIL M/C800.
17. 30" REJECT CURB AND GUTTER. SEE DETAIL M/C800.
18. 24" CONCRETE DRIVEWAY CURB. SEE DETAIL E/C800.
19. LIGHT POLE. SEE ELECTRICAL PLAN FOR DETAILS.

NOTES:

- (A) PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO EXISTING FEATURES, AS TAKEN FROM THE SURVEY.
- (B) ALL DIMENSIONS ARE TO THE BACK OF CURB OR FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.
- (C) PRIVATE & PUBLIC UTILITY COORDINATION INCLUDING GAS, ELECTRIC, AND TELECOMMUNICATIONS SHALL BE COORDINATED BY THE CONTRACTOR.

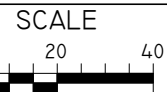
EXISTING STM MH RIM ELEV=1275.60

STING STM INL 1 ELEV=1273.90

DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add\DRAWING\PLANS\4511K-C100-SITE.dwg LAYOUT: C101 PLOTTED: Aug 04, 2025 - 3:21PM PLOTTED BY: MIKEM



CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

SITE PLAN - ROAD WEST
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C101

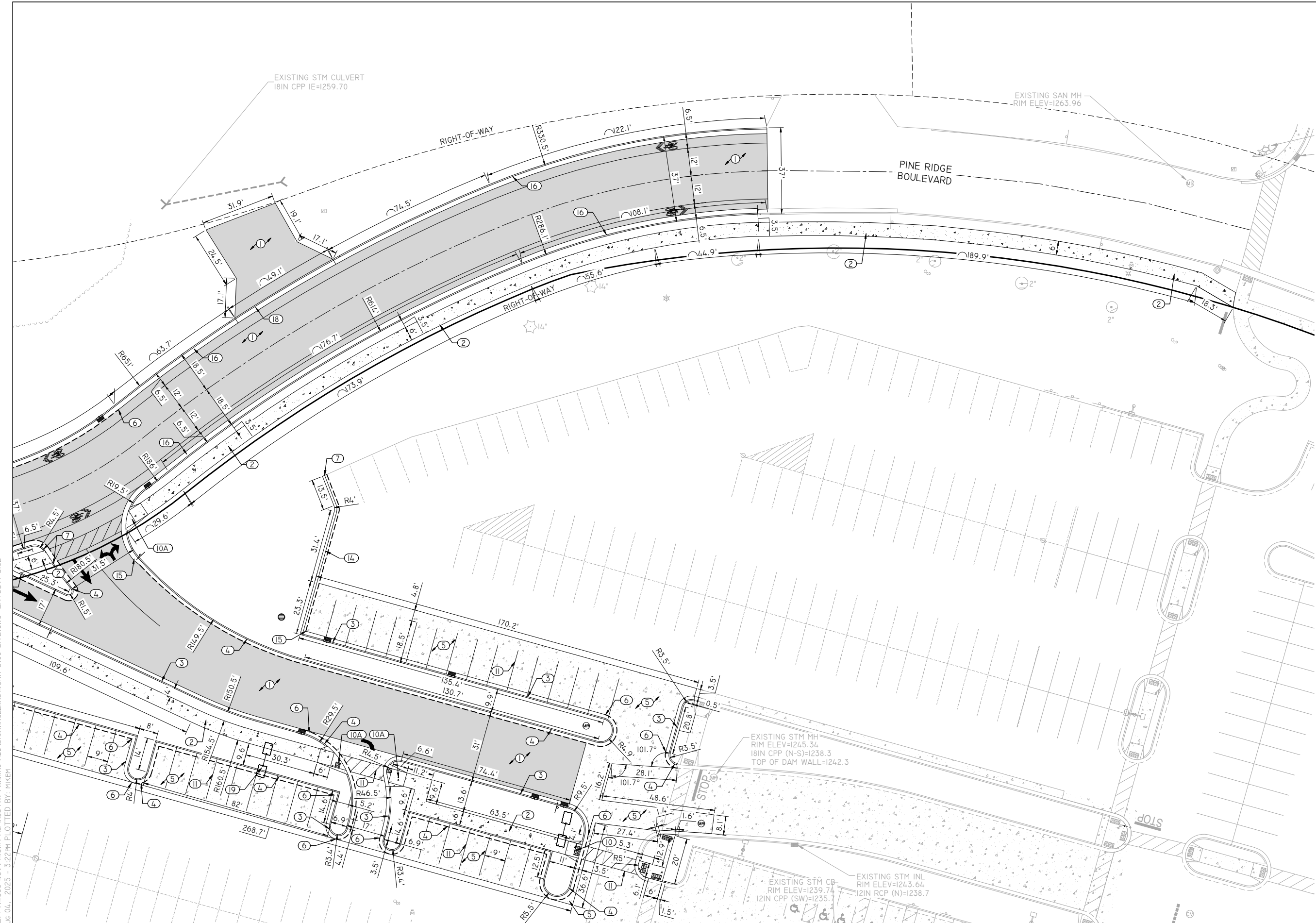


KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. 4" CONCRETE SIDEWALK. SEE DETAIL B/C800.
3. 24" CURB AND GUTTER. SEE DETAIL C/C800.
4. 24" REJECT CURB AND GUTTER. SEE DETAIL C/C800.
5. 6" CONCRETE PAVEMENT. SEE DETAIL D/C800.
6. TRANSITION CURB & GUTTER. SEE DETAIL F/C800.
7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
8. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
9. VAN ACCESSIBLE HANDICAP SIGN (DOUBLE SIDED). SEE DETAIL I/C800.
10. HANDICAP RAMP. SEE DETAIL J/C800.
- 10A. HANDICAP RAMP. SEE DETAIL K/C800.
11. PARKING STALL PAINTED STRIPING, YELLOW. (TYPICAL)
12. SIGNS BY OTHERS.
13. 24" MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
14. 24" REJECT MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
15. CURB TYPE CHANGE.
16. 30" CURB AND GUTTER. SEE DETAIL M/C800.
17. 30" REJECT CURB AND GUTTER. SEE DETAIL M/C800.
18. 24" CONCRETE DRIVEWAY CURB. SEE DETAIL E/C800.
19. LIGHT POLE. SEE ELECTRICAL PLAN FOR

NOTES:

- (A) PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO EXISTING FEATURES, AS TAKEN FROM THE SURVEY.
- (B) ALL DIMENSIONS ARE TO THE BACK OF CURB OR FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.
- (C) PRIVATE & PUBLIC UTILITY COORDINATION INCLUDING GAS, ELECTRIC, AND TELECOMMUNICATIONS SHALL BE COORDINATED BY THE CONTRACTOR.

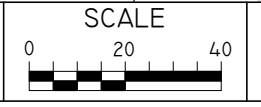


DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD.DRAWING\PLANS\4511K-C100-SITE.DWG LAYOUT: C102
PLOTTED: AUG 04, 2025 - 3:22PM PLOTTED BY: MIKEY

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: JLR/AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

SITE PLAN - ROAD EAST
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

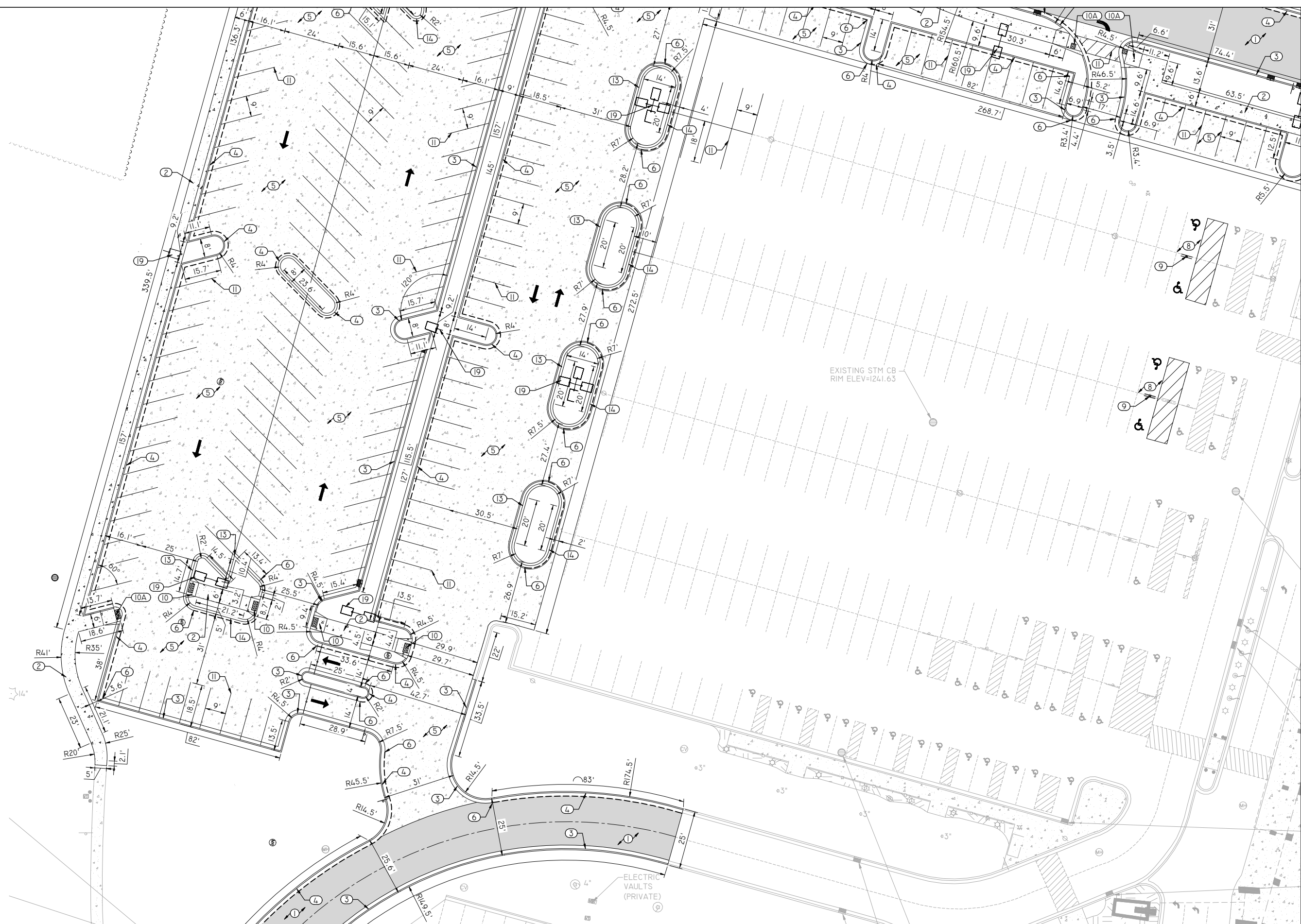
REI
REI No. 4511K
SHEET C102

KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. 4" CONCRETE SIDEWALK. SEE DETAIL B/C800.
3. 24" CURB AND GUTTER. SEE DETAIL C/C800.
4. 24" REJECT CURB AND GUTTER. SEE DETAIL C/C800.
5. 6" CONCRETE PAVEMENT. SEE DETAIL D/C800.
6. TRANSITION CURB & GUTTER. SEE DETAIL F/C800.
7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
8. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
9. VAN ACCESSIBLE HANDICAP SIGN (DOUBLE SIDED). SEE DETAIL I/C800.
10. HANDICAP RAMP. SEE DETAIL J/C800.
- 10A. HANDICAP RAMP. SEE DETAIL K/C800.
11. PARKING STALL PAINTED STRIPING, YELLOW. (TYPICAL)
12. SIGNS BY OTHERS.
13. 24" MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
14. 24" REJECT MOUNTABLE CURB AND GUTTER. SEE DETAIL L/C800.
15. CURB TYPE CHANGE.
16. 30" CURB AND GUTTER. SEE DETAIL M/C800.
17. 30" REJECT CURB AND GUTTER. SEE DETAIL M/C800.
18. 24" CONCRETE DRIVEWAY CURB. SEE DETAIL E/C800.
19. LIGHT POLE. SEE ELECTRICAL PLAN FOR

NOTES:

- (A) PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO EXISTING FEATURES, AS TAKEN FROM THE SURVEY.
- (B) ALL DIMENSIONS ARE TO THE BACK OF CURB OR FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.
- (C) PRIVATE & PUBLIC UTILITY COORDINATION INCLUDING GAS, ELECTRIC, AND TELECOMMUNICATIONS SHALL BE COORDINATED BY THE CONTRACTOR.

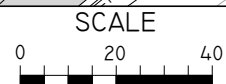


DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DWG\4511K-C100-SITE.dwg LAYOUT: C103 PLOTTED: Aug 04, 2025 - 3:22PM PLOTTED BY: MIKEY

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: JLR/AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

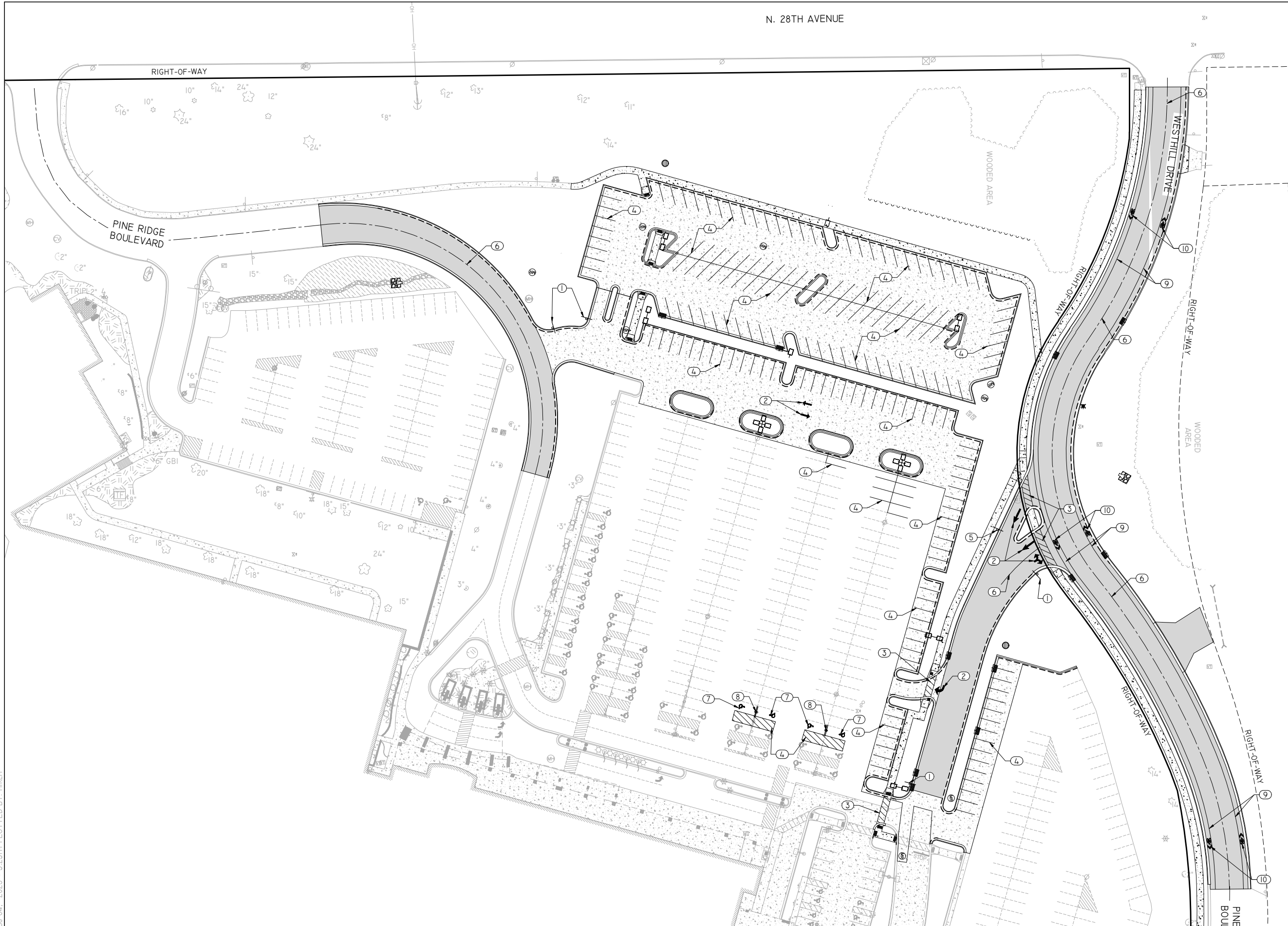
SITE PLAN - SITE NORTH
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C103

N. 28TH AVENUE

KEYED NOTES

1. INSTALL STOP SIGN.
2. PAINTED PAVEMENT MARKING DIRECTIONAL ARROWS, YELLOW.
3. PAINTED PAVEMENT MARKING PEDESTRIAN CROSS WALK, YELLOW.
4. PAINTED PARKING STALL LINES, YELLOW. (TYPICAL)
5. INSTALL YIELD SIGN.
6. PAINTED PAVEMENT MARKING DOUBLE CENTERLINE, YELLOW.
7. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
8. VAN ACCESSIBLE HANDICAP SIGN (DOUBLE SIDED). SEE DETAIL I/C800.
9. PAINTED PAVEMENT MARKING BIKE LANE, WHITE. (TYPICAL)
10. PAINTED PAVEMENT MARKING BIKE LANE SYMBOLS, WHITE. (TYPICAL)

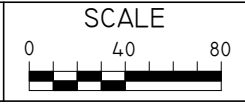


DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add\DRAWING\PLANS\4511K-C100-SITE.dwg LAYOUT: C105
 PLOTTED: AUG 04, 2025 - 3:23PM PLOTTED BY: MIKEY

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**

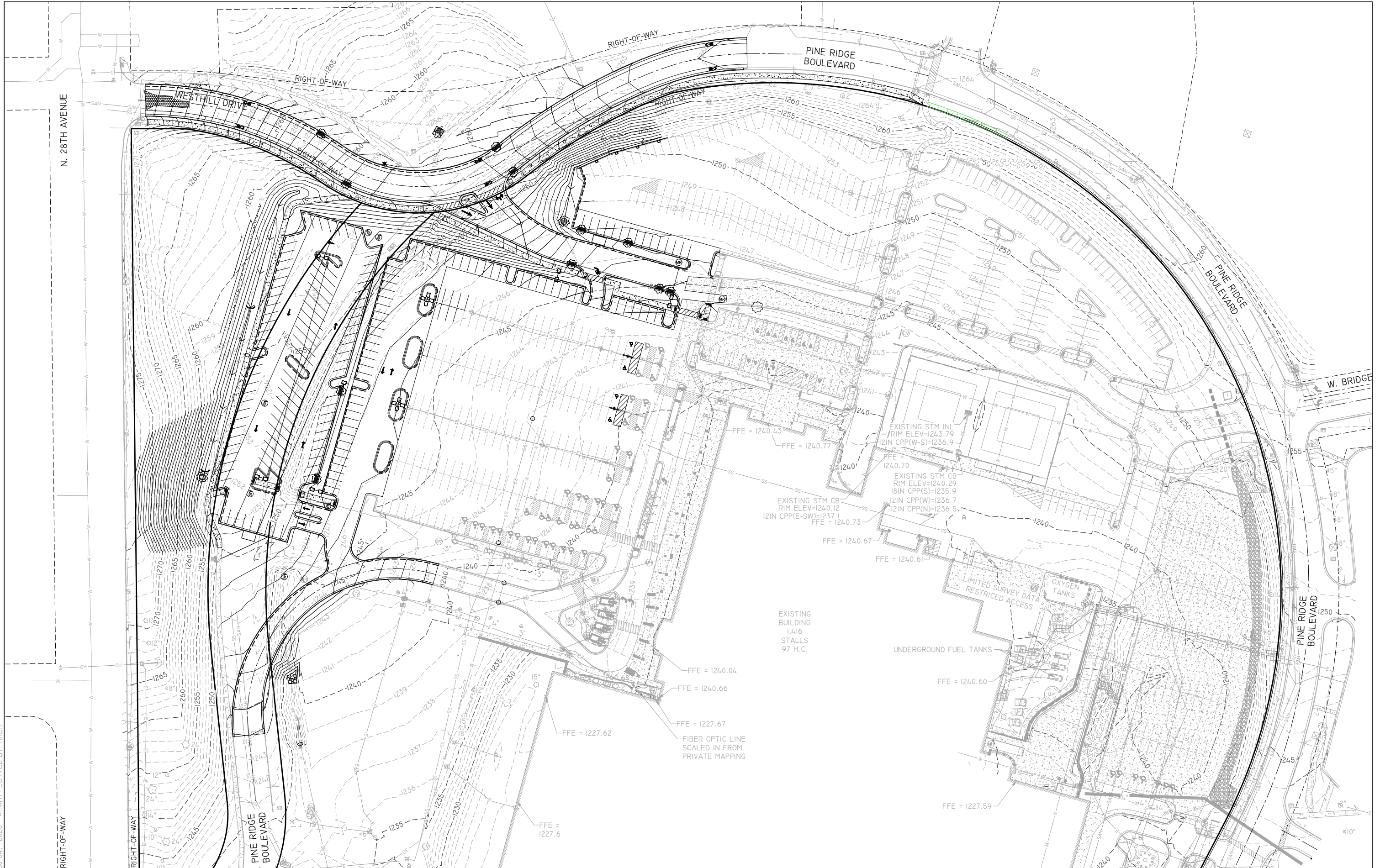


DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, JJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

STRIPING & SIGNAGE PLAN
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI No. 4511K
SHEET C105

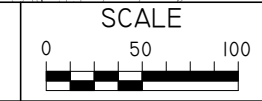
DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD.DWG
 PLOTTED: AUG 04, 2025 - 4:14PM PLOTTED BY: MIKEM



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



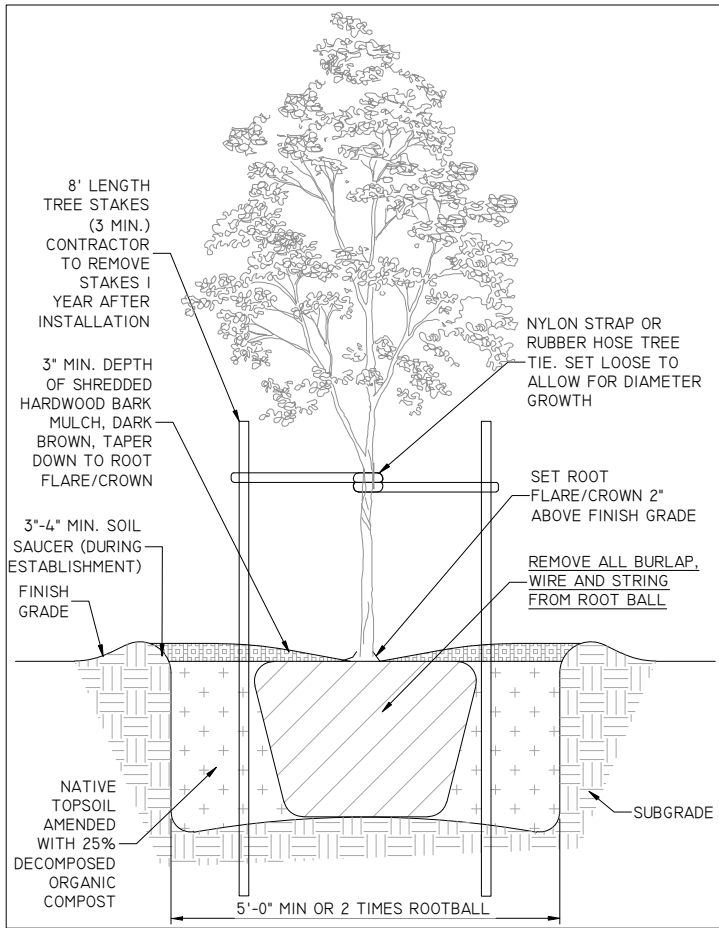
**CIVIL & ENVIRONMENTAL
 ENGINEERING, SURVEYING**



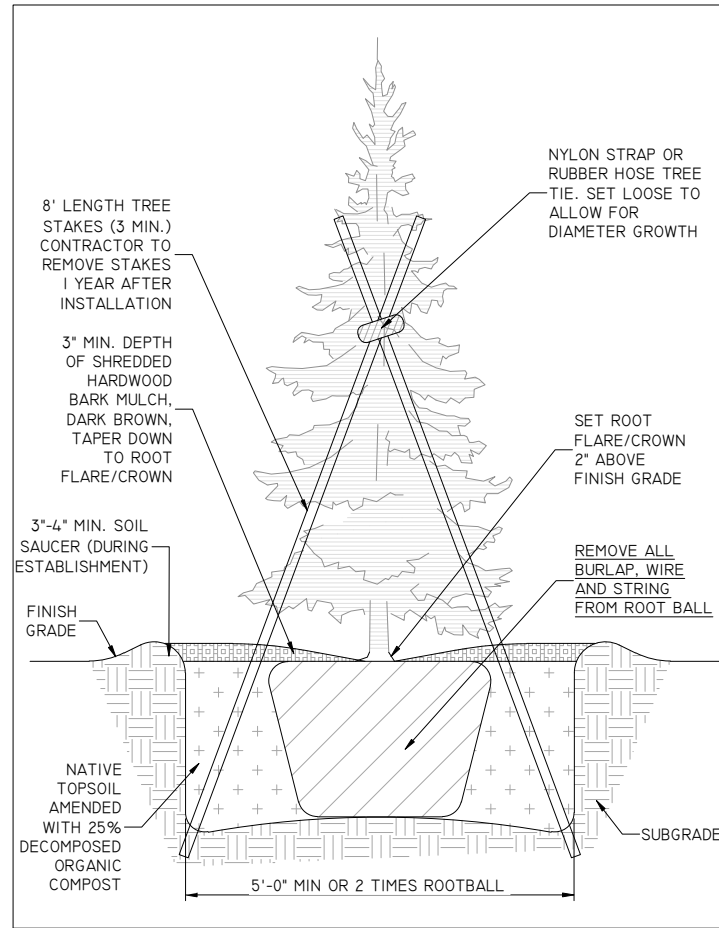
DATE	REVISION	BY	CHKD	SURVEYED BY: JLR/AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

