



OFFICIAL NOTICE AND AGENDA

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

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

Meeting of the:	CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU
Date/Time:	Thursday, October 12, 2023 at 5:15 p.m.
Location:	City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS
Members:	Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the September 14, 2023 meeting.
2. Discussion and possible action on Connecting Highway Recission and Connecting Highway Designation regarding the rerouting of STH 52 and Business Highway 51 in the City of Wausau.
3. Discussion and possible action on Preliminary Plat for Vistas at Greenwood Hills First Addition.
4. Discussion and possible action on approving Northcentral Wisconsin Stormwater Coalition Cooperative Agreement.
5. Discussion and possible action on authorizing downtown snow/ice removal.
6. Discussion and possible action on preliminary resolution levying special assessments for 2024 Street Construction Projects.
7. Discussion on WISLR Road Ratings.
8. Update on Fleet Maintenance Facility Design and proposed property purchase.

Adjournment

LOU LARSON - Committee Chair

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

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 10/06/23 @ 8:30 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., Brown and Caldwell, James Wanserski, Riverside Land Surveying

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: September 14, 2023, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lou Larson, Lisa Rasmussen, Gary Gisselman, Doug Diny (Chad Henke was excused)

Also Present: Allen Wesolowski, TJ Niksich, Jill Kurtzhals, Andrew Lynch, 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 Larson called the meeting to order.

CONSENT AGENDA

- A. Approve minutes of the August 10, 2023 meeting**
- B. Action on easement with Wisconsin Public Service at 201 Washington Street**
- C. Action on easement with Wisconsin Public Service at 209 Washington Street**
- D. Action on easement with Wisconsin Public Service at 215 Washington Street**
- E. Action on easement with Graphic Packing Corp for the construction of a multi-use trail at 200 Central Bridge Street**
- F. Action on Final Resolution to levy special assessments for 2023 Street Construction Projects**

Rasmussen moved to approve the consent agenda items. Diny seconded and the motion passed 4-0.

Public Comment: Rerouting of STH 52 and Business Hwy 51 in the City of Wausau

No one appeared to offer public comment. Wesolowski indicated a notice of this meeting was published three times in the paper.

Discussion and possible action on parking restrictions on South 5th Avenue between Garfield Avenue and Stewart Avenue

Wesolowski was contacted by the principal of Trinity School. There are issues during school and events. Parked vehicles make it difficult for student pickup and narrows the street. The principal feels there is plenty of parking across the street and in the parking lot. The request is to restrict parking on the west side north of 536 South 5th Ave to Stewart Ave. Trinity owns the property at 536 South 5th Avenue. Posting parking restrictions just north of this property gives that resident the opportunity to park in front of the house. Trinity owns all the property where parking restrictions are proposed. Staff does not see issues, particularly because Trinity owns all the property.

Diny moved to approve the proposed parking restrictions on South 5th Avenue between Garfield Avenue and Stewart Avenue. Seconded by Rasmussen and the motion passed 4-0.

Discussion and possible action on establishing assessment rates for 2024 construction projects

Wesolowski explained that every year assessment rates are set for the following year. Last year the rate for street construction was raised from \$42 per foot to \$55 per foot for 2023 projects. Construction prices are stable from last year. Staff recommends keeping the rate at \$55 per foot for 2024 projects.

Rasmussen believes this is fair since we are not seeing a lot of fluctuation in the bids. Sometimes special assessments are difficult enough for people to pay.

Rasmussen moved to keep the assessment rates the same as they were for 2023 for 2024. Seconded by Diny and the motion passed 4-0.

Presentation on CIP Project Summary submitted for 2024 Budget

Wesolowski noted that this was brought to committee before. One change is that Short Street from 2nd to 3rd Street will fall under TID 3. This lowers the cost to the general fund. Last time this was presented Alder Larson

requested an overall summary of where we are on streets and what it would take to get all streets rated 5 or higher. Road ratings were just completed, which consists of driving every street. Any street rated lower than a 4 is considered a reconstruction project. We have 68.9 miles of roadway that needs to be reconstructed. Based on 2023 prices, it would take \$127 to \$145 million to reconstruct all streets that need it. This estimate does not include sanitary sewer or watermain.

