

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: September 11, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lou Larson, Michael Martens, Sarah Watson
Members Absent: Chad Henke, Tom Neal
Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Dustin Kraege, Jill Kurtzhals, 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. Vice Chair Larson called the meeting to order.

Public Comment on any items appearing on the agenda

No one appeared for public comment.

Approval of minutes of the August 14, 2025 meeting

Watson moved to approve the minutes of the previous meeting. Seconded by Martens and the motion passed 3-0.

Discussion and possible action on 15-minute parking spaces on Washington Street between 2nd Street and 3rd Street

Wesolowski explained that before Washington Street was reconstructed, angled parking was located on the south side of the road. A request came before this committee to add three 15-minute parking stalls. The committee directed to bring this item back after reconstruction was done. The road is scheduled to be open within the next 30 days. Wesolowski spoke with Mark Craig and the downtown would like to see 15-minute stalls put back in. Wesolowski does not feel that three spaces are needed and suggested placing one on the north side of the road and one on the south. He recommends the first stalls west of 3rd Street.

Watson moved to approve. Seconded by Martens.

Watson asked if this was in front of Jimmy John's and Wesolowski confirmed. After a brief discussion, Wesolowski suggested starting with two spots and if there is a need for more it could come back to committee. Martens believes there are two 15-minute spots on Jefferson west of 3rd Street and none east of 3rd Street, other than the taxi spot. He feels two spaces on Washington Street would be adequate for now.

There being a motion and a second, motion to approve passed 3-0.

Discussion and possible action on amending the Central Parking Business District

The Sign Department brought the possibility of extending downtown parking to Wesolowski's attention. This would include 2nd Street between Washington Street and Forest Street, the newly constructed 3rd Street south of Washington Street, and the newly constructed Jackson Street. This would extend the district south one block.

Watson moved to approve amending the Central Parking Business District. Seconded by Martens and the motion passed 3-0.

Discussion and possible action authorizing Downtown Snow/Ice Removal

This is brought forward every year. The actual cost would be billed out to property owners.

Watson moved to approve Downtown Snow/Ice Removal. Seconded by Martens and the motion passed 3-0.

Discussion and possible action on assessment rates for 2026 construction projects

This item is brought forward every year to determine the assessment rate. The current rate is \$55 per lineal foot of assessable footage. A 60-foot lot would have a \$3,300 assessment. The rate was raised about 2 years ago when it went up from \$42 per lineal foot to \$55. The replacement rate for a sewer lateral is \$500; installation of new sidewalk is assessed at 50% of the actual bid price; and drive approach replacement is assessed at 100%. Wesolowski does not recommend changing those rates. Originally, assessment rates were to capture 60% of the cost of the roadway. Wesolowski calculated costs for this year's Randolph and Cherry Street project. At \$55 per lineal foot, we capture about 36% of the roadway cost. If we want to recover 60%, we almost have to double the assessment rate.

Watson asked what other municipalities charge. Wesolowski said the rates vary by community, but he believes the majority do not assess. Under state statutes, we can assess a reasonable amount as long as it is fair.

Martens moved to approve the assessment rates for 2026 construction projects. Seconded by Watson.

Watson said the last increase went up about 23%. We are only recouping 36% with a goal of recouping 60%. She asked if it was possible to increase the rate a little to try to slowly recoup more. Lindman stated that at some point it was established that we would recover 60% of the cost. It is up to the committee if they want to keep the rate flat or increase it. Watson feels it would be nice to evaluate this in the future to see where we stand with other municipalities. The costs fall on the levy. If we assess a little more accurately to what the cost is, it would help save a little.

Martens would like to know more about our historic assessment rates, where the 60% came from, and what it would take to move us to a higher percentage of recouping the costs. He is in favor of studying this more to have a more equitable rate. However, for this year he is willing to keep the rates the same.

There being a motion and a second, motion to approve the assessment rates for 2026 construction projects passed 3-0.

Watson suggested talking about this before the item comes back so the committee can have a better idea of what they would like to change the rate to.

Discussion and possible action on STP Urban Application for 17th Avenue from Sherman Street to Stewart Avenue

Larson said this stretch of road is bad, but he does not understand why it stops at Sherman and does not go all the way to the bridge. Wesolowski explained that 17th Avenue from Sherman Street to the bridge was reconstructed more recently. The pavement is not in the greatest shape, but the curb and gutter is new and the storm sewer is new. That stretch would fall under an asphalt overlay project. STP Urban funds are not eligible for asphalt overlay. STP Urban funding is a competitive application. All communities within the MPO submit the projects they feel will score well. Just because we apply does not guarantee we get the funding.

Watson feels this is a good deal if we only have to pay 20% of the \$3 million it would take to reconstruct it.

Watson moved to approve. Seconded by Martens and the motion passed 3-0.