GRADING & EROSION CONTROL PLAN - OVERALL
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

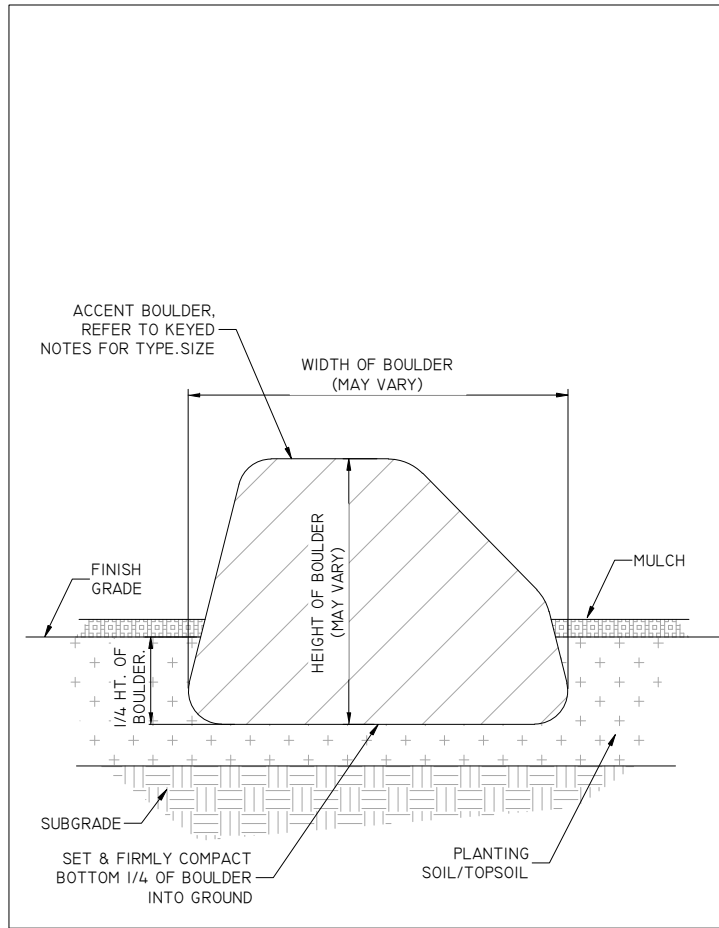
REI
 REI No. 4511K
 SHEET C200



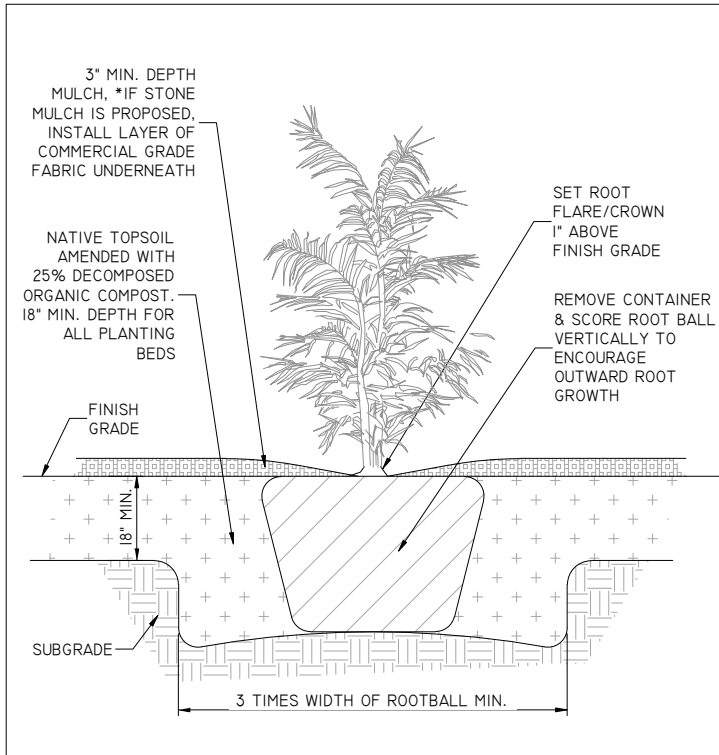
DECIDUOUS TREE - PLANTING DETAIL



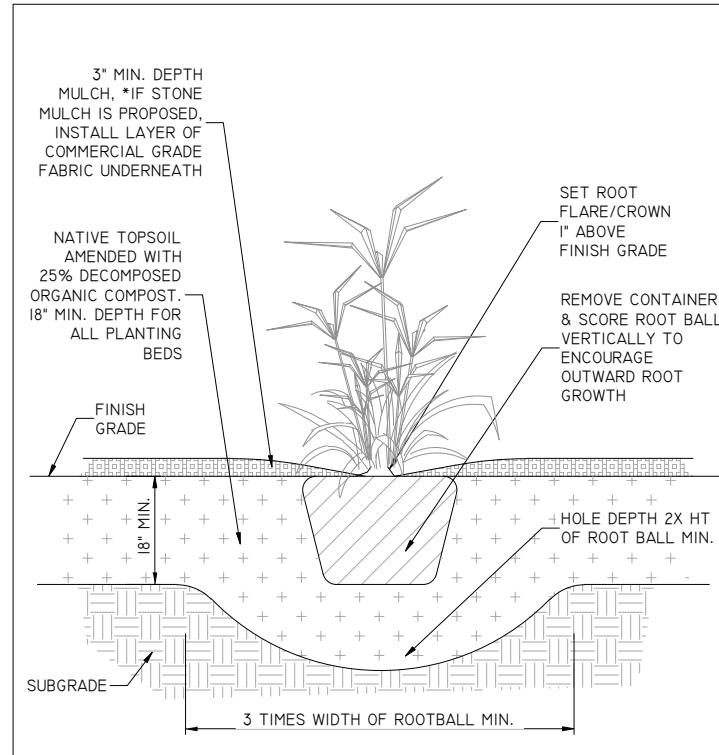
EVERGREEN TREE - PLANTING DETAIL



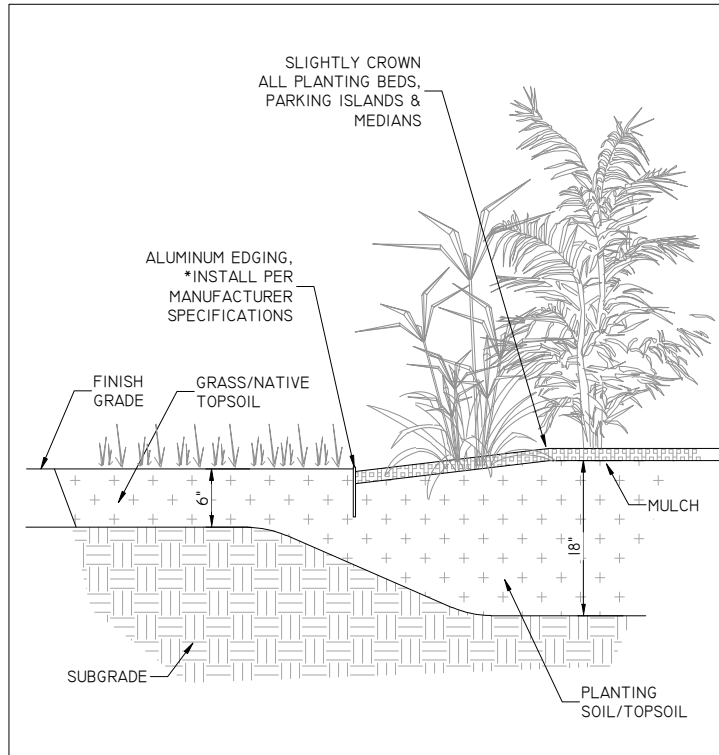
ACCENT BOULDER - DETAIL



SHRUB - PLANTING DETAIL



PERENNIAL - PLANTING DETAIL



PLANTING BED & EDGING - DETAIL

DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD.DWG\LANDSCAPE.DWG LAYOUT: C405
PLOTTED: Aug 04, 2025 - 3:32PM PLOTTED BY: MIKEY

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**

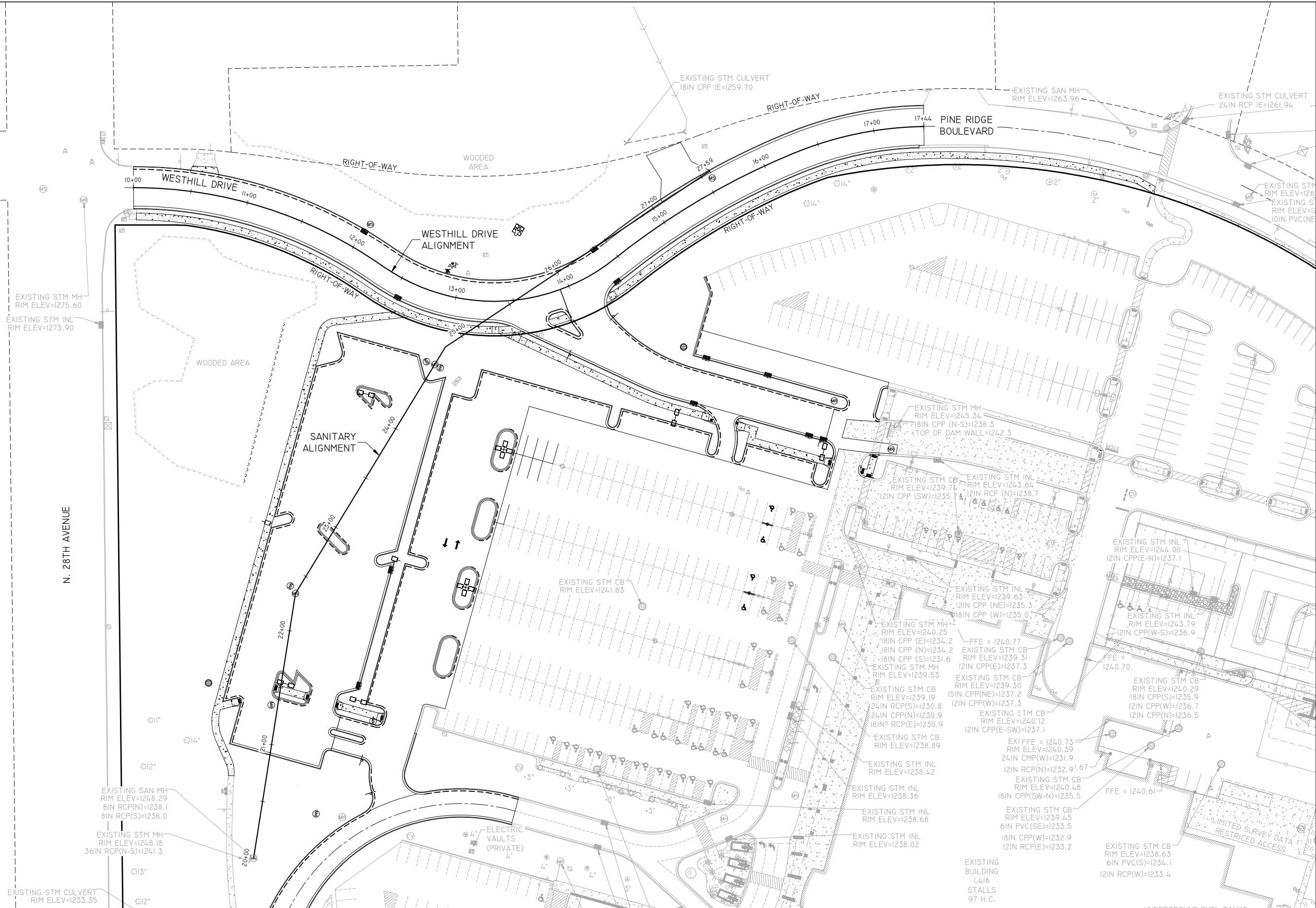


DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY:

LANDSCAPE DETAILS
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C405

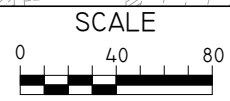
DRAWING FILE: P:\4500-4509\4511K ASPIRUS NW PARKING Add.DRAWING\ANS\4511K-C500-PP.DWG LAYOUT: C500
 PLOTTED: Aug 04, 2025 - 3:33PM PLOTTED BY: MIKEY



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



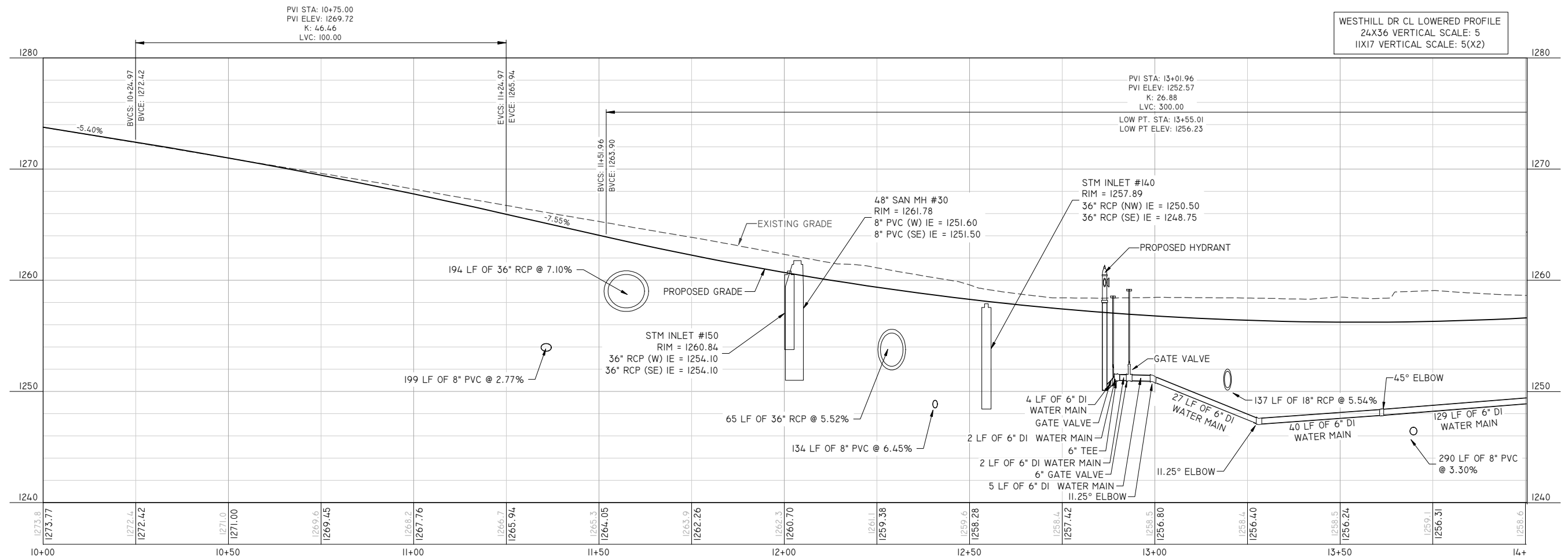
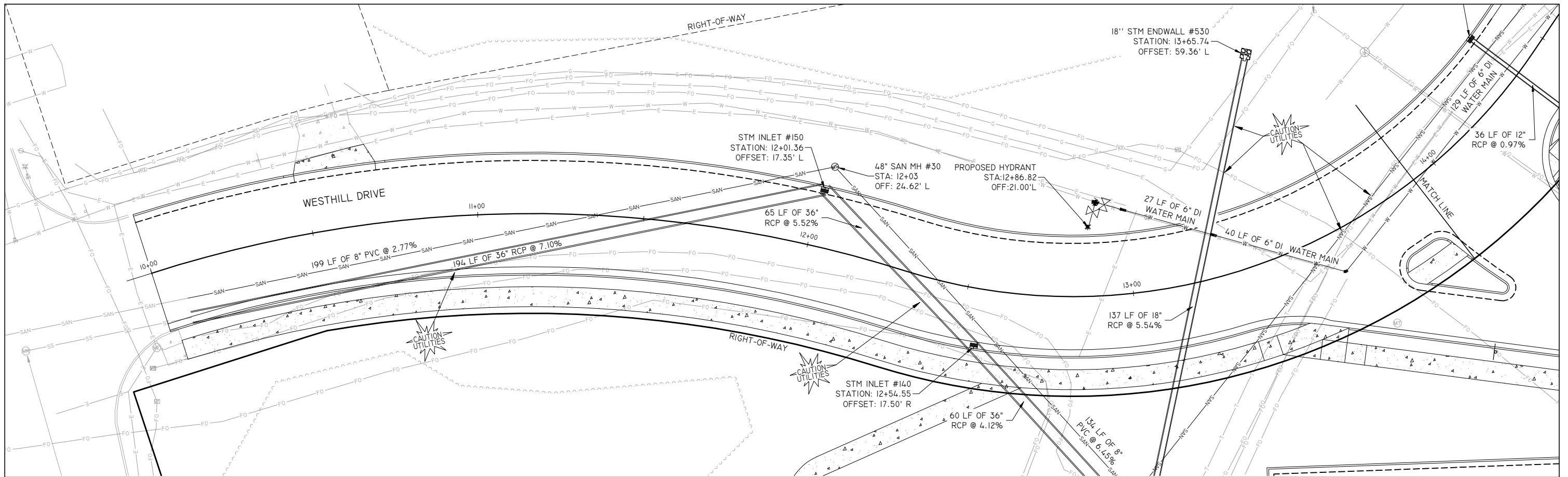
**CIVIL & ENVIRONMENTAL
 ENGINEERING, SURVEYING**



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

PLAN & PROFILE ALIGNMENT OVERVIEW
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C500



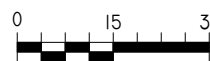
DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DRAWING\PLANS\4511K-C500-PP.DWG LAYOUT: C501
PLOTTED: Aug 04, 2025 - 3:33PM PLOTTED BY: MIKEY

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**

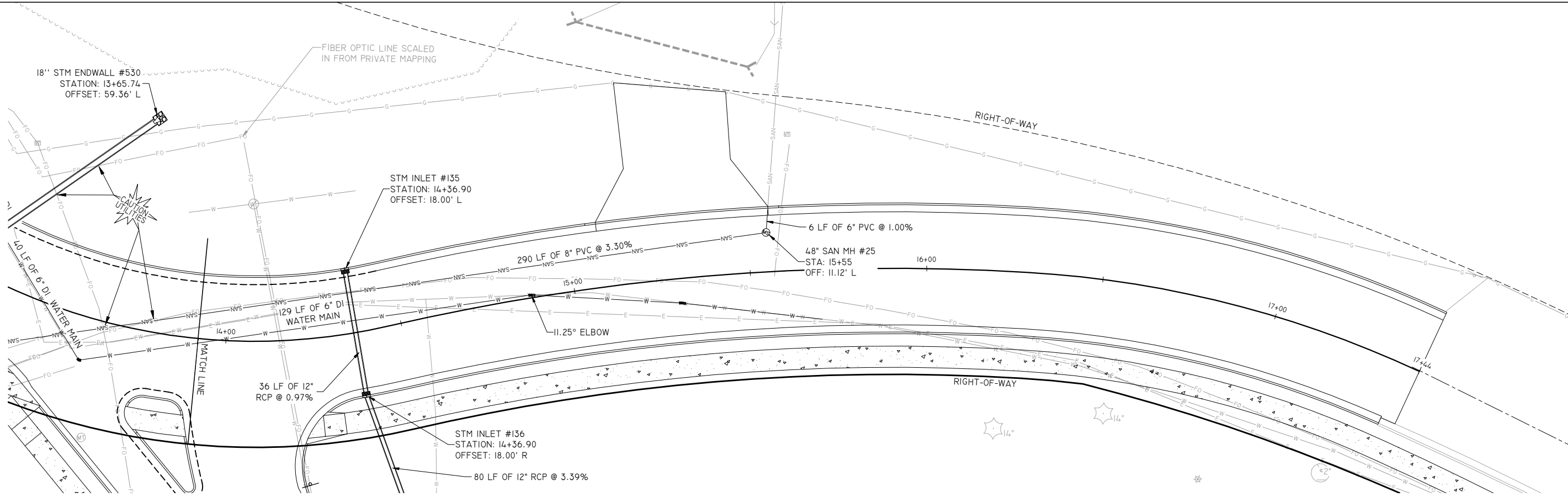
SCALE



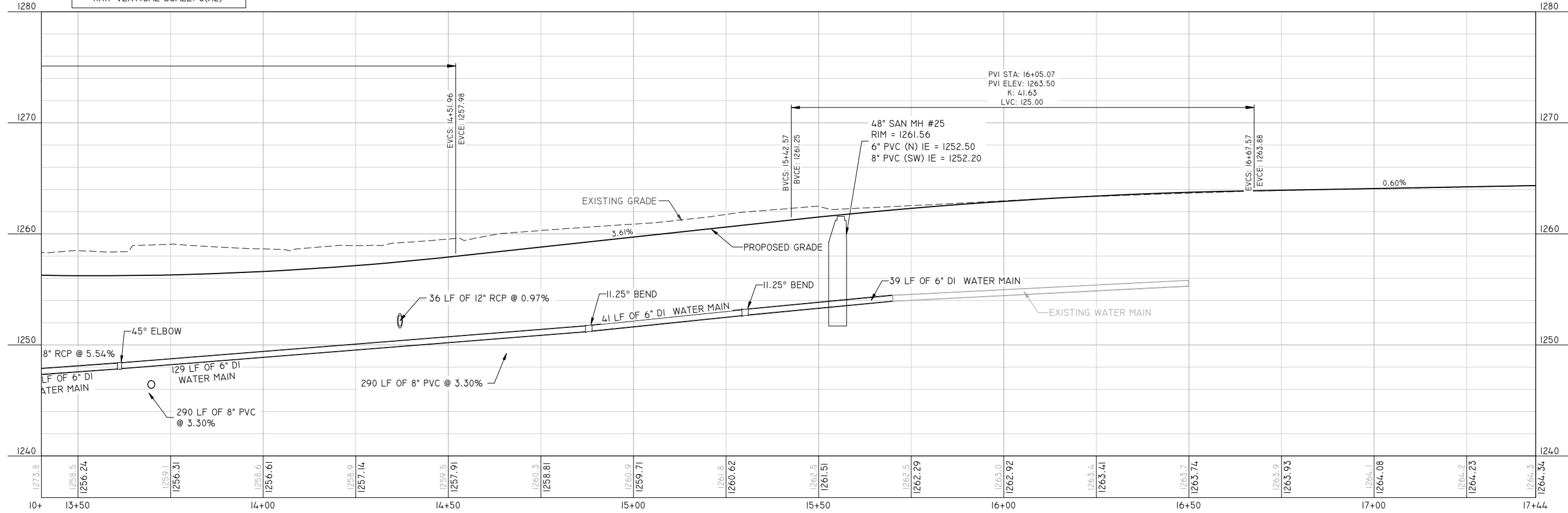
DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

PLAN & PROFILE WEST - WESTHILL DRIVE
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C501



WESTHILL DR CL LOWERED PROFILE
 24X36 VERTICAL SCALE: 5
 11X17 VERTICAL SCALE: 5(X2)

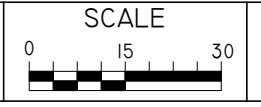


DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DRAWING\PLANS\4511K-C500-PP.DWG LAYOUT: C502
 PLOTTED: AUG 04, 2025 - 3:34PM PLOTTED BY: MIKEM