Rasmussen stated that rebuilding streets also incurs borrowing in the Water and Sewer Utility. The last two years we've used ARPA funding for utility replacement. Going forward with more than a few projects at a time would create havoc for the Utility on the debt side. Per Wesolowski there is a complication with all the lead laterals that will be replaced. There are 7,000 laterals to be replaced. We have not been overlaying streets where there are lead laterals. We do not want to put asphalt down and then rip it up to replace laterals. However, some streets, such as 4th Avenue and Crescent Drive, are basically down to gravel. He feels we will have to start putting more money into asphalt overlay even though laterals may be getting replaced. There are some streets that are so bad we cannot wait any longer. Wesolowski is asking to increase the asphalt overlay budget from \$350,000 to \$400,000. He would like to see \$1 million but that would be tough on the budget. Rasmussen noted that the last couple of years we have gotten through the budget without cutting any streets and hopes all go through this year. Wesolowski stated that next year will be a big year with Stewart Avenue being reconstructed. It is a \$6 million project and will be one of our biggest years as far as street reconstruction. He wanted to bring this forward to make the committee aware of where we are at.

Rasmussen asked if we could get funding from the Bipartisan Infrastructure Act and if we have any projects shovel ready enough to apply for these funds. Wesolowski explained we do get STP Urban Funding. This year we received extra funding for 18th Street. We put that project through in 6 months. He had a meeting with the County on LRIP funding, which we receive \$100,000 every year. We will be applying for discretionary and supplemental funds. \$100 million in supplemental funds became available the last 2 years. This is a competitive grant through the entire state. Last year we received \$400,000 for 17th Avenue. We will be applying for more supplemental LRIP money and are looking for funding opportunities.

Diny asked if the committee could get previous WISLR ratings as he is curious of the trend analysis. Wesolowski can put together the road miles from the previous rating 2 years ago to see how we are trending. Wesolowski was surprised the number of roads rated a 2. This has gone up but it does not take long for a road to go from a 3 to a 2. We may have to look at overlaying these streets to keep them together. Diny asked if the top of Forest Street is considered a 2. Wesolowski confirmed and stated 4th Avenue and Crescent are also probably rated 2.

Larson said his street is not on the list and doesn't even have curb and gutter. Wesolowski explained the ratings are based on the condition of the asphalt.

Gisselman asked what it would take if the City of Wausau declares they want everything rated a 5 or better and if that could be achieved in 5 years. Wesolowski referred to the proposed budget of \$4.3 million from the general fund. That number would have to be closer to \$25 million per year for 5 years. It bothers Gisselman that this is where we are. He asked what the committee should be lobbying for to make a little bit of a dent. The citizens are seeing it and this committee, as well as the Council, should start to have a serious talk about this.

Rasmussen spoke of the short construction season and that there are only so many contractors that can do the work. We could want to do more projects, but sometimes we are lucky to have our projects done on time. She asked what capacity we have to even take on more projects. Even if we had the money we may be capped at the capacity of the construction force. Wesolowski indicated we have been getting projects out early and feels we would get bids on projects we put out. With more money available, it is chasing the same contractors. He believes we would get the biggest bang for the buck with more money in asphalt overlay. There were years that budget was \$1 million. It was dwindled down over the years and hurt us.

Gisselman asked about the plan for Eau Claire Boulevard and if the boulevards would remain. Wesolowski indicated the plan is to put the street back the way it is with the boulevards staying in place. They would like to save as many of the crab apple trees in the median as they can. Gisselman said there is quite a canopy on the boulevard and would hate to lose that.