Discussion and possible action on TAP application for paved multi-use trail in the Wausau Business Campus from 84th Avenue to Innovation Way

Niksich stated that we have been working on building the trail network through the Business Campus. A section was just finished this year from Stewart to Packer Drive. We are under design for a section from 72nd Avenue to 84th Avenue that will be constructed next year. This section that we are proposing to apply for a TAP grant would finish out that stretch from 84th Avenue to Innovation Way. As this packet was being put together, staff did a deep analysis. It was found that some of the grades on the original proposed route recommended by the Bike and

Ped Committee would not meet the required grades to meet the funding. The route had to be changed, which added about a ½ mile. The original proposed route had grades from 11% to 18%, which are pretty steep and not safe for biking. Staff had a call with the DOT to discuss this project. Typically for TAP grants they do not like to see anything over \$1 million. By using the new route and the wetlands needing boardwalk, the project is well over \$2 million. It is not the best application for TAP grants, but since it was recommended by Bike and Ped, staff is bringing it forward to see if we should still apply for it. An alternative route would follow the utility corridor and make either a walking path or a gravel path, which is estimated at approximately \$300,000 to grade it out. It would not be a full-fledge multi-use trail, but rather something that could be used to get from 84th Ave to Innovation Way. Staff is looking for direction if they should apply for the grant. It is an 80-20 match but probably would not score as high.

Watson asked when the local match would have to be incorporated into our spending. Nicksich explained it is a reimbursement process. We would have to budget for the full amount and then get reimbursed once the trail is completed. Watson feels that it is hard not to apply for an 80-20 match, but it is a lot of money up front. Nicksich stated that in the scoring they will look at who will actually use the trail. The trail is not by a residential area, and it is a mile and a half long.

Larson feels it probably will not be well used. He would rather try getting a TAP grant for the circle from the old Eastbay to International Drive. He used to drive through that area on a daily basis and there were countless people walking in the street. Nicksich said a trail will be built next year from 84th Avenue to 72nd Avenue, cutting through just south of International Drive. A grant was received for this section.

Watson asked how much staff time it takes to fill out an application and if it would be a CIP project that is ranked. She has a feeling it would be a hard sell. Nicksich said it would be applied for this fall, and we would find out next year if the grant is received. We would start budgeting for it next year. There is usually a 2 to 3 year design period. The design is estimated at \$250,000 and would be budgeted for 2027 and 2028. 2029 and 2030 would be the brunt of the budget for construction. Watson is concerned if it takes a lot of staff time, it is unclear if we will receive the grant, and if we would be able to swallow the upfront cost. Larson added that if it is for a trail that is in the middle of nowhere and no one will use it, it does not seem like a wise use of taxpayer or grant money.

Martens asked if the property around the trail is developable. Nicksich explained the first half is mostly undevelopable due to wetlands and small properties. The large lot is developable. Planning staff did not feel a trail would impede development because it follows the property boundary. Martens asked if the cost of the trail would be a TID eligible expense and Nicksich confirmed. Martens sees the benefit of a trail connecting Innovation Way. If staff time is minimal in applying for the grant, Martens feels we should try. Nicksich indicated a lot of the leg work is already done; the rest of the application would not take too much staff time.

Martens moved to apply for the TAP application for the multiuse trail in the Wausau Business Campus. Seconded by Watson and the motion passed 3-0.

Discussion and possible action on Temporary Limited Easement with Northeastern Holdings LLC at 602 Jackson Street

Nicksich explained that pedestrian ramps will be reconstructed at the intersection of Jackson Street and 6th Street. We will have to complete some grading on this property to meet ADA requirements. This is a temporary easement for this work.

Watson moved to approve. Seconded by Martens and the motion passed 3-0.

Discussion and possible action on Temporary Limited Easement with Prosper Six LLC at 115 North 6th Street

This is similar to the last item. A little grading is needed off City property to meet ADA requirements.

Watson moved to approve. Seconded by Martens and the motion passed 3-0.

Update on 2025 Street Reconstruction Projects

Niksich stated that half of Cherry Street has been completed for a couple of months, and the contractor is working on the north half. The project is on schedule. Phase 2 is Randolph from Merrill Ave to 3rd Ave. This project has had delays. The contractor is planning on the final surface of asphalt on Saturday when school is out. The contractor will then focus on the rest of the project. The middle of next week they plan to bring in a second crew and they may potentially bring in an additional crew in three weeks to complete the project on time.

2nd Street is completed. Fulton Street from 5th Street to 1st Street is completed. Curb has been completed on Fulton from 5th Street to 6th Street and it is waiting for asphalt. Curb was done yesterday on 6th Street to 7th Street. They are working on sidewalks and driveways before moving on to asphalt. The project is expected to be completed in early October.

The project for the curb ramps at the intersection of 6th Street and Jackson Street will be awarded next week. The hope is for this project to be done by the middle of October.

The Slip Line Repair project is a point repair to repair service connections at about 30 locations. Most of this work will take place in the southeast section near Sturgeon Eddy with some work on the southwest side near the Wastewater Treatment Plant.

Larson asked about the project by the YMCA. Wesolowski explained that the curb, gutter, and sidewalk was finished today. All that remains is restoration and striping.

Regarding the Downtown Redevelopment Project, Jefferson Street should be open to two-way traffic the first week of October. 3rd Street and Jackson Street should be open by the end of October.

The Concrete Pavement Repair Project will begin Monday. The main streets include 3rd Avenue from Bridge Street to Thomas Street and 17th Ave from Bridge Street to Elm Street.

Adjourn

Watson moved to adjourn the meeting. Larson seconded and the motion carried 3-0. Meeting adjourned at approximately 5:50 p.m.