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**

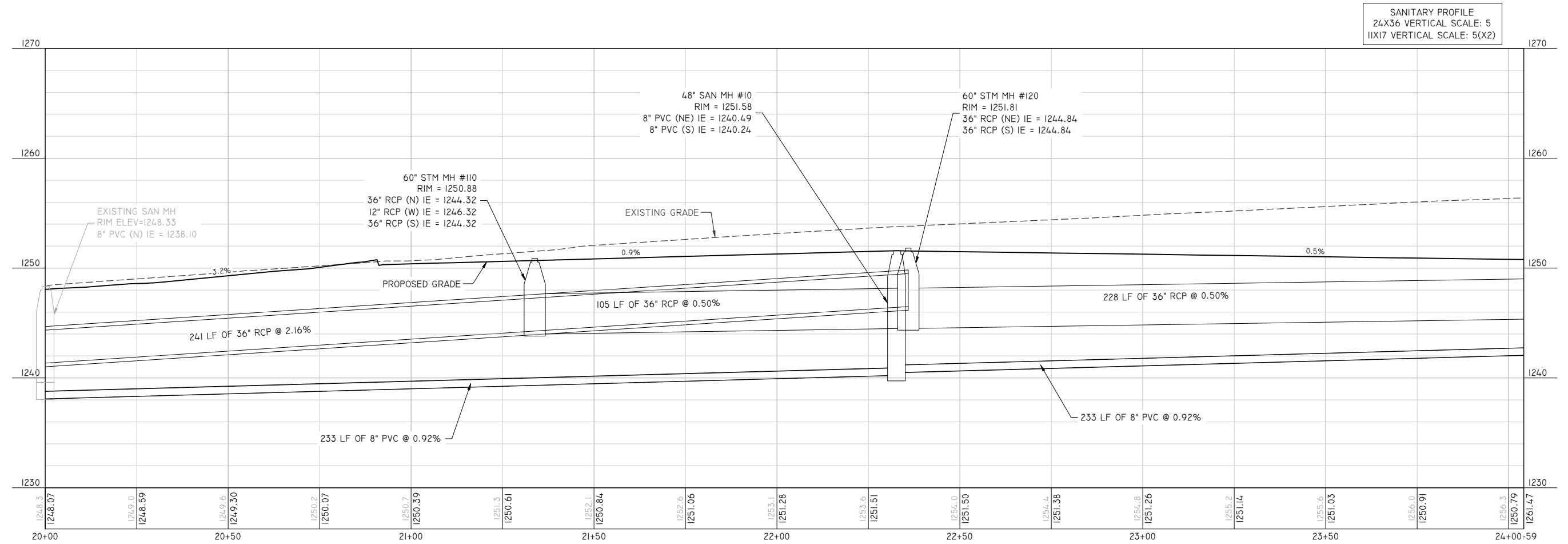
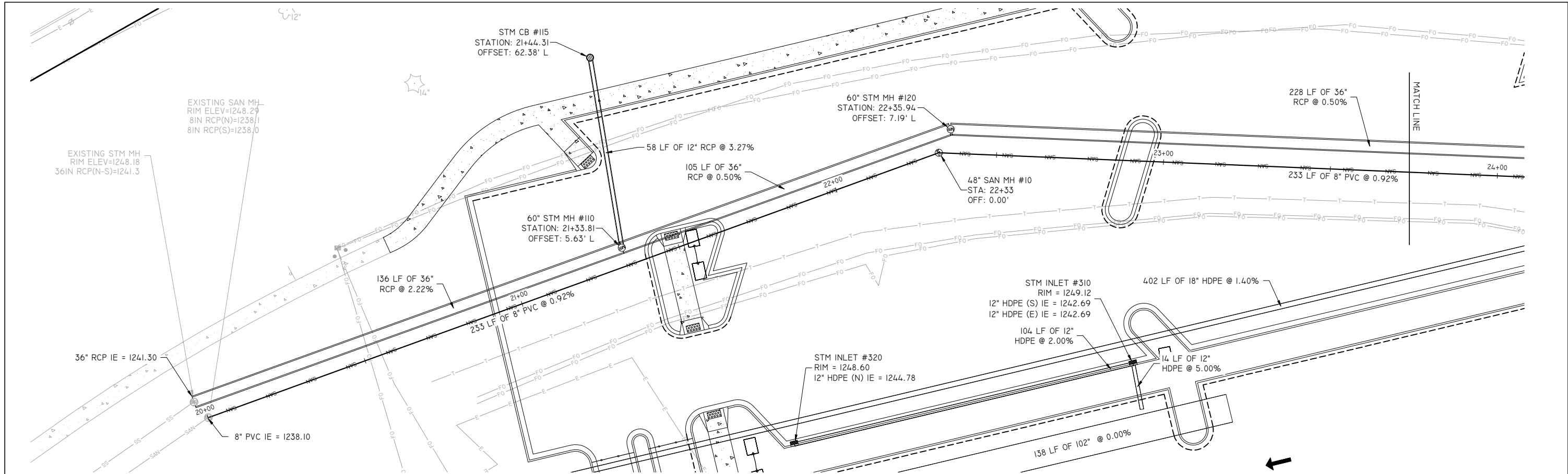


DATE	REVISION	BY	CHKD

SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

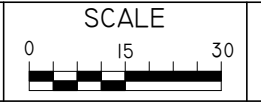
PLAN & PROFILE EAST - WESTHILL DRIVE
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C502



DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD.DRAWING\PLANS\4511K-C500-PP.DWG LAYOUT: C503
PLOTTED: AUG 04, 2025 - 3:35PM PLOTTED BY: MIKEY

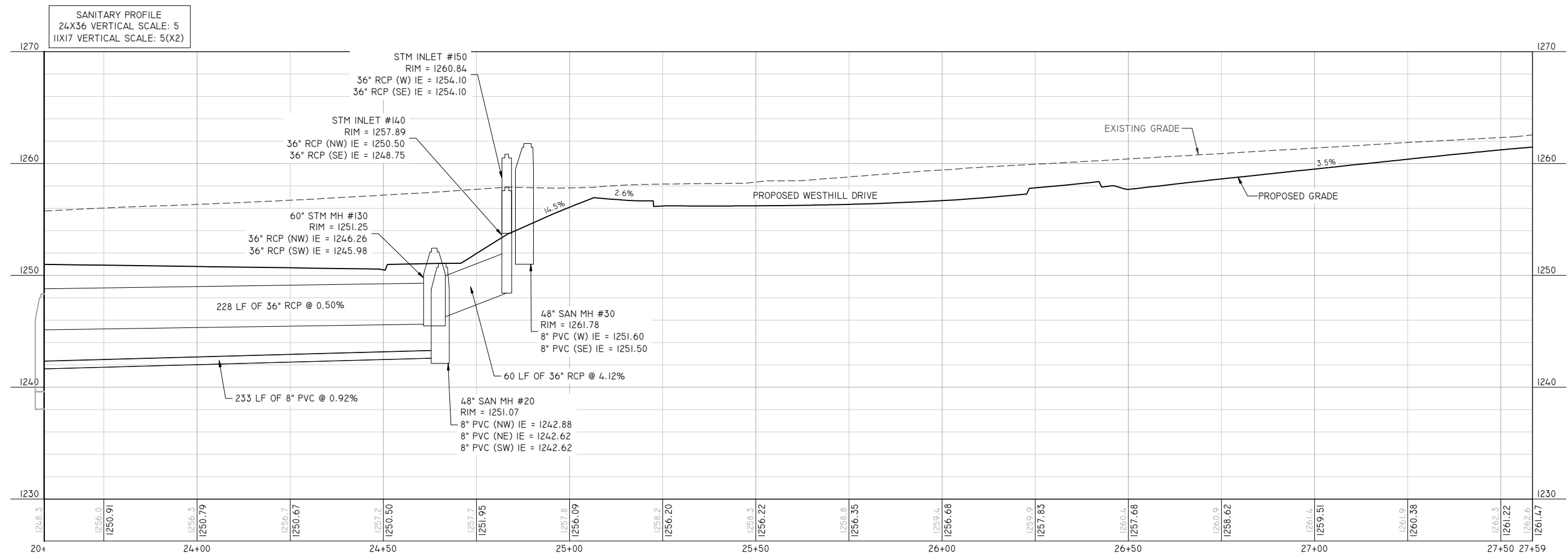
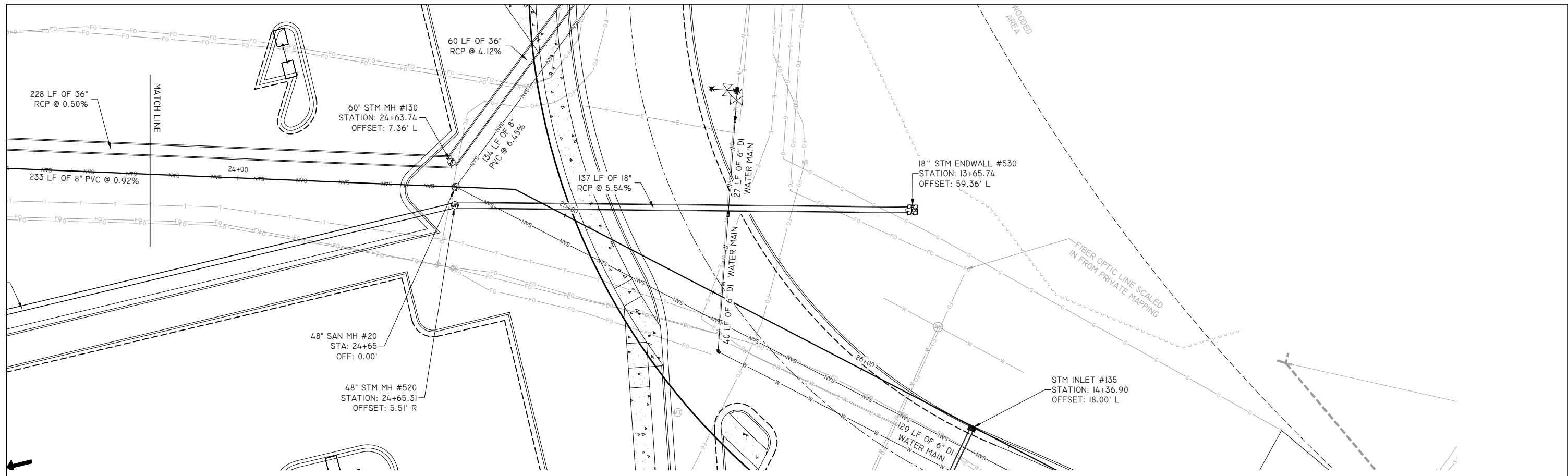
REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

PLAN & PROFILE - UTILITIES
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C503



DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DRAWING\PLANS\4511K-C500-PP.DWG LAYOUT: C504
PLOTTED: Aug 04, 2025 - 3:35PM PLOTTED BY: MIKEY

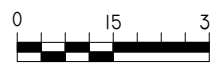
REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**

SCALE



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

PLAN & PROFILE - UTILITIES
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

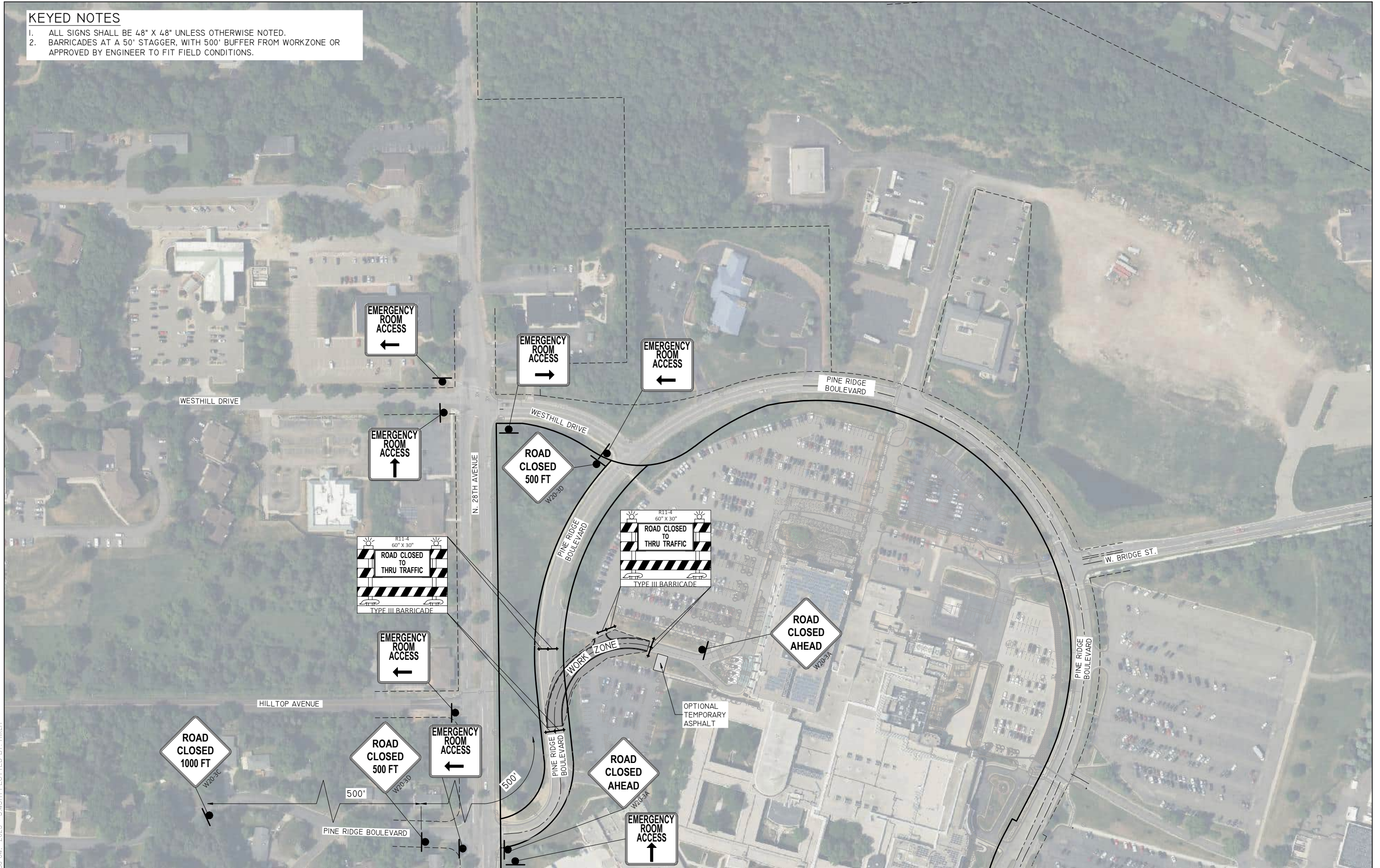


REI No. **4511K**
SHEET **C504**

KEYED NOTES

1. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
2. BARRICADES AT A 50' STAGGER, WITH 500' BUFFER FROM WORKZONE OR APPROVED BY ENGINEER TO FIT FIELD CONDITIONS.

DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DWG\ANS\4511K-C750-TCP.dwg LAYOUT: C750
PLOTTED: Aug 04, 2025 - 3:43 PM PLOTTED BY: MIKEM



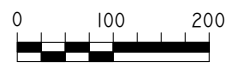
REI Engineering, Inc.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**

SCALE



DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

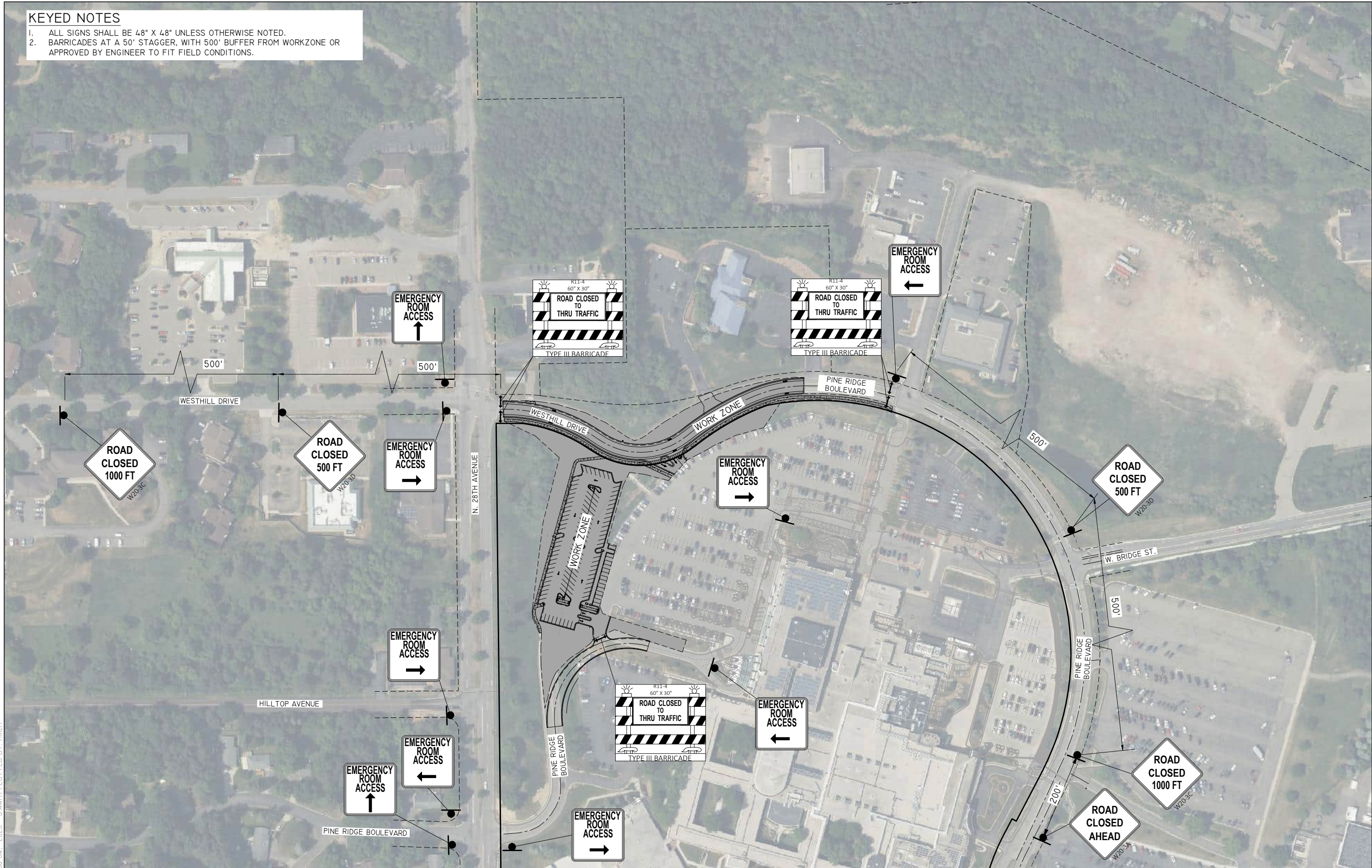
TRAFFIC CONTROL PLAN - PHASE I
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C750

KEYED NOTES

1. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
2. BARRICADES AT A 50' STAGGER, WITH 500' BUFFER FROM WORKZONE OR APPROVED BY ENGINEER TO FIT FIELD CONDITIONS.

DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DRAWING\PLANS\4511K-C750-TCP.dwg LAYOUT: C751
PLOTTED: Aug 04, 2025 - 3:44PM PLOTTED BY: MIKEM

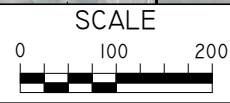


REI Engineering, Inc.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**



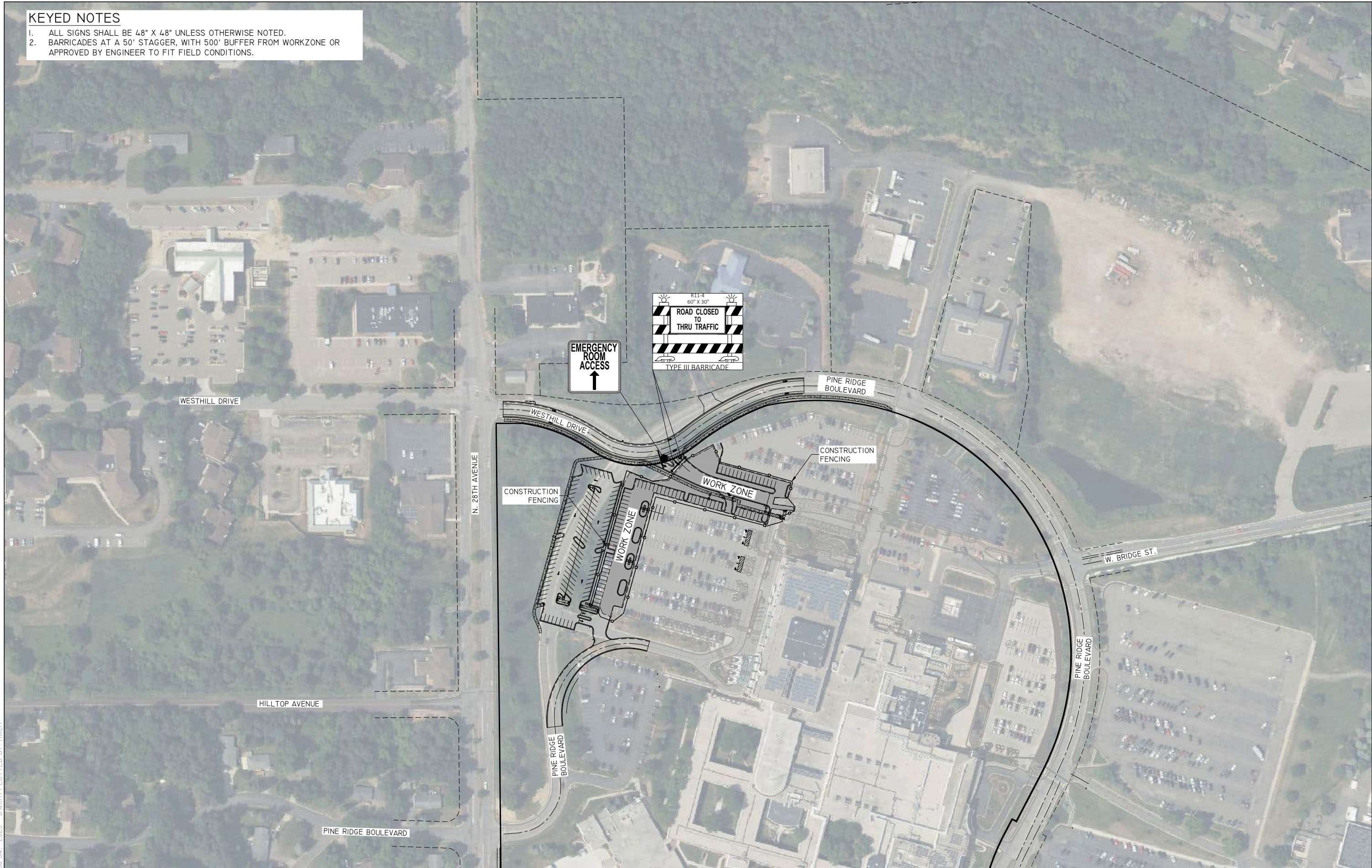
DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

TRAFFIC CONTROL PLAN - PHASE 2
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401

REI
REI No. 4511K
SHEET C751

KEYED NOTES

1. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
2. BARRICADES AT A 50' STAGGER, WITH 500' BUFFER FROM WORKZONE OR APPROVED BY ENGINEER TO FIT FIELD CONDITIONS.