Diny asked if we would be putting more focus on 5, 6 and 7 rated streets to prevent them from slipping down. He feels by doing this we could gain ground as asphalt overlay has been reliable to prevent further erosion. Wesolowski said the practice in the last several years was to not overlay streets beyond a 2 or 3. We have been trying to overlay streets that have good curb and gutter, good drainage, and good underlying utilities. For example, Merrill Avenue had some rutting and cracking. We wanted to preserve it. It was 15 years old and if let go the rating would go down. It is now back to an 8. If we are not willing to put \$10 to \$20 million a year to correct 2's and 3's, he does not know where they will end up in a couple of years. He thinks will we have to do overlays on some 2 and 3 rated streets.

Diny asked what the cost of asphalt overlay runs. Wesolowski said it depends on the width of the street. There is a big savings because we are not redoing the storm sewer, the curb, or sidewalk. It is probably a quarter the cost of street reconstruction. Rasmussen added that another good part of asphalt overlay is that the property owners do not get assessed for it. We try to avoid overlaying streets with underground utility issues. Her street has had several utility breaks and is probably considered a rebuild street. It is also such a short and smaller street; there are others that are just as bad and more heavily traveled. She questioned the difference between overlay and skin patch. Wesolowski explained that a typical overlay would consist of milling the top off and placing asphalt. Skin patch is a last-ditch effort to try and keep it together until reconstructed. He would not recommend skin patching on too many streets. Rasmussen asked if we get 5 to 10 years with an overlay and Wesolowski responded it is typically 15 years. Preservation technics are used to keep 9, 8, and 7 rated streets at a 9, 8 or 7. A 5 or 6 rated street would be a mill and overlay to try to get it back to an 8. We are falling behind; there are streets that are not on the 5-year list that are rated 2.

Rasmussen asked how far \$400,000 would go. Wesolowski noted that DPW also has an asphalt budget. This year we milled and overlayed on Merrill Avenue and a little stretch on Burek. We also milled some streets for DPW to overlay as they do not have a mill machine. This year we took some money out of Engineer's overlay budget to mill some streets DPW overlayed. If we did have more money, we would work with DPW. Discussion followed on budget asks.

Diny supports asking for \$600,000. We are not treading water now and have to bite the bullet. Rasmussen said the public feels it and there is a need to start with a gradual ramp up. We are getting behind the 8 ball like we did with replacing park equipment. We wouldn't replace a playground in the budget and then all of a sudden we needed to replace 10. We had to slowly claw our way out. We could try to add a big bite this year and then see how next year's budget looks.

Gisselman asked if this would apply to lead pipe areas. Per Wesolowski, staff will have to plan around that. There are plenty of areas to use the money. Rasmussen would like to attack the 2's and 3's to get them to 4's and 5's. Diny said there is not a lot of base on a 2 to work with. Wesolowski explained if a road is that far down, we would probably have to do a complete mill, add some base, and then pave. If the street is that bad, Larson said the utilities are probably bad. That is Wesolowski's dilemma; this is an old city. Rasmussen feels if the underground utilities can hold their own for as long as the patch lasts, maybe both would be ready for replacement at the same time. For the last several years, staff has been targeting streets with the most utility issues. The Sewer Utility does line pipes using a non-dig technology. We are solving a lot of underground utility defects other than lead service laterals. If the committee is comfortable asking for more money, Wesolowski will put in the request but will need support as the budget moves forward.

Adjourn

Diny moved to adjourn the meeting. Gisselman seconded and the motion carried 4-0. Meeting adjourned at approximately 5:50 p.m.

AGENDA ITEM

Discussion and possible action on Connecting Highway Recission and Connecting Highway Designation regarding the rerouting of STH 52 and Business Highway 51 in the City of Wausau

BACKGROUND

Business Hwy 51 and STH 52 run through the City of Wausau as connecting highways. Being designated as a connecting highway means the Wisconsin Department of Transportation (WDOT) is the controlling authority over these roadways. It also means the WDOT is responsible for the reconstruction of these roadways. The City of Wausau receives connecting highway aid on these segments of roadway to do roadway maintenance such as pothole patching and pavement marking.