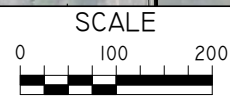
DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING Add.DWG\ANS\4511K-C750-TCP.dwg LAYOUT: C752
PLOTTED: Aug 04, 2025 - 3:45PM PLOTTED BY: MIKEM

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**



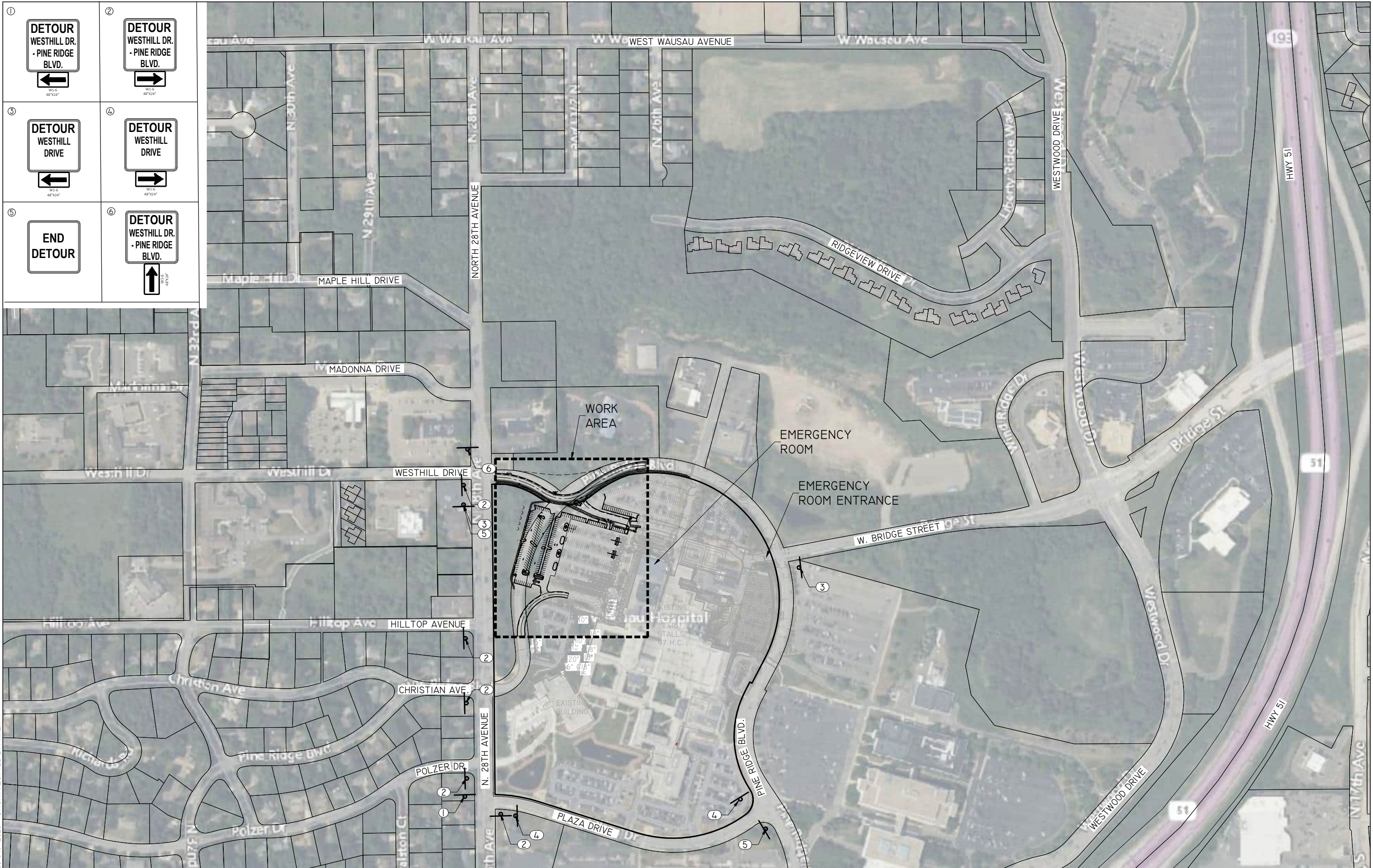
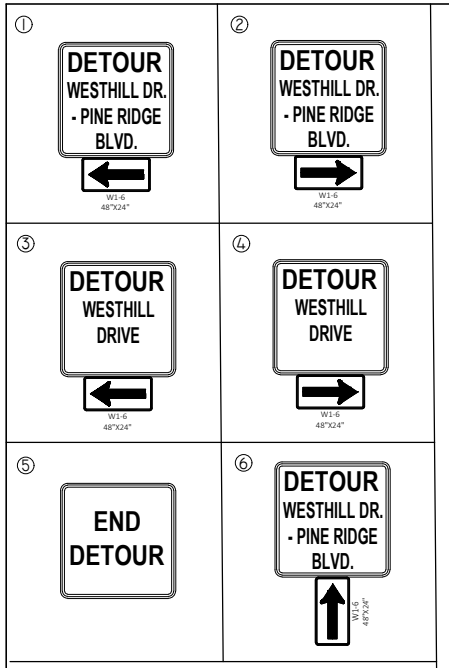
DATE	REVISION	BY	CHKD	SURVEYED BY: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

TRAFFIC CONTROL PLAN - PHASE 3
ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
333 PINE RIDGE BOULEVARD
WAUSAU, WISCONSIN 54401



REI No. 4511K
SHEET C752

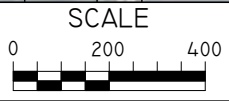
DRAWING FILE: P:\4500-4599\4511K ASPIRUS NW PARKING ADD.DRAWING\PLANS\4511K-C753-TCP-DETOUR.dwg LAYOUT: C753
 PLOTTED: Aug 04, 2025 - 3:46PM PLOTTED BY: MIKEM



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: JLR, AJB	DESIGNED BY: MEM	SURVEY DATE: 11/15/21
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: JJB	CIVIL DATE: 08/04/25
				SURVEY APVD BY: JWP	CIVIL APVD BY: JJB	DRAWN BY: NAP

TRAFFIC CONTROL - DETOUR ROUTE
 ASPIRUS WAUSAU HOSPITAL - NW PARKING ADDITION
 333 PINE RIDGE BOULEVARD
 WAUSAU, WISCONSIN 54401

REI
 REI No. 4511K
 SHEET C753

Agenda Item No.

6

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on dedication of a portion of right-of-way of Westhill Drive between North 28th Avenue and Pine Ridge Boulevard and dedication of a portion of right-of-way of Pine Ridge Boulevard east of the intersection with Westhill Drive (Aspirus Wausau Hospital, Inc.)

BACKGROUND

With the Aspirus Hospital expansion and the abandonment of the Pine Ridge Boulevard right-of-way between Westhill Drive and N. 28th Avenue, a plan to realign Westhill Drive and Pine Ridge Boulevard has been developed. The plan has been developed by REI Engineering and reviewed by the City Engineering Department. This proposed realignment requires the dedication of right-of-way. The map showing the right-of-way dedication is attached.

FISCAL IMPACT

None, Aspirus Wausau Hospital is donating the land.

STAFF RECOMMENDATION

Engineering staff recommends approving the dedication of land.

Staff contact: Allen Wesolowski 715-261-6762

**REI**

CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
 4080 N. 20TH AVENUE, WAUSAU, WI 54401
 (715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO. _____

PREPARED FOR: WAUSAU HOSPITALS INC.LANDOWNER: WAUSAU HOSPITALS INC.

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

NOTES:

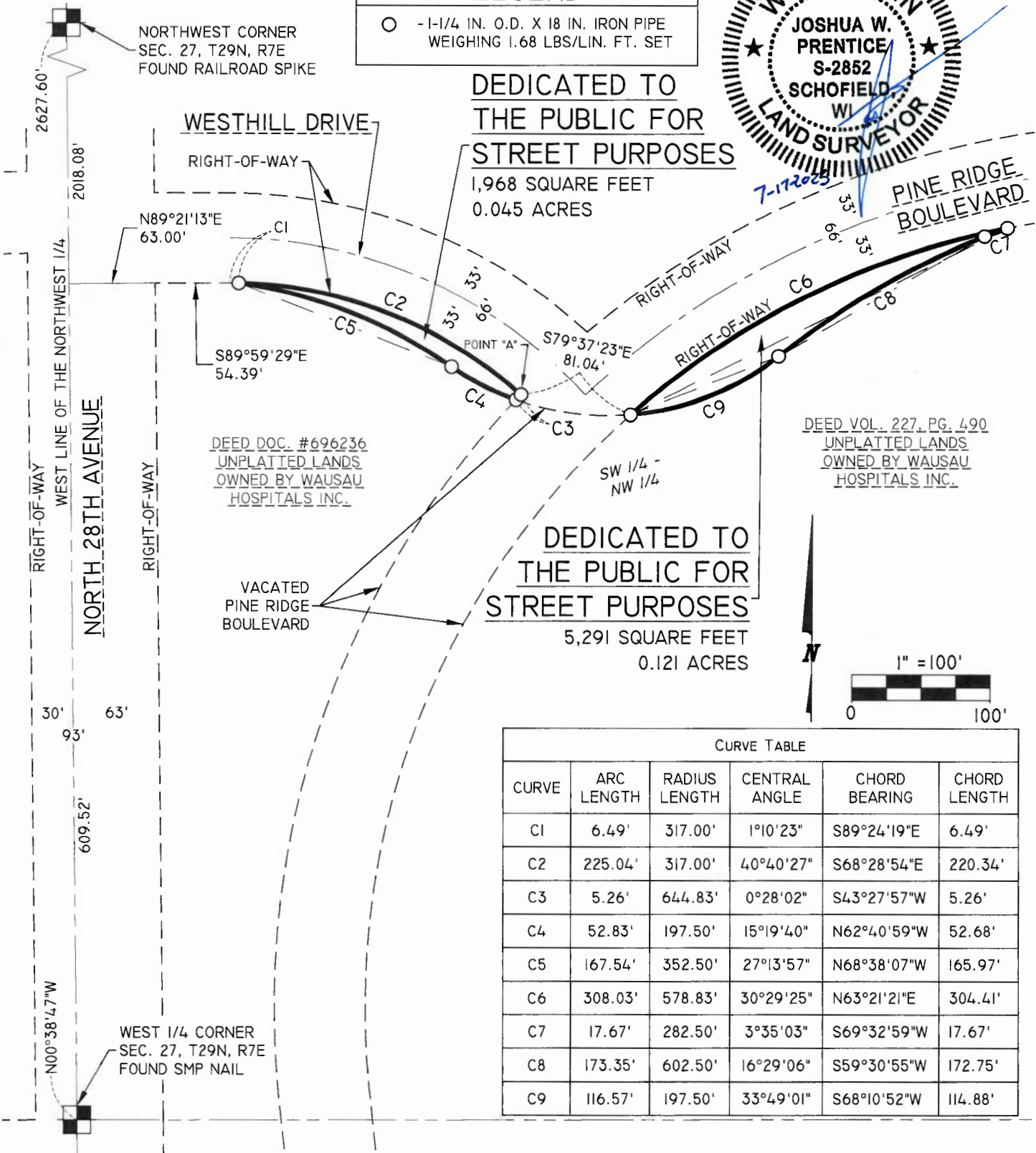
1. FIELD SURVEY WAS COMPLETED ON 04-11-2025.
2. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, MEASURED TO BEAR NORTH 00°38'47" WEST.
3. THIS CERTIFIED SURVEY MAP TRANSFERS PROPERTY OWNERSHIP OF THE SURVEYED PARCELS UPON RECORDING OF THIS MAP, BASED ON WISCONSIN STATE STATUTE 236.29.

LEGEND	
	- 1-1/4 IN. O.D. X 18 IN. IRON PIPE WEIGHING 1.68 LBS/LIN. FT. SET



**DEDICATED TO
 THE PUBLIC FOR
 STREET PURPOSES**
 1,968 SQUARE FEET
 0.045 ACRES

**DEDICATED TO
 THE PUBLIC FOR
 STREET PURPOSES**
 5,291 SQUARE FEET
 0.121 ACRES



DEED VOL. 227, PG. 490
 UNPLATTED LANDS
 OWNED BY WAUSAU
 HOSPITALS INC.

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS LENGTH	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH
C1	6.49'	317.00'	1°10'23"	S89°24'19"E	6.49'
C2	225.04'	317.00'	40°40'27"	S68°28'54"E	220.34'
C3	5.26'	644.83'	0°28'02"	S43°27'57"W	5.26'
C4	52.83'	197.50'	15°19'40"	N62°40'59"W	52.68'
C5	167.54'	352.50'	27°13'57"	N68°38'07"W	165.97'
C6	308.03'	578.83'	30°29'25"	N63°21'21"E	304.41'
C7	17.67'	282.50'	3°35'03"	S69°32'59"W	17.67'
C8	173.35'	602.50'	16°29'06"	S59°30'55"W	172.75'
C9	116.57'	197.50'	33°49'01"	S68°10'52"W	114.88'



REI

CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO. _____

PREPARED FOR: WAUSAU HOSPITALS INC.

LANDOWNER: WAUSAU HOSPITALS INC.

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

SURVEYOR'S CERTIFICATE

I, JOSHUA W. PRENTICE, WISCONSIN PROFESSIONAL LAND SURVEYOR S-2852, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF: THAT I HAVE SURVEYED, MAPPED, AND DIVIDED PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 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 NORTH 00°38'47" WEST, COINCIDENT WITH THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 27, 609.52 FEET; THENCE NORTH 89°21'13" EAST, 63.00 FEET TO THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF NORTH 28TH AVENUE AND THE SOUTH RIGHT-OF-WAY LINE OF WESTHILL DRIVE; THENCE SOUTH 89°59'29" EAST, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE OF WESTHILL DRIVE, 54.39 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST; THENCE 6.49 FEET, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 317.00 FEET, A CENTRAL ANGLE OF 1°10'23", AND A CHORD THAT BEARS SOUTH 89°24'19" EAST FOR A DISTANCE OF 6.49 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING 225.04 FEET, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE OF WESTHILL DRIVE AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 317.00 FEET, A CENTRAL ANGLE OF 40°40'27", AND A CHORD THAT BEARS SOUTH 68°28'54" EAST FOR A DISTANCE OF 220.34 FEET TO THE WEST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD, THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST, AND A POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE 5.26 FEET, COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 644.83 FEET, A CENTRAL ANGLE OF 0°28'02", AND A CHORD THAT BEARS SOUTH 43°27'57" WEST FOR A DISTANCE OF 5.26 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST; THENCE 52.83 FEET, COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 197.50, A CENTRAL ANGLE OF 15°19'40", AND A CHORD THAT BEARS NORTH 62°40'59" WEST FOR A DISTANCE OF 52.68 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST; THENCE 167.54 FEET, COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 352.50 FEET, A CENTRAL ANGLE OF 27°13'57", AND A CHORD THAT BEARS NORTH 68°38'07" WEST FOR A DISTANCE OF 165.97 FEET TO SAID SOUTH RIGHT-OF-WAY LINE OF WESTHILL DRIVE AND THE POINT OF BEGINNING;

AND,
COMMENCING AT THE AFOREMENTIONED POINT "A"; THENCE SOUTH 79°37'23" EAST, 81.04 FEET TO THE EAST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD, THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST, AND THE POINT OF BEGINNING; THENCE 308.03 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 578.83 FEET, A CENTRAL ANGLE OF 30°29'25", AND A CHORD THAT BEARS NORTH 63°21'21" EAST FOR A DISTANCE OF 304.41 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE 17.67 FEET, COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 282.50 FEET, A CENTRAL ANGLE OF 3°35'03", AND A CHORD THAT BEARS SOUTH 69°32'59" WEST FOR A DISTANCE OF 17.67 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE 173.35 FEET, COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 602.50 FEET, A CENTRAL ANGLE OF 16°29'06", AND A CHORD THAT BEARS SOUTH 59°30'55" WEST FOR A DISTANCE OF 172.75 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST; THENCE 116.57 FEET, COINCIDENT WITH THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 197.50 FEET, A CENTRAL ANGLE OF 33°49'01", AND A CHORD THAT BEARS SOUTH 68°10'52" WEST FOR A DISTANCE OF 114.88 FEET TO SAID EAST RIGHT-OF-WAY LINE OF PINE RIDGE BOULEVARD AND THE POINT OF BEGINNING.

THAT THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 7,259 SQUARE FEET, OR 0.166 ACRES, MORE OR LESS.

THAT I HAVE MADE THIS SURVEY, DIVISION AND MAP THEREOF AT THE DIRECTION OF WAUSAU HOSPITALS, INC., OWNER OF SAID PARCELS.

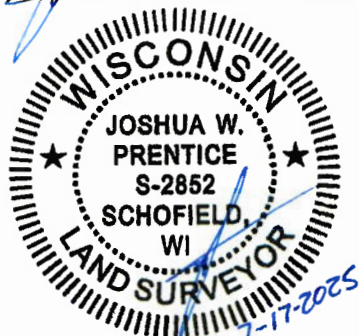
THAT SAID PARCEL IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF SECTION 236.34 OF THE WISCONSIN STATUTES, WISCONSIN ADMINISTRATIVE CODE A-E7, AND THE SUBDIVISION REGULATIONS OF THE CITY OF WAUSAU.

THAT THIS MAP IS A CORRECT AND ACCURATE REPRESENTATION OF THE EXTERIOR BOUNDARIES OF SAID PARCEL, AND OF THE DIVISION THEREOF MADE.

DATED THIS 17TH DAY OF JULY, 2025

REI
JOSHUA W. PRENTICE
WI P.L.S. S-2852





REI

CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 678-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO. _____

PREPARED FOR: WAUSAU HOSPITALS INC.

LANDOWNER: WAUSAU HOSPITALS INC.

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



CORPORATE OWNER'S CERTIFICATE OF DEDICATION

ASPIRUS WAUSAU HOSPITALS, INC., A CORPORATION FORMED UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, AS OWNER, DOES HEREBY CERTIFY THAT SAID CORPORATION CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, MAPPED, AND ROADS DEDICATED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP. IN WITNESS WHEREOF, THE SAID WAUSAU HOSPITALS, INC. HAS CAUSED THESE PRESENTS TO BE SIGNED BY MATTHEW F. HEYWOOD, ITS PRESIDENT AND COUNTERSIGNED BY MICHAEL HOLZHUETER, ITS ASSISTANT SECRETARY

AT _____, WISCONSIN, AND ITS CORPORATE SEAL HEREUNTO AFFIXED ON THIS _____, DAY

OF _____, 2_____.

IN THE PRESENCE OF: WAUSAU HOSPITALS, INC.

_____ MATTHEW F. HEYWOOD, PRESIDENT

_____ MICHAEL HOLZHUETER, ASSISTANT SECRETARY

STATE OF WISCONSIN)

SS

_____ COUNTY)

PERSONALLY CAME BEFORE ME THIS _____ DAY OF _____, 2_____, THE

ABOVE NAMED MATTHEW F. HEYWOOD, PRESIDENT, AND MICHAEL HOLZHUETER, SECRETARY, OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSONS WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH PRESIDENT AND SECRETARY OF SAID CORPORATION, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH OFFICERS AS THE DEED OF SAID CORPORATION, BY ITS AUTHORITY.

_____ NOTARY PUBLIC

STATE OF WISCONSIN

MY COMMISSION EXPIRES _____

CITY OF WAUSAU COMMON COUNCIL APPROVAL CERTIFICATE:

RESOLVED, THAT THE CERTIFIED SURVEY MAP, IN THE CITY OF WAUSAU, ASPIRUS WAUSAU HOSPITALS, INC., OWNERS, IS HEREBY APPROVED BY THE CITY OF WAUSAU COMMON COUNCIL.

DATE _____ APPROVED _____
MAYOR

DATE _____ SIGNED _____
MAYOR

I HEREBY CERTIFY THAT THE AFOREMENTIONED CERTIFIED SURVEY MAP HAS BEEN APPROVED BY THE CITY OF WAUSAU COMMON COUNCIL.

_____ CITY OF WAUSAU CLERK

Agenda Item No. 7



STAFF REPORT

To: Infrastructure and Facilities Committee
Prepared By: Andrew Lynch, AICP
Economic Development Manager
Date: August 7, 2025

2nd Amendment to the Development Agreement with Wausau Woodchucks

During discussions between city staff and the Wausau Woodchucks organization, several items have come forward that both parties feel would be beneficial to have formalized in a 2nd Amendment to the Development Agreement. The changes range from new completion dates, signage, street marking of parking, and other enhancements to the visitor experience.

Fiscal impact:

Signs at parking lots – minimal cost

Street marking of parking – initial cost <\$16,000. Maintenance as needed.

Staff recommends approval.

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT
(Wausau Woodchucks - Athletic Park Phase IV
Renovations)

THIS SECOND AMENDMENT TO DEVELOPMENT AGREEMENT (this "Amendment") is made as of _____, 2025 (the "Effective Date"), by and among the CITY OF WAUSAU, a Wisconsin municipal corporation (the "City") and WISCONSIN COLLEGE BASEBALL, LLC, a Wisconsin limited liability company, ~~n/k/a~~ ~~CENTRAL WISCONSIN SPORTS & ENTERTAINMENT LLC~~, d/b/a the Wausau Woodchucks ("Developer")

RECITALS

WHEREAS, the City and Developer entered into that certain Development Agreement with an Effective Date of June 10, 2020 as amended by that certain First Amendment to Development Agreement with an effective date of March 28, 2023 (the "Development Agreement"), with respect to certain property located in the City of Wausau, County of Marathon, State of Wisconsin, as more particularly described in the Development Agreement and commonly known as Athletic Park; and

WHEREAS, the successful operation of Athletic Park requires parking to support 1,800 fans and 160 employees, players and coaches; and

WHEREAS, the Development Agreement and First Amendment contained certain commitments by the City to provide new public parking spaces by specific dates, and

WHEREAS, the City and Developer desire to amend the Development Agreement and First Amendment subject to the terms and conditions herein;

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained in this Agreement, the parties agree as follows:

1. Amendments to First Amendment to Development Agreement.
 - a. ~~Item 1.d. is hereby removed.~~
 - ba. Item 1.g. is hereby amended to read as follows:
 - g. The Temporary Parking Area on the City-owned land west of and adjoining N. 5th Street as shown as the approximate 30-stall parking area in Diagram B, shall be paved and striped by December 31, 2025. So long as this Development Agreement, as amended remains in effect, the City will install and maintain signage designating this Temporary Parking Area as parking for athletes and coaches, and Developer staff.

eb. Item 1.i. is hereby amended to read as follows:

i. By December 31, 2029 the City must commence a redevelopment plan for the area between Bridge St and Gilbert Park west of the RR tracks. Planning process will include neighborhood and stakeholder input sessions. Plan recommendations cannot infringe upon parking obligations.

2. Further Amendments.

~~a. The Developer shall now be known as Central Wisconsin Sports & Entertainment LLC (CWSE).~~

~~ba.~~ In a timely manner, upon notification, City will remedy illegally painted curbs.

~~eb.~~ By December 31, 2026, City will display signage at parking lots to encourage their use by Athletic Park visitors. Parking lots defined in attached Diagram-~~ED~~.

~~ec.~~ City may only discontinue the parking lot at 2001 N. 2nd Street (Diagram-~~ED~~, Lot D) for public use if replaced with a parking lot(s) of equivalent number of stalls within the Permanent Parking Area (defined in 1st Amendment section (c)). This is in effect for the length of the use agreement with CWSE Wisconsin College Baseball, LLC at Athletic Park.

~~ed.~~ The 150 new permanent parking stalls (defined in 1st Amendment section (j)) will remain in public use for the use of Athletic Park. This is in effect for the length of the use agreement with CWSE Wisconsin College Baseball, LLC at Athletic Park.

~~ee.~~ By December 31, 2026, City will mark on-street parking areas on 3rd Street both north and south of Wausau Ave and 2nd Street south of Wausau Ave as shown in the attached Diagram-~~ED~~. The marking will define the beginning and ending of the parking areas on-street which are 15' from an intersection or hydrant and 4' from a driveway. Markings will be repainted as needed by city staff or contractors for the period of the use agreement with CWSE Wisconsin College Baseball, LLC.

~~ef.~~ By May 1, 2026, CWSE Wisconsin College Baseball, LLC will update the parking directions and maps on the Woodchucks/Ignite team website(s) to direct visitors to designated lots and 2nd and 3rd Street parking. This will include links to coordinates for navigation systems, up to date maps and images, and parking rules for residential streets. CWSE Wisconsin College Baseball, LLC will continue to maintain this information on their website for the period of the use agreement with the City.

3. No Other Changes. Except as amended hereby, the Development Agreement remains otherwise unchanged and in full force and effect.

4. Due Authorization. The making, execution and delivery of this Amendment, and performance of and compliance with the terms of the Development Agreement, as amended, have been duly authorized by all necessary action of Developer and City. This Amendment is the valid and binding obligation of Developer and City, enforceable against Developer in accordance with its terms.

5. Miscellaneous. If any provision of this Amendment or the application thereof to any person or circumstance is or shall be deemed illegal, invalid or unenforceable, the remaining provisions of this Amendment shall remain in full force and effect and this Amendment shall be interpreted as if such illegal, invalid or unenforceable provision did not exist. This Amendment may be executed in multiple counter parts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. The parties agree that faxed and electronically scanned signatures shall be binding on all parties. This Amendment shall be governed in all respects by the laws of the State of Wisconsin.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the Effective Date first printed above.

DEVELOPER:

~~CENTRAL WISCONSIN SPORTS &
ENTERTAINMENT LLC
WISCONSIN COLLEGE BASEBALL, LLC~~

By: _____
Mark MacDonald, _____

CITY:

CITY OF WAUSAU

By: _____
Doug Diny, Mayor

Attest:

By: _____
Kaitlyn A. Bernarde, City Clerk

DIAGRAM C

Where marked on the attached map in “red,” the 4 signs City will add: the players parking lot on N. 5th Street, the Thrive lot, directional arrow on 2nd, south of Wausau Ave. and a directional arrow on north River Dr., indicating parking to the east.