Engineering and Planning have been working with the WDOT to reroute STH 52 and Business 51. The attached maps outline the existing connecting highways to remain, the connecting highways to be rescinded, and the new designated connecting highways in the City of Wausau. Business HWY 51 would utilize 1st and 3rd Avenues from Stewart to Thomas Street and Thomas Street from 3rd Avenue to Grand Avenue. WDOT has reviewed these proposed routes and conducted a traffic study. The traffic study did not reveal any significant issues related to the proposed re-route.

An opportunity for public comment was held at the September CISM meeting, no comments were received.

The Wisconsin DOT staff has drafted the attached documents which would formalize the changes. The 4 documents rescind a portion of each route and then add a portion to the new route. The 4 documents are attached.

FISCAL IMPACT

The WDOT has estimated the City would receive approximately \$33,000 less per year in GTA payments from the State with the changes to the connecting highway designation. This reduction would not take effect until 2025. The WDOT has agreed to fund removing and adding route change signs. The WDOT has estimated this cost to be \$130,000.

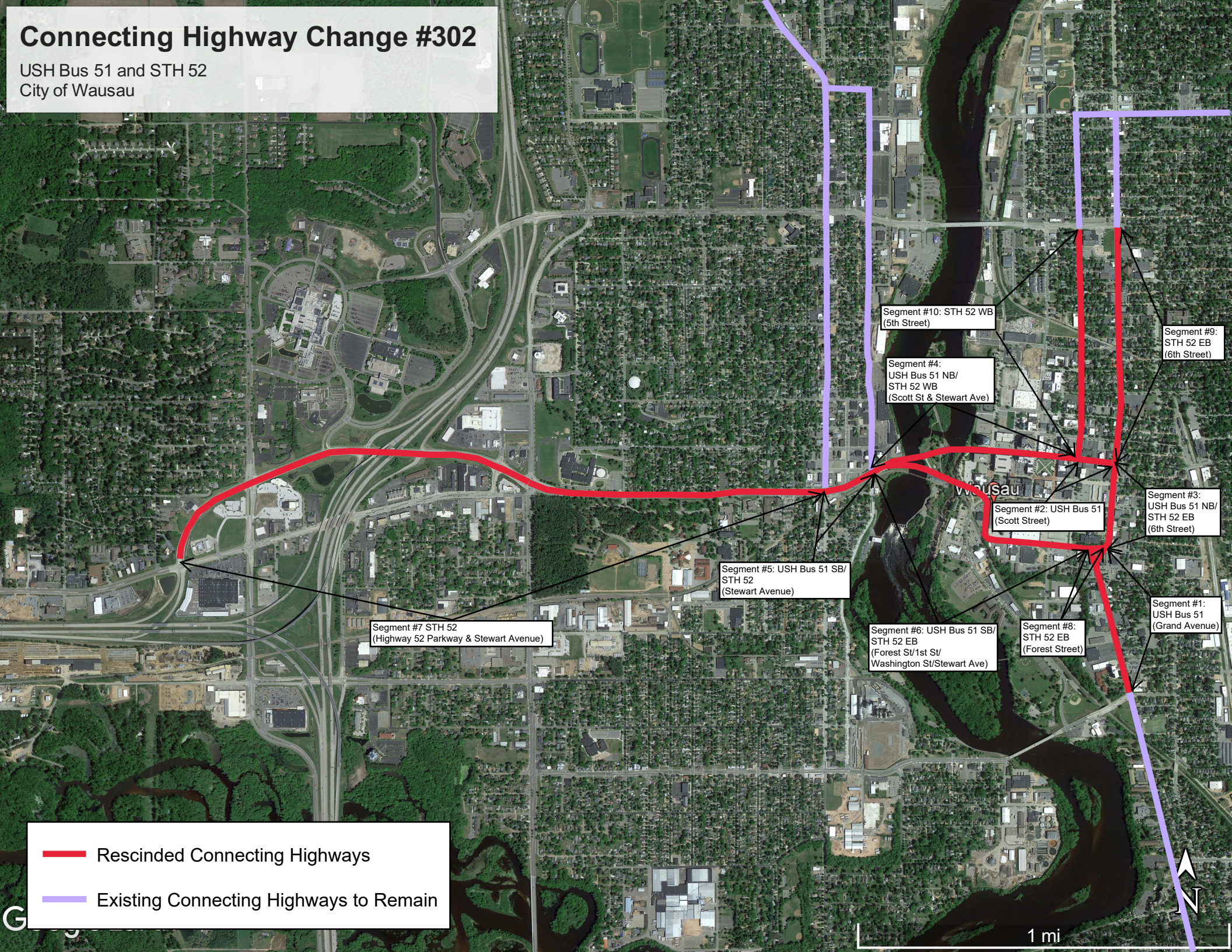
STAFF RECOMMENDATION

Staff recommends approving the documents to formalize the reroute.

Staff contact: Allen Wesolowski 715-261-6762

Connecting Highway Change #302

USH Bus 51 and STH 52
City of Wausau



CONNECTING HIGHWAY RESCISSION

AGREEMENT FOR CONNECTING HIGHWAY CHANGE NUMBER 302 US HIGHWAY BUSINESS 51 AND STATE TRUNK HIGHWAY 52 CITY OF WAUSAU MARATHON COUNTY

1. Introduction

The Wisconsin Department of Transportation (Department) proposes Connecting Highway Changes in the City of Wausau (City) in Marathon County, whereby:

- Connecting Highway designation will be rescinded from segments of USH Bus 51 and STH 52.

2. Statutory Authority of State Highway Change