[see attached map]

DRAFT

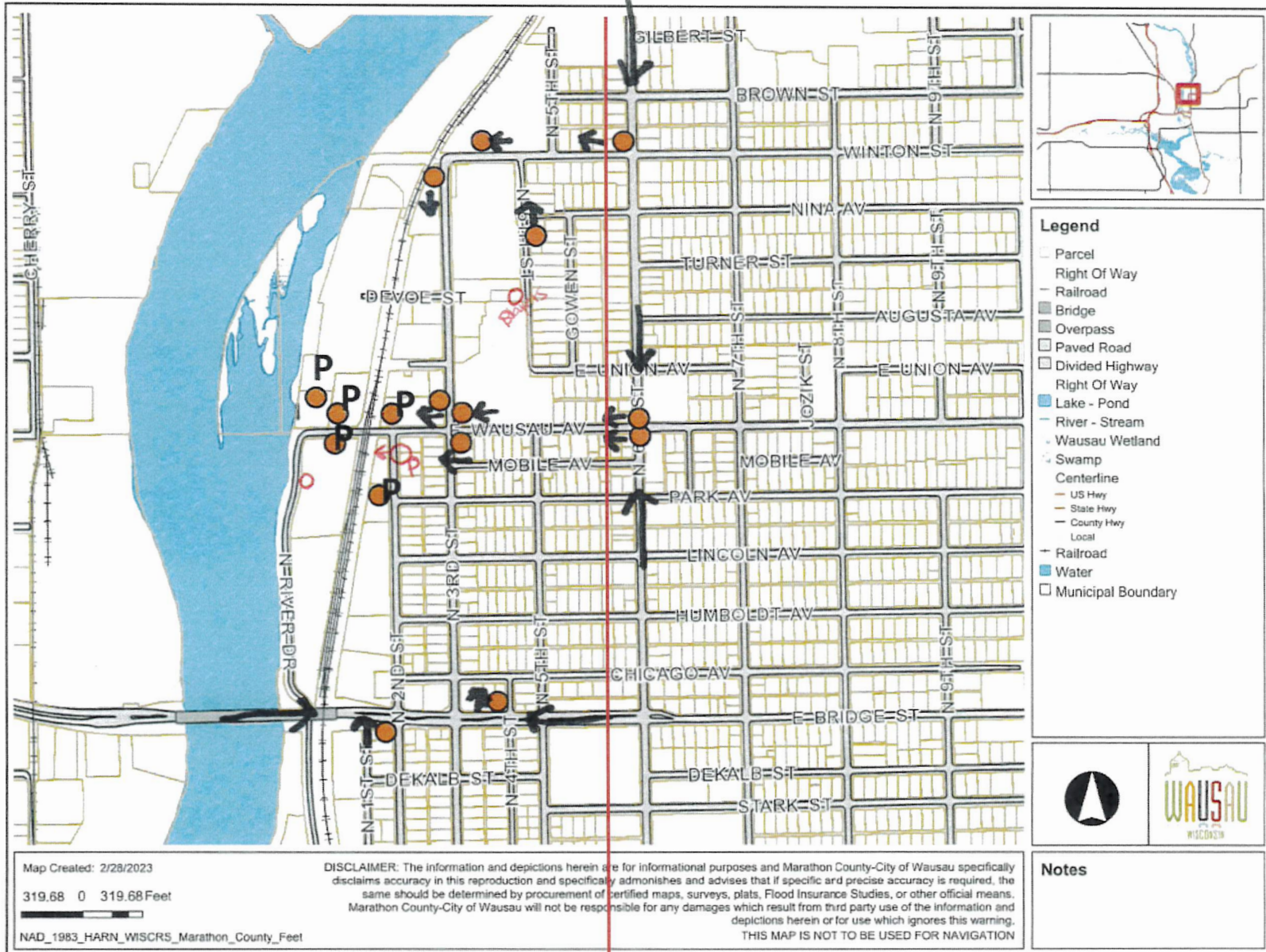


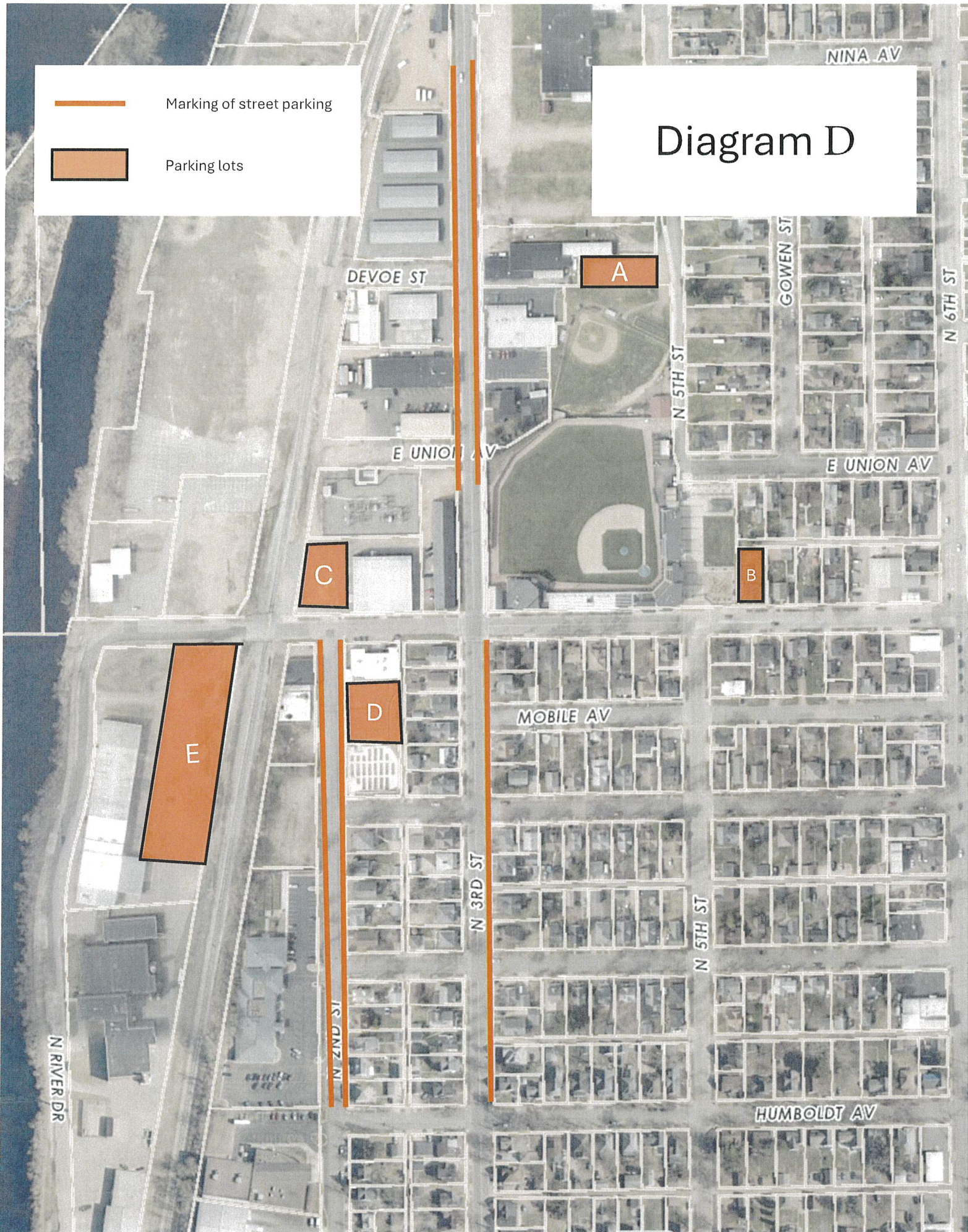
DIAGRAM D

DRAFT

Diagram D

— Marking of street parking

▭ Parking lots



**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on design alternative for State Highway 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. In July, I&F recommended looking at an alternative with a multi-use path on the south side of the roadway as recommended by Bike/Ped Committee.

An alternate design utilizing a multi-use path on the south side is attached as an additional alternative and is labeled as C1.

Stephanie Christensen from EMCS will be at the meeting to discuss the alternatives and the attached designs.

FISCAL IMPACT

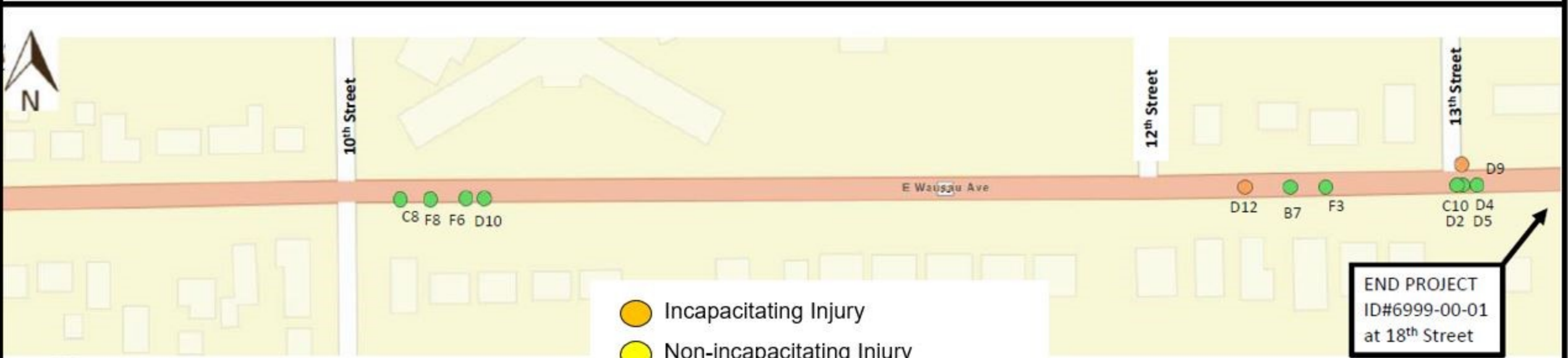
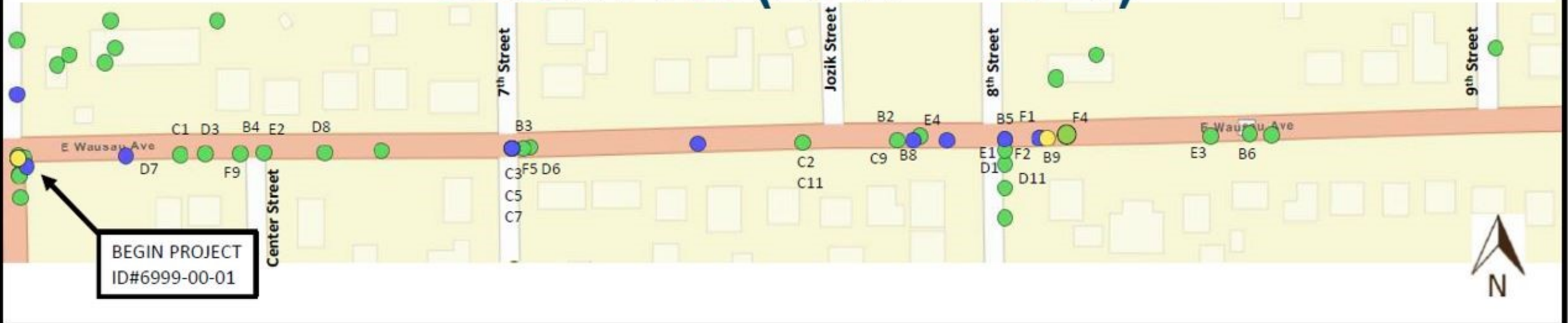
Fiscal impacts may include additional real estate costs for the City if the real estate takings increase with alternative C1.

STAFF RECOMMENDATION

Engineering staff recommends the cross section of Alternative A2 as recommended at June I&F.

Staff contact: Allen Wesolowski 715-261-6762

Crash Plot (2017 – 2021)



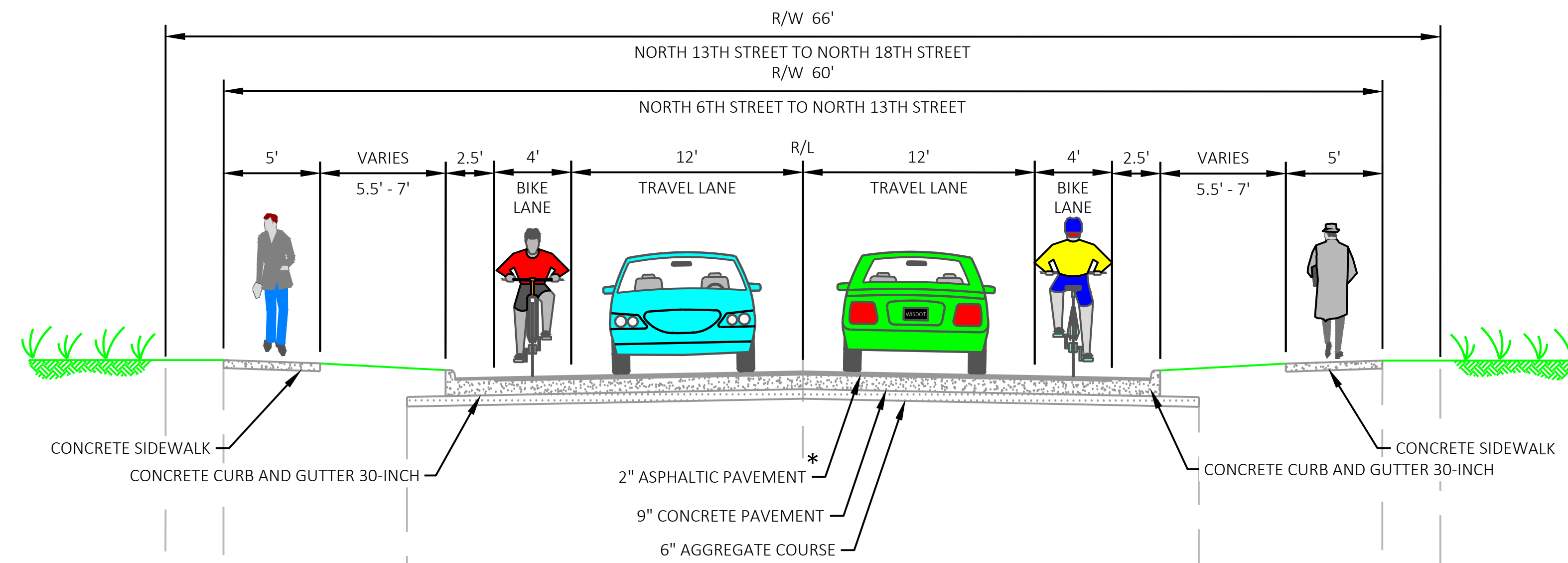
- Incapacitating Injury
- Non-incapacitating Injury
- Possible Injury
- Property Damage Only

END PROJECT
ID#6999-00-01
at 18th Street

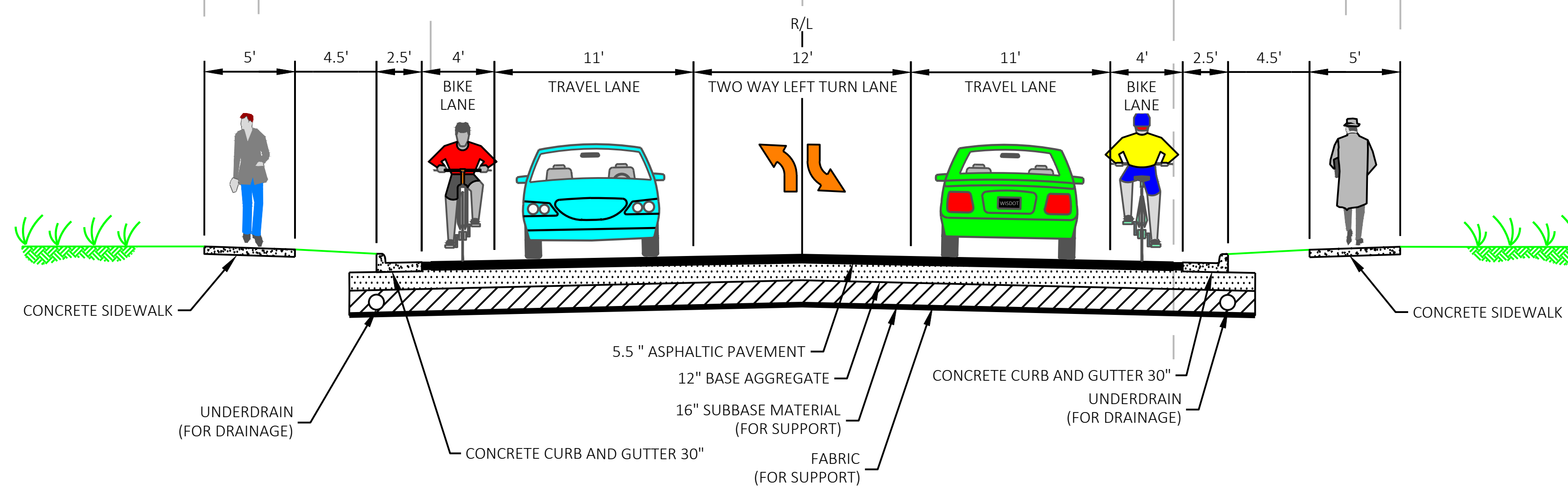


ALTERNATIVE A2 TYPICAL ROADWAY SECTIONS

PROJECT I.D. 6999-00-01 (7/1/72)
CITY OF WAUSAU, EAST WAUSAU AVENUE
NORTH 6TH STREET - NORTH 18TH STREET
WIS 52
MARATHON COUNTY



EXISTING TYPICAL SECTION
WIS 52

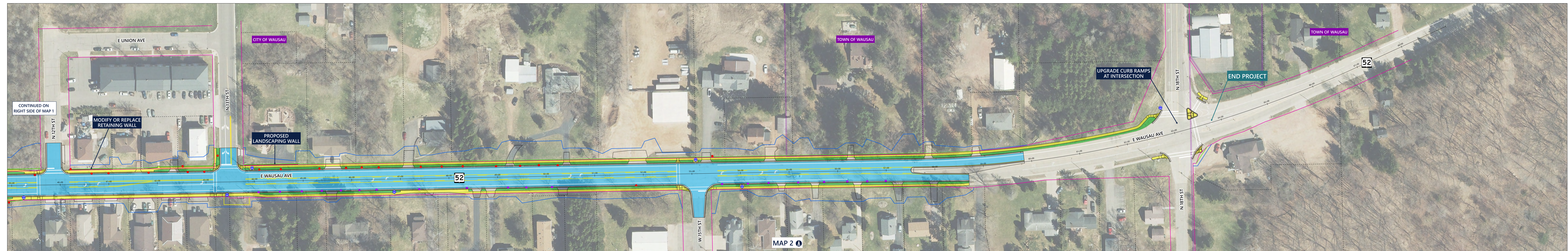
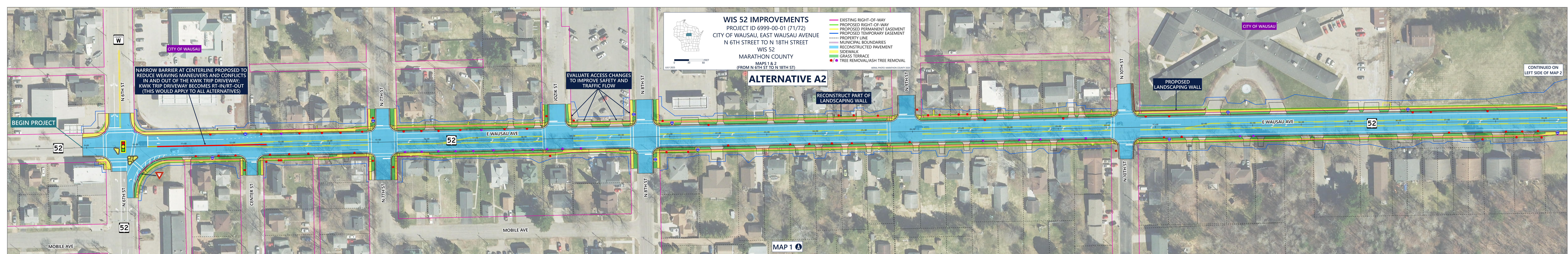


FINISHED TYPICAL SECTION
ALTERNATIVE A2

NOTES

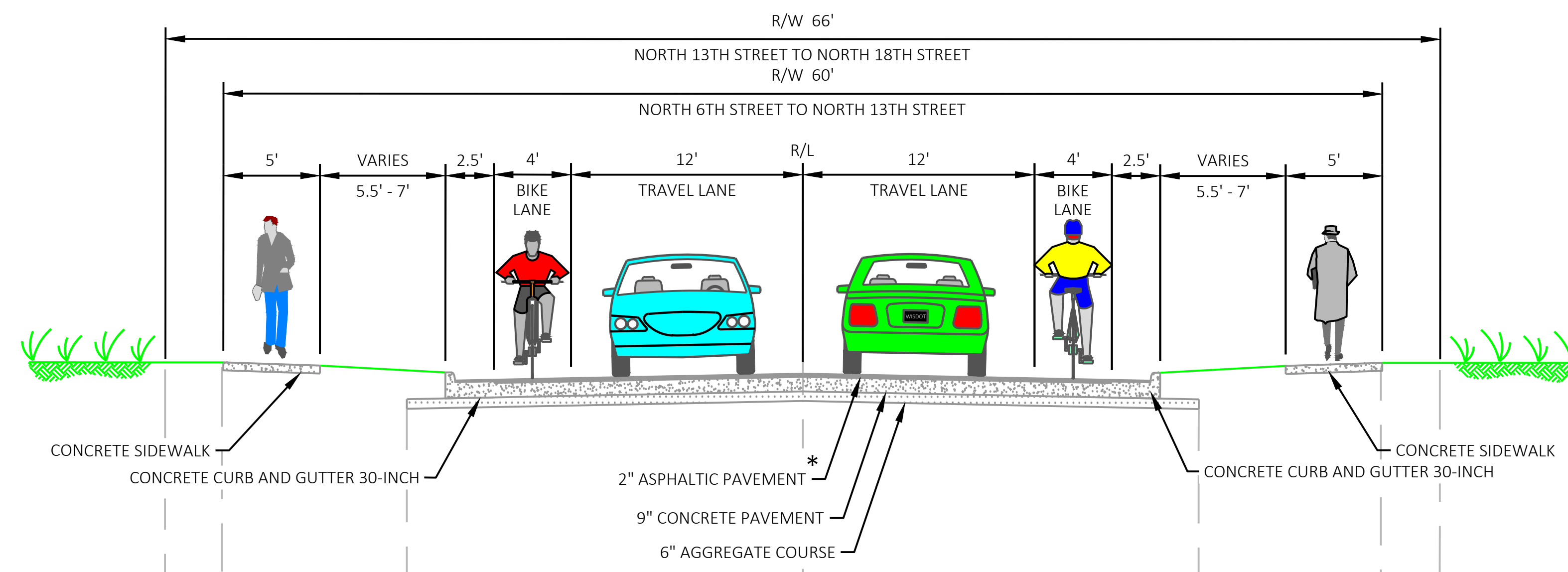
* 2" ASPHALT PAVEMENT FROM 6TH STREET TO 13TH STREET
FROM 13TH STREET TO 18TH STREET NO ASPHALT OVERLAY

THE ROADWAY CROWN MAY NEED TO BE REVERSED ON THE
RIGHT SIDE FROM N 12TH ST TO N 18TH ST AND/OR SHORT
RETAINING WALLS MAY BE REQUIRED TO MINIMIZE IMPACTS



ALTERNATIVE C1 TYPICAL ROADWAY SECTIONS

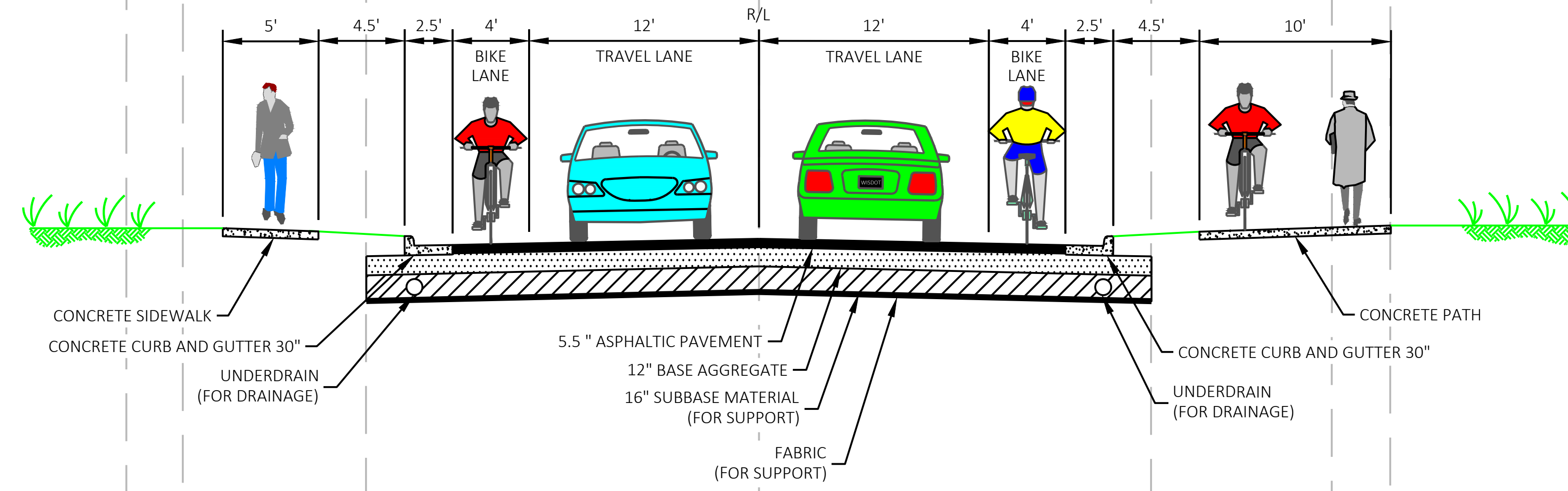
PROJECT I.D. 6999-00-01 (71/72)
CITY OF WAUSAU, EAST WAUSAU AVENUE
NORTH 6TH STREET - NORTH 18TH STREET
WIS 52
MARATHON COUNTY



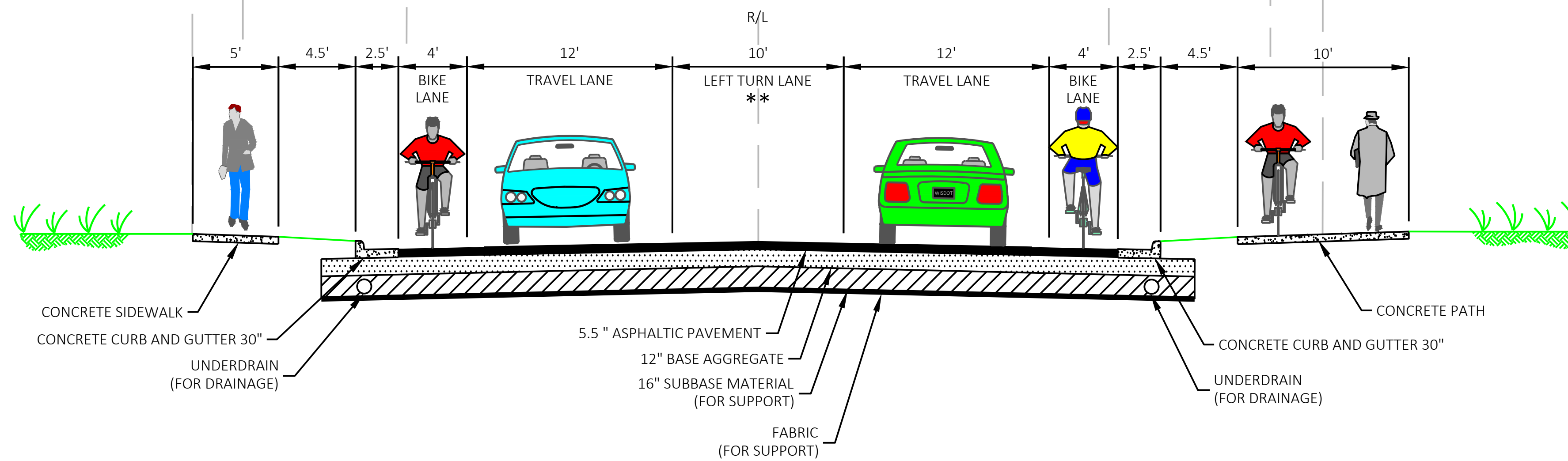
EXISTING TYPICAL SECTION
WIS 52

NOTES

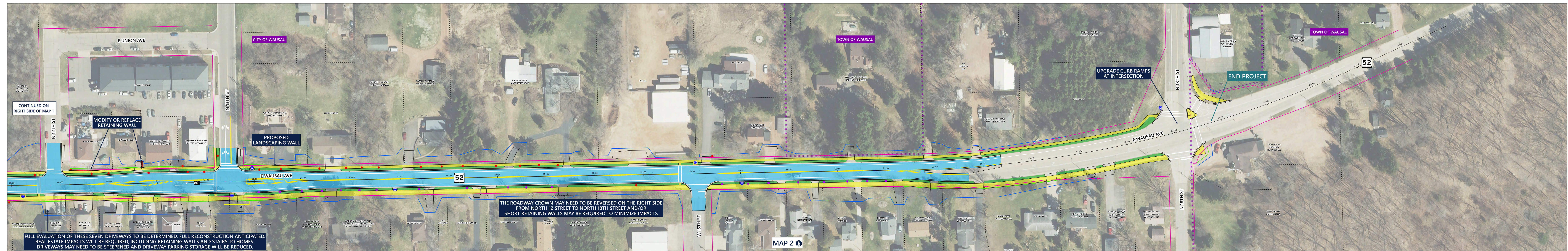
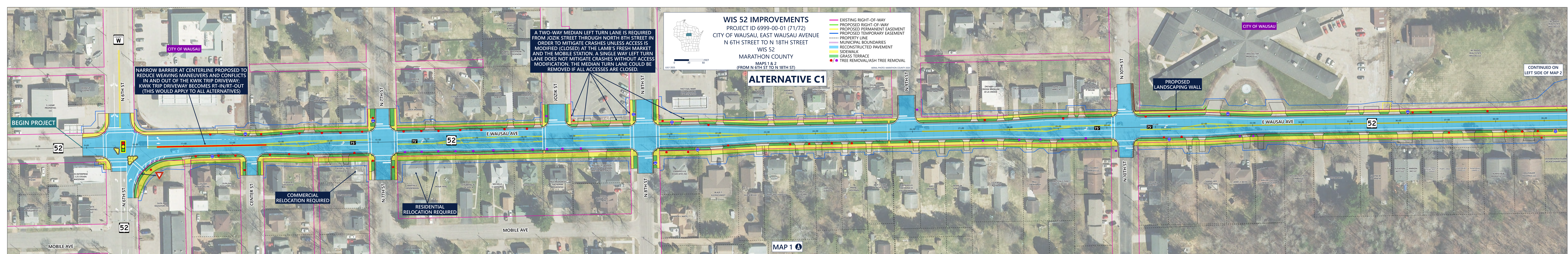
- * 2" ASPHALT PAVEMENT FROM 6TH STREET TO 13TH STREET
FROM 13TH STREET TO 18TH STREET NO ASPHALT OVERLAY
- ** MEDIAN TWO-WAY LEFT TURN LANE FROM N 7TH ST TO N 8TH ST
IS REQUIRED UNLESS DRIVEWAYS ARE CLOSED TO LAMB'S
MARKET AND THE MOBIL STATION, THE MEDIAN TWO-WAY LEFT
TURN LANE WOULD NEED TO 12'(MIN)
- THE MINIMUM TYPICAL SECTION IS 36- FEET FACE TO FACE OF
CURB UNLESS EXCEPTIONS TO STANDARDS ARE PURSUED
- THE ROADWAY CROWN MAY NEED TO BE REVERSED ON THE
RIGHT SIDE FROM N 12TH ST TO N 18TH ST AND/OR SHORT
RETAINING WALLS MAY BE REQUIRED TO MINIMIZE IMPACTS



FINISHED TYPICAL SECTION
ALTERNATIVE C1
(NO TURN LANE AREAS)



FINISHED TYPICAL SECTION
ALTERNATIVE C1
(LEFT TURN LANES AT N 7TH ST,
N 10TH ST, AND N 13TH ST)



FULL EVALUATION OF THESE SEVEN DRIVEWAYS TO BE DETERMINED. FULL RECONSTRUCTION ANTICIPATED. REAL ESTATE IMPACTS WILL BE REQUIRED, INCLUDING RETAINING WALLS AND STAIRS TO HOMES. DRIVEWAYS MAY NEED TO BE STEEPENED AND DRIVEWAY PARKING STORAGE WILL BE REDUCED.

CONTINUED ON LEFT SIDE OF MAP 2

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on installation of sidewalk on State Highway 52 (East Wausau Avenue) from 13th 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.

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

If the City elects to put sidewalk on the north side of this roadway from 13th Street to 18th Street the estimated City share would be \$19,500.

STAFF RECOMMENDATION

Engineering staff has the following recommendations:

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

Agenda Item No.

10

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on setting a public hearing to amend the Official City Map by removing lands from the 28th Avenue Corridor Right-of-Way

BACKGROUND

Marathon County has backed away from building the 28th Avenue corridor in the City and Village of Maine. This was officially mapped by the City in 2005 in support of the County building this corridor. See attached.

FISCAL IMPACT

None

STAFF RECOMMENDATION

Engineering staff recommends setting a public hearing to remove this corridor from the official city map.

Staff contact: Allen Wesolowski 715-261-6762

**JOINT RESOLUTION OF THE CAPITAL IMPROVEMENTS & STREET
MAINTENANCE COMMITTEE AND PLAN COMMISSION**

Placing Land on the Official City Map—28th Avenue and CTH U

Committee Action: CISM Committee approved 4-0; Plan Commission

Fiscal Impact: None

File Number: 03-0716

Date Introduced: May 24, 2005

WHEREAS, the Capital Improvements and Street Maintenance Committee held a public hearing May 12, 2005 to consider the amendment of the official map of the City of Wausau by adding to the official map property for 28th Avenue from Hilltop Avenue north to CTH K, and CTH U from Arthur Avenue west to 36th Avenue, as shown on the document attached hereto as Exhibit A and incorporated herein by reference, and

WHEREAS, the Capital Improvements and Street Maintenance Committee and Plan Commission recommend this land be added to the Official City Map, now therefore

BE IT RESOLVED by the Common Council of the City of Wausau that the land which is shown on Exhibit A attached hereto is hereby added to the official map of the City of Wausau; right-of-way for 28th Avenue from Hilltop Avenue north to CTH K, and right-of-way for CTH U from Arthur Avenue west to 36th Avenue is hereby amended so as to incorporate this land; and the official map shall stand as amended and modified.

Approved:

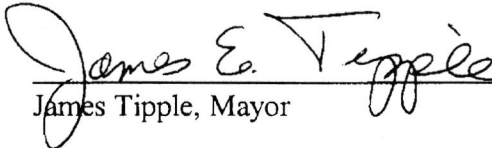

James Tipple, Mayor

Exhibit A

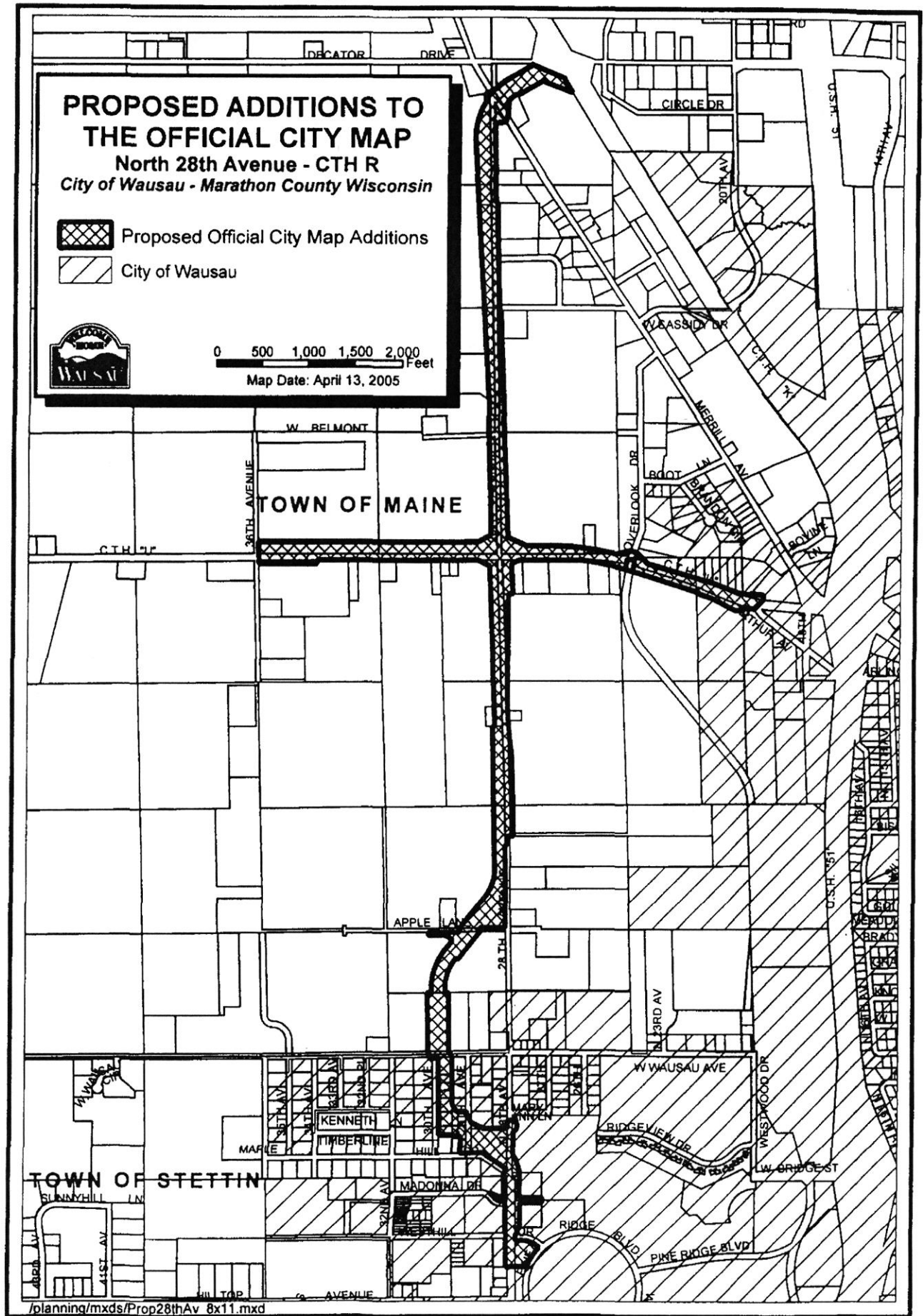


Exhibit A

28th Avenue R/W Corridor Westhill Drive to Station 754+25

Part of the Southeast ¼ of Section 21, part of the Northwest ¼ of Section 27 and part of the Northeast ¼ of Section 28, all in Township 29 North, Range 7 East, Town of Maine and City of Wausau, Marathon County, Wisconsin, said part being described as follows:

Commencing at the East ¼ corner of said Section 28;
thence N 00°38'53" W, 316.88 feet along the east line of the Northeast Quarter of said Section 28 to the **Point of Beginning**;
thence S 89°39'07" W, 30.00 feet to the southeast corner of Parcel 1 of Certified Survey Map recorded in Volume 13 of CSM, page 119;
thence continuing S 89°39'07" W along the south line of said Parcel 1, a distance of 15.00 feet;
thence N 00°38'53" W along a line parallel with the east line of said Parcel 1, a distance of 310.00 feet to the south right-of-way of Westhill Drive;
thence continuing N 00°38'53" W, 60.00 feet to the north right-of-way of Westhill Drive;
thence S 89°39'07" W, 10.00 feet along said north right-of-way;
thence N 00°38'53" W along a line parallel with and 25.0 feet west of (as measured at right angles) the east line of Parcel 1 of Certified Survey Map recorded in Volume 10 of CSM, Page 54, a distance of 298.26 feet to the southerly right-of-way of Madonna Drive;
thence continuing N 00°38'53" W, 60.00 feet to the northerly right-of-way of Madonna Drive;
thence S 89°34'07" W, 45.22 feet along said northerly right-of-way;
thence continuing along said northerly right-of-way, northwesterly 103.88 feet along a tangent curve to the right having a radius of 106.41 feet, a central angle of 55°55'56", the long chord of which bears N 62°27'55" W, 99.80 feet;
thence continuing along said northerly right-of-way, northwesterly 56.55 feet along a reverse curve to the left, having a radius of 166.40 feet, a central angle of 19°28'17", the long chord of which bears N 44°14'03" W, 56.28 feet;
thence N 36°01'49" E, 6.29 feet;
thence S 58°30'48" E, 11.19 feet;
thence easterly 141.93 feet along a tangent curve to the left having a radius of 275.00 feet, a central angle of 29°34'17", the long chord of which bears S 73°17'56" E, 140.36 feet;
thence S 88°05'05" E, 9.79 feet to a line 70.0 feet west of (as measured at right angles) and parallel with the east line of said Northeast Quarter of Section 28;
thence N 00°38'53" W along said parallel line, 251.80 feet to the southerly right-of-way of Maple Hill Drive;
thence N 40°42'58" E, 60.53 feet to the intersection of the northerly right-of-way of said Maple Hill Drive with the west right-of-way of 28th Avenue, said point also being the southeast corner of Lot 1 of Certified Survey Map recorded in Volume 42 of CSM, Page 63;
thence N 56°51'46" W, 334.12 feet along said northerly right-of-way of Maple Hill Drive to an angle point;

thence S 89°31'48" W continuing along said northerly right-of-way, 128.30 feet to the southwest corner of said Lot 1;
thence continuing S 89°31'48" W, 60.00 feet to the southeast corner of Lot 7, Block 2 of Kraimer Addition as recorded in Volume 11 of Plats, Page 31;
thence continuing S 89°31'48" W along the south line of said Block 2 of Kraimer Addition, said line also being the north right-of-way of said Maple Hill Drive, 63.74 feet;
thence N 00°40'57" W along the east line of the west 86 feet of Lots 6 and 7 of said Block 2, a distance of 184.80 feet to the north line of the south 33 feet said Lot 6, Block 2;
thence S 89°17'22" W along said north line of the south 33 feet, a distance of 86.00 feet to the west line of said Lot 6, Block 2;
thence N 00°40'57" W, 13.00 feet along said west line;
thence S 89°17'22" W along the north line of the south 46 feet of Lot 8 of said Block 2 of Kraimer Addition, 149.63 feet to the west line of said Block 2;
thence N 00°42'28" W along said west line of Block 2, a distance of 825.00 feet to the intersection with the south right-of-way of West Wausau Avenue, said south right-of-way being 30.00 feet south of and parallel with the north line of the Northeast ¼ of said Section 28;
thence S 89°17'22" W along said parallel line, 60.00 feet to the intersection of said south right-of-way of West Wausau Avenue with the east line of Lot 1, Block 3 of said Kraimer Addition;
thence S 00°42'28" E, 30.00 feet along said east line of Lot 1, Block 3;
thence N 45°42'33" W, 42.43 feet to the south right-of-way of said West Wausau Avenue;
thence N 18°43'27" W, 66.25 feet to the southwest corner of Lot 1 of Certified Survey Map recorded in Volume 27 of CSM, Page 93;
thence N 01°13'22" W along the west line of said Lot 1, a distance of 628.11 feet to the northwest corner thereof;
thence N 89°19'26" E along the north line of said Lot 1, a distance of 45.07 feet;
thence N 00°50'49" W, 35.79 feet;
thence northerly 468.02 feet along a tangent curve to the right having a radius of 655.00 feet, a central angle of 40°56'24", the long chord of which bears N 19°37'23" E, 458.13 feet;
thence N 40°05'35" E, 120.00 feet;
thence N 49°54'24" W, 52.34 feet;
thence westerly 71.10 feet along a tangent curve to the left having a radius of 100.00 feet, a central angle of 40°44'13", the long chord of which bears N 70°16'31" W, 69.61 feet;
thence S 89°21'23" W, 158.18 feet;
thence N 00°38'37" W, 29.68 feet to the south right-of-way of Apple Lane, said right-of-way being 16.5 feet south of and parallel with the North line of the Southeast ¼ of the Southeast ¼ of said Section 21;
thence N 89°21'30" E, 341.47 feet along said south right-of-way;
thence N 00°38'30" W, 41.25 feet to the north right-of-way of said Apple Lane;
thence N 40°05'35" E, 434.84 feet;

thence northeasterly and northerly 324.99 feet along a tangent curve to the left having a radius of 450.00 feet, a central angle of $41^{\circ}22'44''$, the long chord of which bears $N 19^{\circ}24'13'' E$, 317.97 feet;
 thence $N 01^{\circ}17'10'' W$, 242.78 feet;
 thence $N 88^{\circ}42'50'' E$, 126.96 feet to the west right-of-way of North 28th Avenue, said west right-of-way being 24.75 feet west of and parallel with the east line of the Southeast $\frac{1}{4}$ of said Section 21;
 thence $S 00^{\circ}55'58'' E$ along said west right-of-way, 872.41 feet to the intersection with the north right-of-way of said Apple Lane;
 thence $S 89^{\circ}21'30'' W$, 292.98 feet along said north right-of-way;
 thence $S 00^{\circ}38'30'' E$, 41.25 feet to the south right-of-way of said Apple Lane;
 thence $S 40^{\circ}05'35'' W$, 386.92 feet;
 thence $N 49^{\circ}54'25'' W$, 25.00 feet;
 thence southerly 360.84 feet along a non-tangent curve to the left, having a radius of 505.00 feet, a central angle of $40^{\circ}56'24''$, the long chord of which bears $S 19^{\circ}37'23'' W$, 353.21 feet;
 thence $S 00^{\circ}50'49'' E$, 36.24 feet to the north line of Lot 1 of said Certified Survey Map recorded in Volume 27 of CSM, Page 93;
 thence $N 89^{\circ}19'26'' E$, along the north line of said Lot 1, a distance of 34.85 feet to the northeast corner thereof ;
 thence $S 00^{\circ}55'58'' E$, 627.95 feet along the east line of said Lot 1 to the southeast corner thereof;
 thence $S 28^{\circ}52'48'' E$, 71.46 feet to the intersection of the south right-of-way of said West Wausau Avenue with the west line of Lot 1, Block 2 of said Kraimers Addition ;
 thence $S 00^{\circ}40'57'' E$ along the west line of Lots 1, 2, 3 and 4 in said Block 2, a distance of 498.27 feet;
 thence southeasterly 92.95 feet along a non-tangent curve to the left, having a radius of 392.00 feet, a central angle of $13^{\circ}35'07''$, the long chord of which bears $S 30^{\circ}10'53'' E$, 92.73 feet to the south line of said Lot 4, Block 2 of Kraimers Addition;
 thence $N 89^{\circ}17'22'' E$ along said south line, 104.35 feet to the southeast corner thereof;
 thence $S 27^{\circ}27'00'' E$, 133.07 feet to a point on the west line of Lot 6, Block 1 of said Kraimers Addition;
 thence $S 65^{\circ}35'59'' E$, 153.17 feet to a point on the south line of said Lot 6, Block 1;
 thence $N 89^{\circ}19'50'' E$ along said south line and along the south line of Lot 5 of said Block 1, a distance of 267.23 feet to the southeast corner of said Lot 5, Block 1;
 thence $N 00^{\circ}38'53'' W$, 81.15 feet along the west right-of-way of North 28th Avenue;
 thence $N 89^{\circ}21'07'' E$, 60.00 feet to the east right-of-way of said North 28th Avenue;
 thence easterly, southerly and southwesterly 168.34 feet along a non-tangent curve to the right, having a radius of 60.00 feet, a central angle of $160^{\circ}45'00''$, the long chord of which bears $S 05^{\circ}29'48'' E$, 118.31 feet;
 thence $S 00^{\circ}38'53'' E$, 240.15 feet along a line 40.0 feet easterly of and parallel with the west line of the Northwest $\frac{1}{4}$ of said Section 27;
 thence southerly 205.73 feet along a non-tangent curve to the right, having a radius of 593.00 feet, a central angle of $19^{\circ}52'41''$, the long chord of which bears $S 21^{\circ}23'10'' E$, 204.70 feet;

thence S 00°41'45" E, 286.55 feet to a line 30.00 feet north of and parallel with the south line of Lot 1 of Certified Survey Map recorded in Volume 52 of CSM, Page 113;
thence N 89°24'32" E along said parallel line, 250.28 feet to the east line of said Lot 1;
thence S 00°38'53" E, 60.00 feet along said east line and along the east line of Certified Survey Map parcel as shown and described in Volume 10 of CSM, Page 128;
thence S 89°24'32" W, 250.23 feet along a line 30.0 feet south of and parallel with the north line of said parcel per Volume 10 of CSM, Page 128;
thence S 00°41'45" E, 270.10 feet to the south line of said Volume 10 of CSM, Page 128;
thence S 89°23'07" W, 35.00 feet along said south line;
thence S 00°38'53" E, 75.00 feet to the south line of a parcel as recorded per Volume 6 of CSM, Page 143;
thence S 89°23'04" W along said south line, 15.00 feet to the southwest corner thereof, said southwest corner also being the intersection of the northerly right-of-way of Westhill Drive with the east right-of-way of North 28th Avenue;
thence S 00°13'53" E, 66.00 feet to the intersection of the southerly right-of-way of said Westhill Drive with said east right-of-way of North 28th Avenue;
thence N 89°23'07" E, 54.94 feet along said southerly right-of-way of Westhill Drive;
thence continuing along said southerly right-of-way, easterly 231.89 feet along a tangent curve to the right having a radius of 317.00 feet, a central angle of 41°54'48", the long chord of which bears S 69°39'29" E, 226.76 feet to the intersection with the northwesterly right-of-way of Pine Ridge Boulevard;
thence southwesterly 246.19 feet along along said northwesterly right-of-way of Pine Ridge Boulevard, being along a non-tangent curve to the left, having a radius of 645.00 feet, a central angle of 21°52'08", the long chord of which bears S 32°56'40" W, 244.69 feet;
thence S 89°21'09" W, 193.78 feet to the west line of the Northwest ¼ of said Section 27;
thence S 00°38'53" E along said west line, 6.55 feet to the **POINT OF BEGINNING**.

ALSO: The east 10.0 feet of Certified Survey Map No. 2655 as recorded in Volume 6 of CSM, Page 143 and the west 20.0 feet of that portion of Lot 1 of Certified Survey Map No. 7162, recorded in Volume 27 of CSM, page 145, lying adjacent to said Certified Survey Map No. 2655, all in the part of the Southwest ¼ of the Northwest ¼ of Section 27, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin.