All determinations and decisions herein and hereafter described are made in accordance with Section 86.32(1) of the Wisconsin State Statutes whereby the Department is proposing Connecting Highway Change Number 302 to rescind segments of Connecting Highway in the City.

3. Determination and Description of Highway Segments To Be Rescinded From The Connecting Highway System

The Department hereby finds, determines, and makes this decision that the traveling public will best be served by removing from the State Connecting Highway System the following segments of highway described as:

Segment #1: USH Bus 51 (Grand Avenue and 6th Street)

Beginning at the Thomas Street intersection and ending at the Forest Street intersection. The length of this segment is 0.40 miles.

Segment #2: USH Bus 51 Northbound (Scott Street)

Beginning at the 6th Street intersection and ending at the 5th Street intersection. The length of this segment is 0.10 miles.

Segment #3: USH Bus 51 Northbound/STH 52 Eastbound (6th Street)

Beginning at the Forest Street intersection and ending at the Scott Street intersection. The length of this segment is 0.24 miles.

CONNECTING HIGHWAY RESCISSION

Segment #4: USH Bus 51 Northbound/STH 52 Westbound (Scott Street & Stewart Avenue)

Beginning at the 5th Street intersection and ending at the 1st Avenue intersection. The length of this segment is 0.56 miles. The segment includes the bridge structures over the Wisconsin River, river overflow channel, and Fox Valley & Lake Superior railroad track.

Segment #5: USH Bus 51 Southbound/STH 52 (Stewart Avenue)

Beginning at the 1st Avenue intersection and ending at the 3rd Avenue intersection. The length of this segment is 0.14 miles.

Segment #6: USH Bus 51 Southbound/STH 52 Eastbound (Forest Street, 1st Street, Washington Street, & Stewart Avenue)

Beginning at the Grand Avenue intersection and ending at the 1st Avenue intersection. The length of this segment is 0.72 miles. The segment includes the bridge structures over the Wisconsin River and river overflow channel.