R/W Corridor
28th Avenue: Station 754+25 to CTH K
CTH U: N. 36th Avenue to Arthur Road

Part of the Southeast Quarter and the Northeast Quarter of Section 21, part of the Southwest Quarter, the Northeast Quarter and the Northwest Quarter of Section 22, part of the Northwest Quarter and the Southwest Quarter of Section 15 and part of the Northeast Quarter and the Southeast Quarter of Section 16, all in Township 29 North, Range 7 East, Town of Maine, Marathon County, Wisconsin, said part being described as follows:

Commencing at the East 1/4 corner of said Section 21;
thence S 00°55'58" E along the east line of the Southeast Quarter of said Section 21, a distance of 330.00 feet to the **Point of Beginning**;

thence continuing S 00°55'58" E along said east line of the Southeast Quarter, 93.65 feet;
thence S 88°42'50" W, 151.71 feet;
thence N 01°17'10" W, 1268.08 feet;
thence N 89°40'59" E, 26.99 feet to a line 86.00 feet west of and parallel with the west right-of-way of North 28th Avenue;
thence N 02°24'38" W, 1715.15 feet along said parallel line;
thence N 65°21'07" W, 148.42 feet to the southerly right-of-way of CTH U;
thence S 89°56'47" W, 1728.21 feet along said southerly right-of-way;
thence S 00°03'13" E, 40.00 feet;
thence S 89°56'47" W, 631.44 feet to the east right-of-way of North 36th Avenue;
thence N 01°28'40" W, 73.02 feet along said east right-of-way and the northerly extension thereof ;
thence N 01°25'54" W, 161.30 feet along the southerly extension of said east right-of-way of North 36th Avenue and along said east right-of-way;
thence N 89°56'47" E, 2370.84 feet;
thence N 63°50'02" E, 156.96 feet to a line 89.75 feet east of and parallel with the east line of the Southeast Quarter of said Section 16;
thence N 01°26'17" W, 1442.46 feet along said parallel line;
thence N 03°30'11" W, 2802.21 feet;
thence northerly 449.46 feet along a non-tangent curve to the right, having a radius of 725.00 feet, a central angle of 35°31'12", the long chord of which bears N 14°42'48" E for a distance of 442.29 feet;
thence N 04°39'17" W, 86.70 feet to the south line of Lot 1 of Certified Survey Map recorded in Volume 20 of CSM, Page 142;
thence N 79°53'42" E along said south line 29.51 feet to the westerly right-of-way of Merrill Avenue
thence N 57°20'50" E, 66.08 feet to the easterly right-of-way of Merrill Avenue;
thence N 32°39'10" W, 12.15 feet along said easterly right-of-way;
thence S 80°49'55" E, 36.72 feet;

thence northeasterly 196.02 feet; along a non-tangent curve to the right, having a radius of 725.00 feet;, a central angle of 15°29'29", the long chord of which bears N 53°40'20" E for a distance of 195.43 feet;
thence N 61°25'05" E, 277.12 feet;
thence N 00°25'52" E, 20.37 feet to the westerly right-of-way of CTH K;
thence S 67°59'26" E, 397.06 feet along said westerly right-of-way;
thence S 31°25'07" E, 182.62 feet continuing along said westerly right-of-way;
thence N 69°16'55" W, 351.35 feet;
thence S 61°25'05" W, 318.99 feet;
thence N 28°34'51" W, 15.00 feet;
thence southwesterly 118.17 feet along a non-tangent curve to the left, having a radius of 535.00 feet;, a central angle of 12°39'18", the long chord of which bears S 55°05'26" W for a distance of 117.93 feet;
thence S 02°04'09" W, 159.87 feet to the easterly right-of-way of Merrill Avenue;
thence S 23°13'57" W, 79.72 feet to the westerly right-of-way of said Merrill Avenue;
thence S 83°40'21" W, 115.85 feet to the east right-of-way of North 28th Avenue;
thence S 01°26'11" E, 865.07 feet along said east right-of-way;
thence S 89°31'35" E, 15.01 feet;
thence S 01°26'11" E, 1161.58 feet to the south right-of-way of Cassidy Drive;
thence N 89°53'17" E, 16.22 feet along said south right-of-way;
thence S 02°22'55" E, 2432.07 feet;
thence S 67°19'26" E, 231.20 feet;
thence N 89°55'24" E, 275.82 feet;
thence easterly 703.97 feet along a non-tangent curve to the right, having a radius of 3075.00 feet;, a central angle of 13°07'01", the long chord of which bears S 83°16'51" E for a distance of 702.43 feet;;
thence N 77°13'37" E, 158.85 feet to the west right-of-way of Overlook Drive;
thence S 73°39'27" E, 67.45 feet to the east right-of-way of said Overlook Drive;
thence S 45°03'44" E, 166.16 feet to the northerly right-of-way of CTH U;
thence S 73°43'07" E, 726.16 feet along said northerly right-of-way;
thence S 69°17'26" E, 269.80 feet continuing along said northerly right-of-way;
thence S 71°01'54" E, 83.36 feet continuing along said northerly right-of-way to the east line of the Northwest Quarter of said Section 22;
thence N 01°57'03" W, 10.94 feet along said east line of the Northwest Quarter;
thence easterly 86.22 feet along a non-tangent curve to the left, having a radius of 1925.00 feet;, a central angle of 02°33'59", the long chord of which bears S 79°13'26" E for a distance of 86.22 feet;
thence N 41°22'48" E, 23.60 feet;
thence easterly 144.51 feet along a non-tangent curve to the left, having a radius of 1905.00 feet;, a central angle of 04°20'47", the long chord of which bears S 83°03'18" E for a distance of 144.47 feet;
thence S 04°51'59" W, 51.22 feet to the northerly right-of-way of said CTH U;
thence S 48°19'27" W, 141.82 feet to the intersection of the southerly right-of-way of said CTH U with the southwesterly right-of-way of Arthur Avenue;
thence S 24°52'25" E, 4.35 feet along said southwesterly right-of-way of Arthur Avenue;

thence westerly 132.11 feet along a non-tangent curve to the right, having a radius of 2065.00 feet; a central angle of $03^{\circ}39'56''$, the long chord of which bears $N 80^{\circ}44'26'' W$ for a distance of 132.08 feet to the east line of the Northwest Quarter of said Section 22;
thence $S 01^{\circ}57'03'' E$, 29.38 feet along said east line;
thence $S 85^{\circ}31'49'' W$, 92.20 feet;
thence $N 62^{\circ}34'39'' W$, 288.68 feet;
thence $N 72^{\circ}17'41'' W$, 170.17 feet;
thence $N 01^{\circ}55'01'' W$, 10.62 feet;
thence $N 72^{\circ}17'41'' W$, 683.57 feet;
thence westerly 581.14 feet; along a non-tangent curve to the left, having a radius of 2964.98 feet; a central angle of $11^{\circ}13'48''$, the long chord of which bears $N 77^{\circ}32'55'' W$ for a distance of 580.21 feet to the south right-of-way of said CTH U;
thence $S 89^{\circ}53'37'' W$, 697.21 feet along said south right-of-way;
thence $S 65^{\circ}10'32'' W$, 92.35 feet;
thence $S 02^{\circ}24'32'' E$, 324.45 feet;
thence $S 89^{\circ}55'03'' W$, 51.79 feet;
thence $S 00^{\circ}06'27'' W$, 1127.41 feet;
thence $S 02^{\circ}24'38'' E$, 227.38 feet;
thence $S 06^{\circ}37'06'' E$, 408.86 feet;
thence $S 02^{\circ}24'38'' E$, 491.66 feet;
thence $S 00^{\circ}55'58'' E$, 331.68 feet to the south line of Lot 1 of Certified Survey Map No. 6774 recorded in Volume 25 of CSM, Page 174;
thence $S 89^{\circ}38'50'' W$ along said south line and the westerly extension thereof, 73.00 feet to the **Point of Beginning**.

CISM COMMITTEE MINUTES - May 12, 2005

Members Present: Gale, Baumgardt, Kellbach, Radtke, Siewert.
Also Present: Gehin, Marquardt, Lehmann, Pribanich, Wesolowski, Mayor Tipple.

PUBLIC HEARING: Place Land on Official City Map–28th Avenue and CTH U

Pribanich explained the purpose of the public hearing is to place land on the Official City Map for the realignment and widening of 28th Avenue from Westhill Drive to CTH K, and the widening of CTH U from 18th Avenue to 36th Avenue. All property owners received letters and maps showing how the official mapping will affect their property. The official mapping is necessary because someday in the future Marathon County will be acquiring property for widening and constructing the roads within the two corridors.

Pribanich explained this was started over two years ago when the City asked Marathon County to take over ownership of 28th Avenue as an extension of CTH R which presently terminates at Sherman Street. The County has not yet taken over ownership of the street, but the long-term plan is for CTH R to be extended to CTH K. The County looked at a number of alternatives for realigning 28th Avenue. Four public information meetings were held along with a public hearing. The City and County both adopted Alternative 4R as the preferred route, and the County has placed it on their corridor map. Property owners received a letter from Marathon County explaining the County would buy property within the corridor if owners want to sell it.

Pribanich explained placing land on the Official Map will prevent people from building new structures or adding onto existing structures located within the corridor. This will keep the cost down for when Marathon County wants to buy the right-of-way in the future. Enforcement will be handled by the City Zoning Department and Town of Maine Zoning Administrator. Eventually the corridor will also be placed on the Town of Maine zoning map.

Gehin asked if this route is the same as what Marathon County approved in February, and Pribanich replied it is. The City used the same maps and legal descriptions to prepare the notices for this meeting.

Bob Gaffney, 7301 Goldenrod Circle, Wausau, stated he and his wife own and develop property in the City of Wausau. He is a high-end residential home and commercial developer. He had plans to construct a mixed use development on the property they own at Maple Hill Drive and 28th Avenue. They had plans for a commercial office and a potential client for a 2005-2006 build date. In 2004 they began receiving notices regarding the 28th Avenue project. They have attended all the meetings and reviewed the alternates. Their property is in the direct path of the route chosen. Gaffney explained they have expressed their concerns at the meetings. They have to give up their plans for a very sound project, and oppose the loss of their property. It is land that cannot be easily replaced, and they have lost a client. Gaffney stated they understand the process but just wanted to share their plight. He hoped they would receive fair compensation, and he stated he also hoped to continue to develop in Wausau.

Sharon Hanke, 2803 Apple Lane, Wausau, stated she was in attendance to make sure there were no changes in the plans they have previously seen. She wanted to be sure there would still be access

from Apple Lane to 28th Avenue to the north. She asked if the new right-of-way could be staked on their property so if they change their landscaping they will know where the road will be located. Pribanich explained a large triangular area will be purchased to provide the access Hanke was questioning, and he would work with the Highway Department and City Surveyor to stake her property.

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

Radtke asked where the Gaffney property is located, and Pribanich pointed it out on a map.

Baumgardt moved to place land on the Official City Map for 28th Avenue and CTH U as proposed. Kellbach seconded. Motion carried 4-0.

Agenda Item No.
1

STAFF REPORT TO CISM COMMITTEE - MAY 12, 2005

AGENDA ITEM
PUBLIC HEARING: Place Land on Official City Map–28 th Avenue and CTH U
BACKGROUND
<p>This issue was discussed at the March 10 CISM meeting and CISM decided to hold a public hearing on placing 28th Avenue and CTH U on the Official City Map. All property owners within the 28th Avenue/CTH U corridor, members of the Wausau Common Council, members of the Marathon County Highway Committee, the Town of Maine and Town of Stettin Clerks and Town Boards, and selected Marathon County and City officials have received the attached public hearing notice, letters and maps. The public hearing is a necessary step to place the County's 28th Avenue corridor and CTH U corridor on Wausau's Official City Map to ensure that no building permits are issued for constructing new buildings or expanding existing buildings located within the right-of-way needed for this project. The City of Wausau Zoning Department staff will administer this within the City and help administer this within the Towns of Stettin and Maine.</p>
FISCAL IMPACT
None. However, this action may ultimately reduce the cost of this arterial street improvement project to the taxpayers of Marathon County.
STAFF RECOMMENDATION
Staff recommends that the 28 th Avenue and CTH U corridors both be placed on the Official City Map.

OFFICIAL PROCEEDINGS OF THE WAUSAU COMMON COUNCIL
held on Tuesday, May 24, 2005, at 7:00 PM, in the City Hall Council Chambers. Mayor Tipple
presiding.

Item # 050536

03-0716

05/24/2005 7:24:45 PM

Action: Motion by Radtke, second by Kellbach to adopt a joint resolution of the Capital Improvements & Street Maintenance Committee
and Plan Commission placing land on the Official City Map -- 28th Avenue CTH U.

Yes Votes: 11

No Votes: 0

Abstain: 0

Not Voting: 1

Result: PASS

<u>District</u>	<u>Aldersperson</u>	<u>Vote</u>
1	Rosenberg, James	YES
2	Hadley, Debra	NV
3	Radtke, Jean	YES
4	Brezinski, Jim	YES
5	Welles, Martin	YES
6	Klingbeil, Gary Lee	YES
7	Siewert, Gary J.	YES
8	Kellbach, Karen	YES
9	VanDeYacht, Christine	YES
10	Kraus, Jodi	YES
11	Baumgardt, Aaron C.	YES
12	Gale, Edward	YES

Agenda Item No.

11

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Discussion and possible action on Easement with Wisconsin Public Service for underground facilities at 606 East Thomas Street

BACKGROUND

WPS is requesting an easement to upgrade facilities in the Grand Avenue/Thomas Street area. This easement is on the Police Department facility at 606 East Thomas Street.

FISCAL IMPACT

None

STAFF RECOMMENDATION

Engineering staff recommends approving the easement to upgrade the electrical facilities in the area.

Staff contact: Allen Wesolowski 715-261-6762



7/23/2025

Wisconsin Public Service Corporation
P.O. Box 19001
Green Bay, WI 54307-9001
www.wisconsinpublicservice.com

**CITY OF WAUSAU
407 GRANT ST
WAUSAU, WI 54403**

Dear Customer:

Wisconsin Public Service Corporation recently received a request to upgrade or provide new *electric and gas service* at *700 Grand Avenue in the City of Wausau County of Marathon, State of Wisconsin*. This request will require new or upgraded facilities to be installed on property that you own at *Grand Avenue & Thomas Street in the City of Wausau County of Marathon, State of Wisconsin* in locations shown on the attached easement which, when executed, would grant us the right to install and maintain the necessary facilities.

I have enclosed two copies of the easement for your review. The exhibit is only temporary until the final one can be completed. When the final exhibit is complete we will send it along with a copy of the easement for your review. After you review the exhibit, the document will be recorded with the Office of the Register of Deeds. Signing this document will allow Wisconsin Public Service Corporation to install facilities on your property in the location described in the easement.

Please note that the Public Service Commission entitles you to a minimum of five days to examine the materials provided. However, you have the option to waive the five-day review period and sign and return the easement at any time.

*You will note that the documents **require** you to sign them in the presence of a **Notary Public**.* Please make the necessary arrangements to meet with a Notary Public in your vicinity and have the Notary sign the documents where indicated. All signatures and blanks filled in must be completed in **BLACK INK** to be accepted by the Register of Deeds for recording.

Please return *one* of the documents to me in the pre-paid envelope provided at your earliest convenience. The second document is for your records. Installation cannot be scheduled until the completed document has been received.

Please contact me if you have any questions regarding the easement. Please refer to Work Request **3467327**.

Lydia Janssen- Right of Way Agent
Wisconsin Public Service Corporation
(920) 433-5578
Lydia.Janssen@wecenergygroup.com

Enclosed

Wisconsin Public Service Corporation | A subsidiary of the WEC Energy Group

3335006

Easement

THIS INDENTURE is made this _____ day of _____, _____, by and between **CITY OF WAUSAU** ("Grantor") and **WISCONSIN PUBLIC SERVICE CORPORATION**, a Wisconsin Corporation, along with its successors and assigns (collectively, "Grantee") for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor, owner of land, hereby grants and warrants to, Grantee, a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area" more particularly described as follows:

Part of Lots 1 and 5 of Block 4 of the recorded plat of Rhomboid Addition to the City of Wausau, in the **City of Wausau, County of Marathon, State of Wisconsin, as shown on the attached Exhibit "A"**.

Return to:
Wisconsin Public Service Corp.
Real Estate Dept.
P.O. Box 19001
Green Bay, WI 54307-9001

Tax Parcel Identification Number
(PIN)

291-2907-363-0879

- 1. Purpose: ELECTRIC UNDERGROUND** - The purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, manhole, electric pad-mounted switch-fuse units, electric pad-mounted vacuum fault interrupter, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
- 2. Access:** Grantee shall have the right to enter on and across any of the Grantor's property outside of the easement area as may be reasonably necessary to gain access to the easement area and as may be reasonably necessary for the construction, installation, operation, maintenance, inspection, removal or replacement of the Grantee's facilities.
- 3. Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric and gas codes or any amendments thereto.
- 4. Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.

5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until sometime in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document *or* voluntarily waives the five day review period.

[REMAINDER OF PAGE LEFT BLANK]

WITNESS the hand and seal of the Grantor the day and year first above written

CITY OF WAUSAU

Organization name

Sign Name

Print name & title

Sign Name

Print name & title

STATE)
OF _____)
)SS
COUNTY)
OF _____)

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____ CITY OF WAUSAU, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name

Print Name

Notary Public, State of

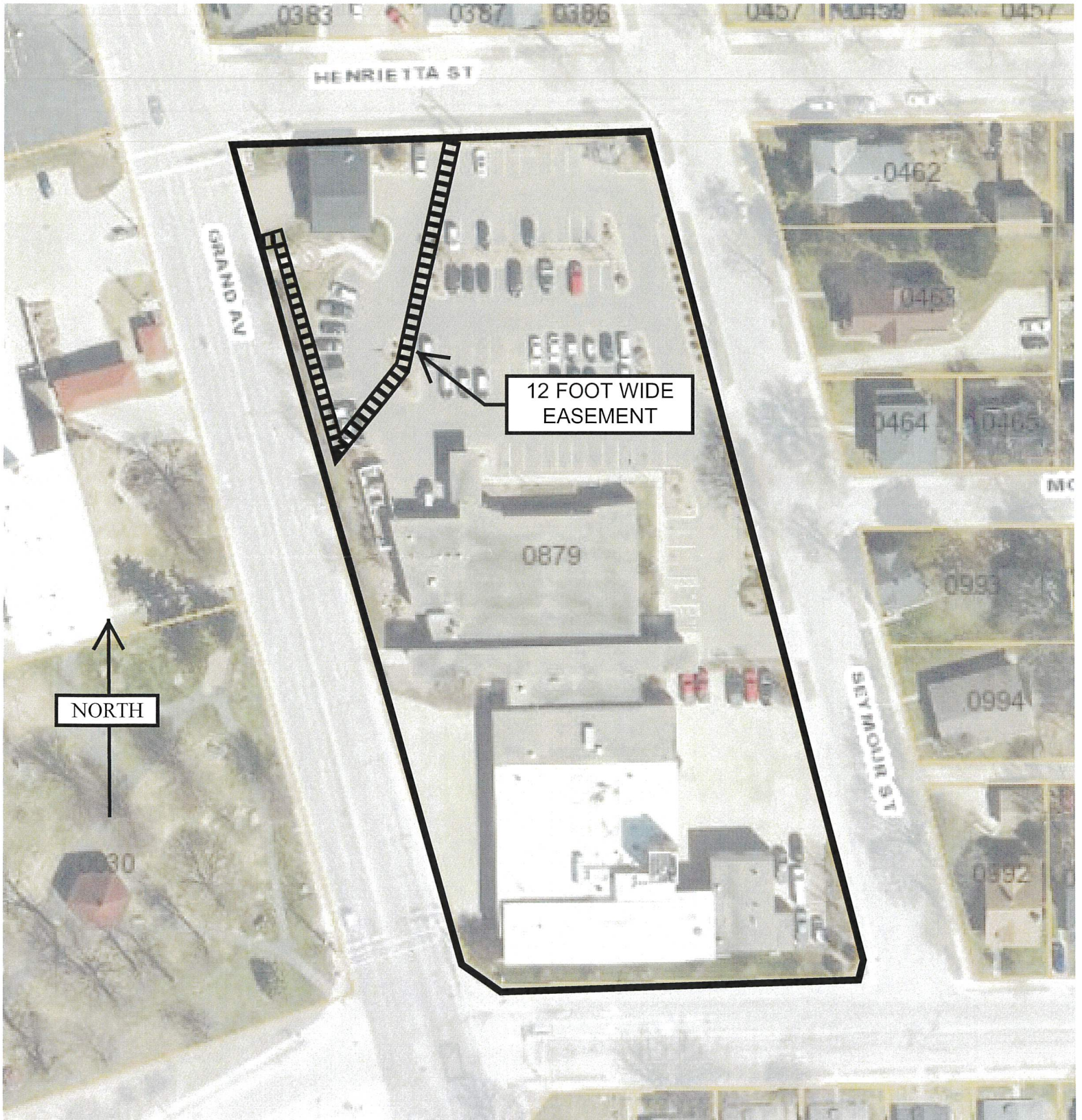
My Commission expires:

This instrument drafted by: Lydia Janssen
Wisconsin Public Service Corporation

REMS Entity ID	WR Number	Document ID	REMS Formatted Number
1487651	WMIS-3467327	3335006	INT11-487-651

TEMPORARY EXHIBIT "A"

NOT TO SCALE
FOR REFERENCE ONLY



Temporary Exhibit

Final Exhibit will be sent for approval at a later date

** NOT FOR RECORDING**

Agenda Item No.

12

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

AGENDA ITEM

Presentation on CIP Infrastructure Project Summary to be submitted for the 2026 budget

BACKGROUND

Engineering will present the proposed 2026 CIP Infrastructure budget.

A copy of the 2025 and proposed 2026 CIP budget is included for reference.

FISCAL IMPACT

See attached documents.

STAFF RECOMMENDATION

None

Staff contact: Allen Wesolowski 715-261-6762

**CITY OF WAUSAU CAPITAL BUDGET
 DETAIL ANALYSIS OF 2025 INFRASTRUCTURE PROJECTS**

ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL REQUEST	DEFERRED TO FUTURE		
			Special Funding	YEAR 2025 BUDGET	
LAND ACQUISITION					
TOTAL LAND ACQUISITION		\$ -	\$ -	\$ -	\$ -
DOT PROJECTS					
Grand Avenue, Division to Kent	CO balance	\$ -		\$ -	\$ -
WisDOT Misc. Projects	CO balance	\$ -		\$ -	\$ -
Scott Street Bridge Design	CO balance	\$ -		\$ -	\$ -
Grand Avenue Bridge Design	CO balance	\$ -		\$ -	\$ -
72nd Ave Trail Real Estate	CO balance	TID #11		\$ -	\$ -
6th Street, Horseshoe Spring Rd to Evergreen	CO balance	\$ -		\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave design	CO balance	TID #10		\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave design OS	CO balance	TID #10		\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave real estate	CO balance	TID #10		\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave construction	CO balance	TID #10		\$ -	\$ -
18th Street, WIS 52 to Sell Street	CO balance	\$ -		\$ -	\$ -
W Wausau Ave, 10th to Stevens, STP Urban - Design	CO balance	\$ -		\$ -	\$ -
W Wausau Ave, 10th to Stevens, STP Urban - Real Estate	CO balance		CO balance	\$ -	\$ -
East Wausau Ave, 6th St to 18th St Design	CO balance	\$ -		\$ -	\$ -
Grand/Bus 51, Kent to Lakeview Design	CO balance	\$ -		\$ -	\$ -
E/W Trail Connector Design	CO balance	TID #11		\$ -	\$ -
E/W Trail Connector Real Estate		TID #11	\$ 100,000	100,000	\$ -
72nd Ave Trail South Extension		TID #11	\$ 420,000	420,000	\$ -
3rd Ave, Union to Bridge Design			\$ 35,000		\$ 35,000
Grand Ave, Kent to Thomas Design			\$ 187,575		\$ 187,575
TOTAL DOT PROJECTS		\$ 742,575	\$ 520,000	\$ -	\$ 222,575
STREET IMPROVEMENTS					
Cherry Street, W Wausau Ave to Randolph St		\$ 800,000			\$ 800,000
W Randolph St, Burek Ave to Merrill Ave		\$ 1,300,000			\$ 1,300,000
Fulton St, N 1st Street to N 7th Street		TID #3	\$ 750,000	750,000	\$ -
1st St/River Dr, McIndoe St to 300' N of Fulton St		TID #3	\$ 200,000	200,000	\$ -
2nd Street, Short Street to Dekalb Street		TID #3	\$ 200,000	200,000	\$ -
Downtown Mall Redevelopment		TID #3/#12	\$ 3,500,000	3,500,000	\$ -
TOTAL STREET IMPROVEMENTS		\$ 6,750,000	\$ 4,650,000	\$ -	\$ 2,100,000
PARKING IMPROVEMENTS					
McIndoe St, 4th St, Franklin St		TID #3	\$ 238,000	238,000	\$ -
TOTAL PARKING IMPROVEMENTS		\$ 238,000	\$ 238,000	\$ -	\$ -
BOULEVARD TREES & LANDSCAPING					
For 2024 project streets and subdivisions		\$ 25,000			\$ 25,000
TOTAL BOULEVARD TREES & LANDSCAPING		\$ 25,000	\$ -	\$ -	\$ 25,000
ASPHALT OVERLAY AND ALLEY PAVING					
Asphalt Paving		\$ 600,000			\$ 600,000
Alley Paving		\$ 35,000			\$ 35,000
TOTAL ASPHALT OVERLAY AND ALLEY PAVING		\$ 635,000	\$ -	\$ -	\$ 635,000
SIDEWALKS					
Annual Sidewalk Replacement Contract		\$ 200,000			\$ 200,000
New Sidewalk		\$ -			\$ -
TOTAL SIDEWALKS		\$ 200,000	\$ -	\$ -	\$ 200,000
STREET LIGHTING					
TOTAL STREET LIGHTING		\$ -	\$ -	\$ -	\$ -