Segment #7: STH 52 (Highway 52 Parkway & Stewart Avenue)

Beginning at 0.02 miles north of the Stewart Avenue intersection and ending at the 3rd Avenue intersection. The length of this segment is 1.88 miles.

Segment #8: STH 52 Eastbound (Forest Street)

Beginning at the Grand Avenue intersection and ending at the 6th Street intersection. The length of this segment is 0.04 miles.

Segment #9: STH 52 Eastbound (6th Street)

Beginning at the Scott Street intersection and ending at the Bridge Street intersection. The length of this segment is 0.63 miles.

Segment #10: STH 52 Westbound (5th Street)

Beginning at the Scott Street intersection and ending at the Bridge Street intersection. The length of this segment is 0.62 miles.

Said segments are depicted on the attached Location Map.

4. Disposition of Highway Segments Where Connecting Highway Designations are Rescinded

The Department has determined that upon rescission of connecting highway designation the underlying highways will revert to local jurisdiction as city streets.

CONNECTING HIGHWAY RESCISSION

5. Effective Date of Changes

The effective date for the changes described in Section 3 shall be after the State installs all signs in calendar year 2024 along the new connecting highway segments as described in Section VIII of the Other Considerations document for Connecting Highway Change Agreement #301.

6. Other Considerations

The Department has determined that Other Considerations should be included within this agreement for the connecting highway changes. See attached **OTHER CONSIDERATIONS document**.

Rebecca Burkel, Administrator
Division of Transportation System Development
Wisconsin Department of Transportation

Date

Katie Rosenberg, Mayor
City of Wausau

Date

**OTHER CONSIDERATIONS
CONNECTION HIGHWAY CHANGE NUMBER 302**

SECTION I

RIGHT-OF-WAY

The City already has ownership of the underlying right-of-way along the highway segments.

SECTION II

ACCESS

The City already has all access control authority over the highway segments.

SECTION III

UTILITIES AND OTHER NON-ACCESS PERMITS

The City already has all utility and other permitting control authority over the highway segments.

SECTION IV

HIGHWAY MAINTENANCE AGREEMENTS

Not applicable for the connecting highway changes.

DAILY MAINTENANCE RESPONSIBILITY AND CONNECTING HIGHWAY AIDS

The City already has maintenance responsibility for the highway segments. With the rescission of the connecting highway designation, the City will no longer receive connecting highway aids from the Department for maintenance. The segments will become eligible for the Department's general transportation aids.

SECTION V

JURISDICTIONAL RESPONSIBILITY FOR FACILITIES: DEPARTMENT AND/OR CITY

The Department will no longer have jurisdictional responsibility for the sign structure (S-37-036) along USH Bus 51 southbound/STH 52 eastbound (Stewart Avenue) between 1st Avenue and Wisconsin River Bridge. As of the effective date of this agreement, the City will own and maintain the sign structure. The City will retain jurisdictional responsibility for all other sign structures along the highway segments removed from the connecting highway system. The City will also retain jurisdictional responsibility for all bridges (B-37-203, 266, 273, & 578), retaining walls (R-37-003 & 004), and other facilities along these segments.

SECTION VI

CAPITALIZATION OF MAINTENANCE COSTS FOR ADDITIONAL NET MILES ASSIGNED

The City accepts the maintenance costs for the additional net miles of city streets without a maintenance capitalization start up payment from the Department.

SECTION VII

SYSTEM ROUTING AND NAMING CONVENTIONS

STH 52 and USH Bus 51 will no longer be routed along the highway segments listed within Section #3 of the agreement, so segments will now be known only as the City's current local street names.

SECTION VIII

TRAFFIC OPERATIONS

The City retains all traffic operation functions and facilities along the highway segments, except for the traffic signals at the USH 51/Highway 52 Parkway interchange southbound and northbound ramp terminals and Highway 52 Parkway/Stewart Avenue intersection. The Department agrees to remove all existing STH 52 and USH Bus 51 route signs along the segments and use them for the new connecting highway segments identified in Section 3 of Connecting Highway Change Agreement #301, if possible.