**CITY OF WAUSAU CAPITAL BUDGET
 DETAIL ANALYSIS OF 2025 INFRASTRUCTURE PROJECTS**

ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL		DEFERRED	2025 BUDGET
		REQUEST	Special Funding	TO FUTURE YEAR	
STORM SEWER					
	Cherry Street, W Wausau Ave to Randolph St	\$ 375,000			\$ 375,000
	W Randolph St, Burek Ave to Merrill Ave	\$ 890,000		\$ -	\$ 890,000
	Fulton St, N 1st Street to N 7th Street	TID #3 \$ 125,000	125,000	\$ -	\$ -
	1st St/River Dr, McIndoe St to 300' N of Fulton St	TID #3 \$ 60,000	60,000	\$ -	\$ -
	2nd Street, Short Street to Dekalb Street	TID #3 \$ 100,000	100,000		\$ -
	Downtown Mall Redevelopment	TID #3/#12 \$ 150,000	150,000		\$ -
	Consultant Design and Study Fees	\$ 10,000		\$ -	\$ 10,000
	BMP Construction/Modification, Testing	\$ 5,000		\$ -	\$ 5,000
	Maintenance of Stormwater BMP's	\$ 20,000		\$ -	\$ 20,000
	Stormwater Coalition Membership	\$ 2,500		\$ -	\$ 2,500
	Wetland Delineation Studies	\$ -		\$ -	\$ -
	Other Costs - DNR fees, Outreach Program, Training	\$ 11,000		\$ -	\$ 11,000
	TOTAL STORM SEWER	\$ 1,748,500	\$ 435,000	\$ -	\$ 1,313,500
OTHER PROFESSIONAL SERVICES					
	Unanticipated Engineering Studies	CO balance \$ 60,000	-	\$ -	60,000
	Downtown Mall Redevelopment Construction Oversight	TID #3/#12 \$ 450,000	450,000	\$ -	-
	TOTAL OTHER PROFESSIONAL SERVICES	\$ 510,000	\$ 450,000	\$ -	\$ 60,000
OTHER CAPITAL EXPENDITURES					
	Concrete Pavement Repairs (joints/cracks/paving)	TID #8 \$ 650,000	350,000		\$ 300,000
	Pavement Markings	\$ 75,000			\$ 75,000
	Washington Street Retaining Wall	CO balance TID #8 \$ -	-		\$ -
	TOTAL OTHER CAPITAL REPAIRS	\$ 725,000	\$ 350,000	\$ -	\$ 375,000
OTHER INFRASTRUCTURE FOR FIBER OPTIC/BROADBAND					
		\$ -			\$ -
		\$ -	\$ -	\$ -	\$ -
BRIDGE MAINTENANCE					
	Expansion Joints	\$ -			\$ -
	Concrete Repair	\$ -			\$ -
	TOTAL BRIDGE MAINTENANCE	\$ -	\$ -	\$ -	\$ -
PARKING RAMP CAPITAL EXPENDITURES					
	Annual Ramp Maintenance Project	TID #3/#12 \$ 300,000	300,000		\$ -
		\$ -			\$ -
	TOTAL RAMP CAPITAL EXPENDITURES	\$ 300,000	\$ 300,000	\$ -	\$ -
GIS HARDWARE/SOFTWARE					
	Conversion of GIS Imagery - prof. services	-		\$ -	\$ -
	TOTAL GIS HARDWARE/SOFTWARE	\$ -	\$ -	\$ -	\$ -
WATERMAINS					
	Cherry Street, W Wausau Ave to Randolph St	Utility \$ 760,000	\$ 760,000		\$ -
	W Randolph St, Burek Ave to Merrill Ave	Utility \$ 950,000	\$ 950,000		\$ -
	Fulton St, N 1st Street to N 7th Street	Utility \$ 550,000	\$ 550,000		\$ -
	1st St/River Dr, McIndoe St to 300' N of Fulton St	Utility \$ 90,000	\$ 90,000		\$ -
	2nd Street, Short Street to Dekalb Street	Utility \$ 200,000	\$ 200,000		\$ -
	Downtown Mall Redevelopment	TID #3/#12 \$ 50,000	\$ 50,000		\$ -
	TOTAL WATER MAINS	\$ 2,600,000	\$ 2,600,000	\$ -	\$ -
SANITARY SEWER					
	Cherry Street, W Wausau Ave to Randolph St	Utility \$ 780,000	\$ 780,000		\$ -
	W Randolph St, Burek Ave to Merrill Ave	Utility \$ 660,000	\$ 660,000		\$ -
	Fulton St, N 1st Street to N 7th Street	Utility \$ 350,000	\$ 350,000		\$ -
	1st St/River Dr, McIndoe St to 300' N of Fulton St	Utility \$ 40,000	\$ 40,000	\$ -	\$ -
	2nd Street, Short Street to Dekalb Street	Utility \$ 230,000	\$ 200,000		\$ -
	Downtown Mall Redevelopment	TID #3/#12 \$ 300,000	\$ 300,000	\$ -	\$ -
	TOTAL SANITARY SEWER	\$ 2,360,000	\$ 2,330,000	\$ -	\$ -
	GRAND TOTAL	\$ 16,834,075	\$ 11,873,000	\$ -	\$ 4,931,075

**CITY OF WAUSAU CAPITAL BUDGET
 DETAIL ANALYSIS OF 2026 INFRASTRUCTURE PROJECTS**

	ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL REQUEST	Special Funding	DEFERRED TO FUTURE YEAR	2026 BUDGET
LAND ACQUISITION						
TOTAL LAND ACQUISITION			\$ -	\$ -	\$ -	\$ -
DOT PROJECTS						
Grand Avenue, Division to Kent		CO balance	\$ -		\$ -	\$ -
WisDOT Misc. Projects		CO balance	\$ -		\$ -	\$ -
Scott Street Bridge Design		CO balance	\$ -		\$ -	\$ -
Grand Avenue Bridge Design		CO balance	\$ -		\$ -	\$ -
72nd Ave Trail Real Estate		CO balance		TID #11	\$ -	\$ -
6th Street, Horseshoe Spring Rd to Evergreen		CO balance	\$ -		\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave design		CO balance	\$ -	TID #10	\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave design OS		CO balance	\$ -	TID #10	\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave real estate		CO balance	\$ -	TID #10	\$ -	\$ -
Stewart Ave, 48th Ave to 72nd Ave construction		CO balance	\$ -	TID #10	\$ -	\$ -
18th Street, WIS 52 to Sell Street		CO balance	\$ -		\$ -	\$ -
W Wausau Ave, 10th to Stevens, STP Urban - Design		CO balance	\$ -		\$ -	\$ -
W Wausau Ave, 10th to Stevens, STP Urban - Construction			\$ 310,000		\$ -	\$ 310,000
East Wausau Ave, 6th St to 18th St Design		CO balance	\$ -		\$ -	\$ -
East Wausau Ave, 6th St to 18th St Real Estate						
Grand/Bus 51, Kent to Lakeview Design		CO balance	\$ -		\$ -	\$ -
E/W Trail Connector Design		CO balance	\$ -	TID #11	\$ -	\$ -
E/W Trail Connector Construction			\$ 451,415	451,415	\$ -	\$ -
72nd Ave Trail South Extension		CO balance		TID #11	\$ -	\$ -
3rd Ave, Union to Bridge Design		CO balance			\$ -	\$ -
Grand Ave, Kent to Thomas Design		CO balance			\$ -	\$ -
TOTAL DOT PROJECTS			\$ 761,415	\$ 451,415	\$ -	\$ 310,000
STREET IMPROVEMENTS						
Stark St, 5th St to 12th St			\$ 1,330,000			\$ 1,330,000
28th Ave, Westhill Dr to West Wausau Ave			\$ 1,000,000			\$ 1,000,000
N 8th Ave, Spruce St to Bridge St		TID #8	\$ 650,000	650,000		\$ -
2nd St, Forest St to Division St		TID #3/12	\$ 160,000	160,000		\$ -
Division St, 2nd St east to dead end		TID #3/12	\$ 60,000	60,000		\$ -
TOTAL STREET IMPROVEMENTS			\$ 3,200,000	\$ 870,000	\$ -	\$ 2,330,000
PARKING IMPROVEMENTS						
Riverfront Parking Lot (East Wausau Ave)		TID #12	\$ 600,000	600,000		\$ -
TOTAL PARKING IMPROVEMENTS			\$ 600,000	\$ 600,000	\$ -	\$ -
BOULEVARD TREES & LANDSCAPING						
For 2025 project streets and subdivisions			\$ 25,000			\$ 25,000
TOTAL BOULEVARD TREES & LANDSCAPING			\$ 25,000	\$ -	\$ -	\$ 25,000
ASPHALT OVERLAY AND ALLEY PAVING						
Asphalt Paving			\$ 600,000			\$ 600,000
Alley Paving			\$ 45,000			\$ 45,000
TOTAL ASPHALT OVERLAY AND ALLEY PAVING			\$ 645,000	\$ -	\$ -	\$ 645,000
SIDEWALKS						
Annual Sidewalk Replacement Contract			\$ 250,000			\$ 250,000
New Sidewalk			\$ -			\$ -
TOTAL SIDEWALKS			\$ 250,000	\$ -	\$ -	\$ 250,000
STREET LIGHTING						
28th Avenue			\$ 120,000			\$ 120,000
1st Street/River Drive		TID #3	\$ 70,000	70,000		\$ -
4th Street (Grant - McIndoe)		TID #3	\$ 60,000	60,000		\$ -
TOTAL STREET LIGHTING			\$ 250,000	\$ 130,000	\$ -	\$ 120,000

**CITY OF WAUSAU CAPITAL BUDGET
DETAIL ANALYSIS OF 2026 INFRASTRUCTURE PROJECTS**

ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL REQUEST	Special Funding	DEFERRED TO FUTURE YEAR	2026 BUDGET
STORM SEWER					
	Stark St, 5th St to 12th St	\$ 400,000			\$ 400,000
	28th Ave, Westhill Dr to West Wausau Ave	\$ 600,000		\$ -	\$ 600,000
	N 8th Ave, Spruce St to Bridge St	\$ 200,000	200,000	\$ -	\$ -
	2nd St, Forest St to Division St	\$ 100,000	100,000		\$ -
	Division St, 2nd St east to dead end	\$ -	-		\$ -
	Consultant Design and Study Fees	\$ 10,000		\$ -	\$ 10,000
	BMP Construction/Modification, Testing	\$ 5,000		\$ -	\$ 5,000
	Maintenance of Stormwater BMP's	\$ 20,000		\$ -	\$ 20,000
	Stormwater Coalition Membership	\$ 2,500		\$ -	\$ 2,500
	Wetland Delineation Studies	\$ -		\$ -	\$ -
	Other Costs - DNR fees, Outreach Program, Training	\$ 11,000		\$ -	\$ 11,000
	TOTAL STORM SEWER	\$ 1,348,500	\$ 300,000	\$ -	\$ 1,048,500
OTHER PROFESSIONAL SERVICES					
	Unanticipated Engineering Studies	\$ 60,000	-	\$ -	60,000
	Sears Façade Engineering	\$ 75,000	75,000		-
	TOTAL OTHER PROFESSIONAL SERVICES	\$ 135,000	\$ 75,000	\$ -	\$ 60,000
OTHER CAPITAL EXPENDITURES					
	Concrete Pavement Repairs (joints/cracks/paving)	\$ 300,000			\$ 300,000
	Pavement Markings	\$ 75,000			\$ 75,000
	TOTAL OTHER CAPITAL REPAIRS	\$ 375,000	\$ -	\$ -	\$ 375,000
OTHER INFRASTRUCTURE FOR FIBER OPTIC/BROADBAND					
		\$ -			\$ -
	TOTAL OTHER INFRASTRUCTURE FOR FIBER OPTIC/BROADBAND	\$ -	\$ -	\$ -	\$ -
BRIDGE MAINTENANCE					
	Expansion Joints	\$ -			\$ -
	Concrete Repair	\$ -			\$ -
	TOTAL BRIDGE MAINTENANCE	\$ -	\$ -	\$ -	\$ -
PARKING RAMP CAPITAL EXPENDITURES					
	Annual Ramp Maintenance Project	\$ 300,000	300,000		\$ -
	TOTAL RAMP CAPITAL EXPENDITURES	\$ 300,000	\$ 300,000	\$ -	\$ -
GIS HARDWARE/SOFTWARE					
	Conversion of GIS Imagery - prof. services	-		\$ -	\$ -
	TOTAL GIS HARDWARE/SOFTWARE	\$ -	\$ -	\$ -	\$ -
WATERMAINS					
	Stark St, 5th St to 12th St	\$ 775,000	\$ 775,000		\$ -
	28th Ave, Westhill Dr to West Wausau Ave	\$ 100,000	\$ 100,000		\$ -
	N 8th Ave, Spruce St to Bridge St	\$ 400,000	\$ 400,000		\$ -
	W Wausau Ave, N 10th Ave to Stevens Dr	\$ 242,000	\$ 242,000		\$ -
	2nd St, Forest St to Division St	\$ 75,000	\$ 75,000		\$ -
	Division St, 2nd St east to dead end				\$ -
	TOTAL WATER MAINS	\$ 1,592,000	\$ 1,592,000	\$ -	\$ -
SANITARY SEWER					
	Stark St, 5th St to 12th St	\$ 625,000	\$ 625,000		\$ -
	28th Ave, Westhill Dr to West Wausau Ave	\$ 50,000	\$ 50,000		\$ -
	N 8th Ave, Spruce St to Bridge St	\$ 300,000	\$ 300,000		\$ -
	W Wausau Ave, N 10th Ave to Stevens Dr	\$ 176,000	\$ 176,000	\$ -	\$ -
	2nd St, Forest St to Division St	\$ 75,000	\$ 75,000		\$ -
	Division St, 2nd St east to dead end			\$ -	\$ -
	TOTAL SANITARY SEWER	\$ 1,226,000	\$ 1,226,000	\$ -	\$ -
	GRAND TOTAL	\$ 10,957,915	\$ 5,674,415	\$ -	\$ 5,283,500

Agenda Item No.

13

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 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.

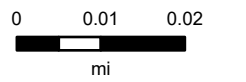
Staff contact: Allen Wesolowski 715-261-6762

**STAFF REPORT TO INFRASTRUCTURE & FACILITIES
COMMITTEE – August 14, 2025**

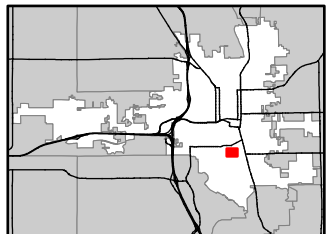
AGENDA ITEM
Update on the proposed Fleet Maintenance Facility and possible action prioritizing possible locations
BACKGROUND
<ul style="list-style-type: none"> • There are currently three properties that seem to be possible options currently for the fleet facility. All three properties are not city owned and will require costs for acquisition. The 3 locations are as follows: • Marathon Box property, 901 Cherry St – this property along with the parking lot owned by others would be of adequate size. Recently we were informed there is a private entity interested in purchasing this property for redevelopment. We are unaware of any specific details regarding the private interest in buying and redevelopment of this property. If the city were to purchase the MBX property for the fleet facility it would be recommended by staff that the parking lot also be purchased and if necessary, using condemnation through the eminent domain process. For the layout of the facility, having both parcels is the best long-term option. • Expansion of the existing DPW site – This was the initial option for a new fleet facility. At the present time it would require the acquisition of approximately 12 properties to acquire enough land to make this area a viable solution. Some owners are willing sellers, others stated they are not willing to consider selling and others we have been unable to contact. The acquisition of these properties would require professional services costs for proper acquisition, relocation costs and costs for property purchase. • Existing County Hwy Site; West Street – I spoke with Hwy Dept and they are proposing to be moved out by 2028 to their new location. This may be a very good option as it would be 12 acres of property for immediate and future operations use. I have reached out to County Administrator to set up a meeting to discuss this property and the possible sale of it to the city. We will keep the proper committees informed of our conversations.
FISCAL IMPACT
Staff time pursuing discussions on possible acquisitions to be brought back to the finance committee for potential fiscal impacts.
STAFF RECOMMENDATION
Committee discussion and questions on prioritizing locations for the fleet facility. Staff would recommend County Hwy as 1 st option with MBX property as a possible 2 nd option.
Staff contact: Eric Lindman 715-261-6745

City of Wausau
DPW

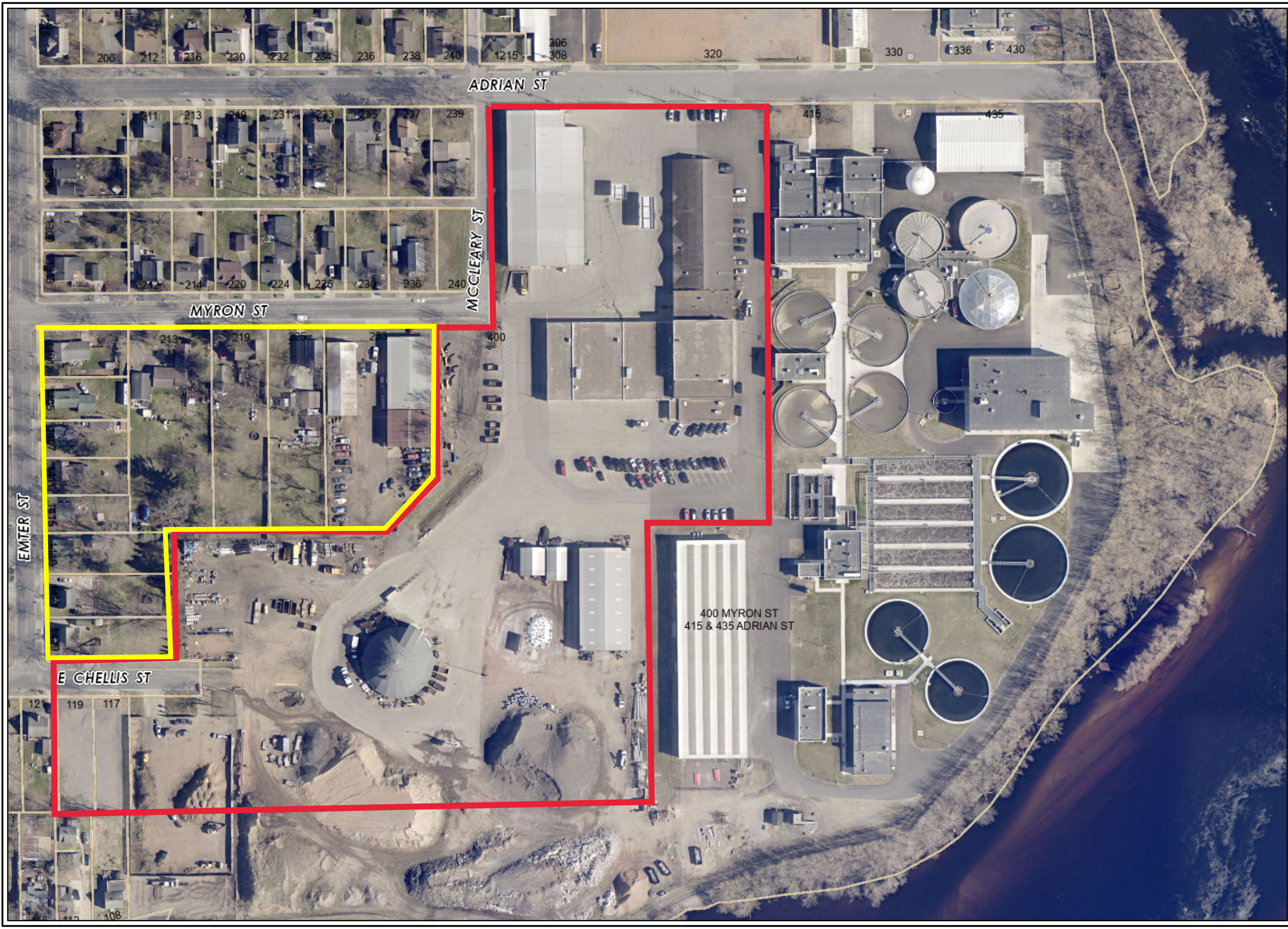
Date Printed: 7/28/2025



- 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



400 MYRON ST
415 & 435 ADRIAN ST

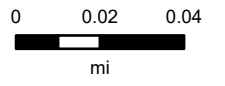


SUMMARY:
 TOTAL SITE AREA: 16.0 ACRES
 TOTAL YARD AREA: 14.5 ACRES
 NEW BUILDING AREA: 120,000 SF
 NEW PAVED AREA: 325,000 SF (7.5 ACRES)

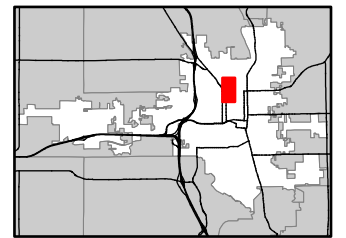
1 1. SITE LAYOUT - MYRON ST
 A-200 1" = 50'-0"

City of Wausau
DPW

Date Printed: 4/24/2025



- Right Of Way
- Parcel



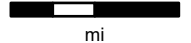
- NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau DPW / GIS Dept.
 2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.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

ArcGIS Web Map

City of Wausau / DPW

Date: 8/5/2025

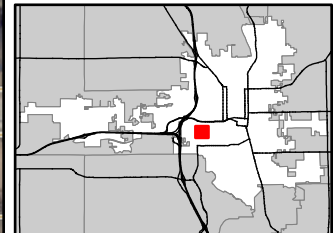
0 0.02 0.04



mi

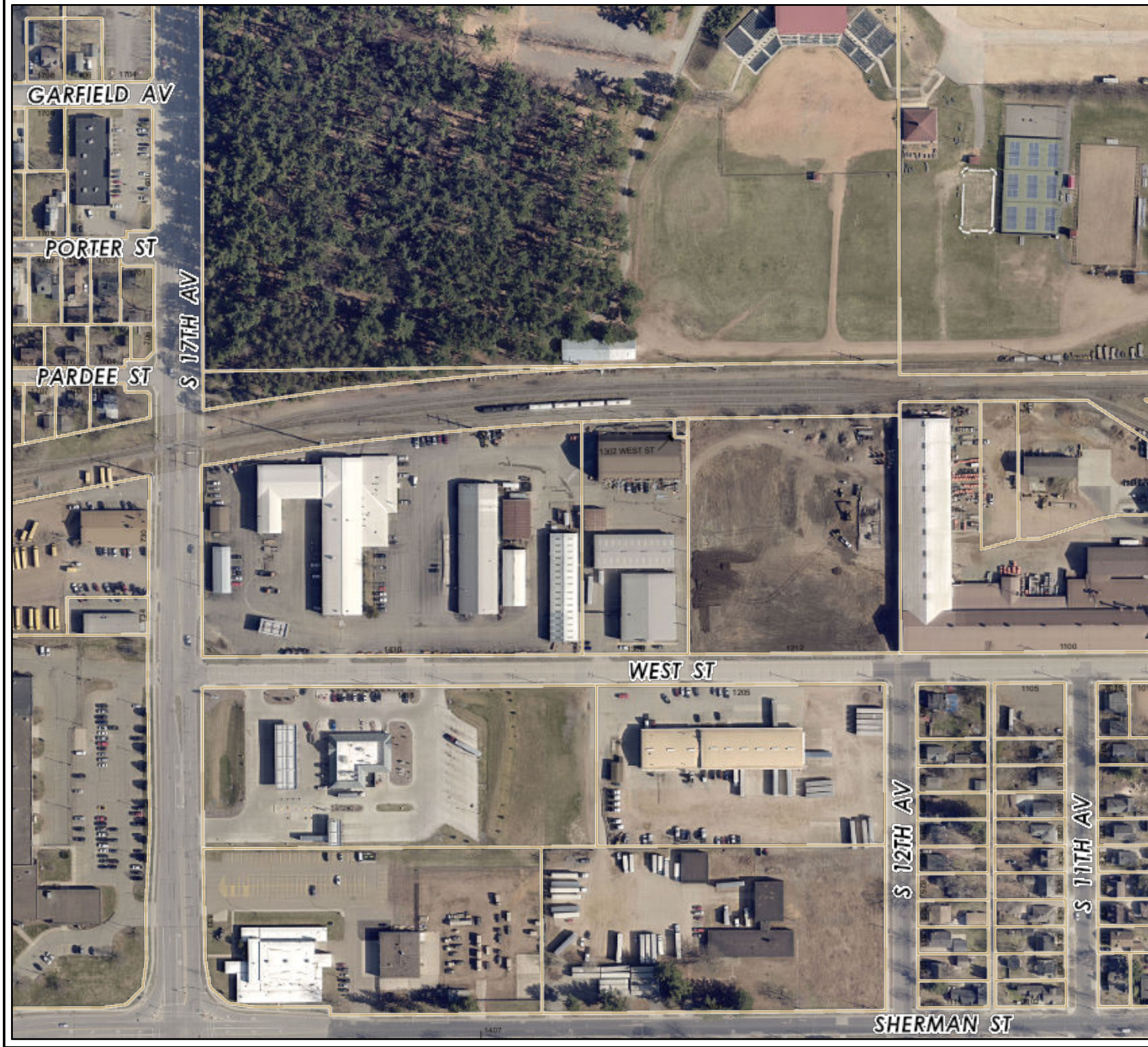
Right Of Way

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





Wausau Department of Public Works

01.31.22