SECTION IX

SYNCHRONIZING GENERAL TRANSPORTATION AID (GTA) PAYMENTS

The City agrees to not receive a synchronizing GTA payment from the Department for the highway segments. The City will continue to receive connecting highway aids for the segments through calendar years 2024 and 2025 and start receiving GTA payments for the segments in calendar year 2026.

SECTION X

HISTORICAL PRESERVATION

Any historical properties along the highway segments will be avoided with the connecting highway changes. The only significant work that will be done along the segments will be the removal of all existing STH 52 and USH Bus 51 route signs.

SECTION XI

REHABILITATION/RECONSTRUCTION TREATMENTS

Segment Designation

The highway segments involved in the connecting highway rescission are described in Section #3 of the agreement.

Roadway Rehabilitation

The Department and City will not complete any rehabilitation improvements along the highway segments as part of this agreement.

SECTION XII

MISCELLANEOUS ITEMS

No miscellaneous items.

Connecting Highway Change #301

USH Bus 51 and STH 52
City of Wausau



 New Designated Connecting Highways

 Existing Connecting Highways to Remain

CONNECTING HIGHWAY DESIGNATION

AGREEMENT FOR CONNECTING HIGHWAY CHANGE NUMBER 301 PERTAINING TO US HIGHWAY BUS 51 AND STATE TRUNK HIGHWAY 52 CITY OF WAUSAU MARATHON COUNTY

1. Introduction

The Wisconsin Department of Transportation (Department) proposes Connecting Highway Changes in the City of Wausau (City) in Marathon County, whereby:

- Segments of existing city streets will be designated as Connecting Highway.

2. Statutory Authority of State Highway Change

All determinations and decisions herein and hereafter described are made in accordance with Section 86.32(1) of the Wisconsin State Statutes whereby the Department is proposing Connecting Highway Change Number 301 to add segments of Connecting Highway in the City.

3. Determination and Description of Highway Segments To Be Added To The Connecting Highway System

The Department hereby finds, determines, and makes this decision that the traveling public will best be served by adding to the City's Connecting Highway System, the highway segments described as:

Segment #1: USH Bus 51 (Thomas Street)

Beginning at the Grand Avenue intersection and ending at the 1st Avenue intersection. The length of this segment is 0.81 miles. The segment includes bridge structures over the Wisconsin River and Fox Valley & Lake Superior railroad track.

Segment #2: USH Bus 51 Northbound (1st Avenue)

Beginning at the Thomas Street intersection and ending at the Stewart Avenue intersection. The length of this segment is 0.82 miles.

Segment #3: USH Bus 51 Southbound (Thomas Street)

Beginning at the 1st Avenue intersection and ending at the 3rd Avenue intersection. The length of this segment is 0.06 miles.

CONNECTING HIGHWAY DESIGNATION

Segment #4: USH Bus 51 Southbound (3rd Avenue)

Beginning at the Thomas Street intersection and ending at the Stewart Avenue intersection. The length of this segment is 0.74 miles.

Segment #5: STH 52 (Bridge Street)

Beginning at the USH 51 interchange southbound ramp terminal and ending at the 5th Street intersection. The length of this segment is 1.58 miles. The segment includes a bridge structure over the Wisconsin River, River Drive, and Fox Valley & Lake Superior railroad track.

Segment #6: STH 52 Eastbound (Bridge Street)

Beginning at the 5th Street intersection and ending at the 6th Street intersection. The length of this segment is 0.11 miles.

Said segments are depicted on the attached Location Map.

4. Effective Date of Change

The effective date for the changes described in Section 3 shall be after the State installs all signs in calendar year 2024 along the new connecting highway segments as described in Section VIII of the Other Considerations document for this agreement.

5. Other Considerations

The Department has determined that Other Considerations should be included within this agreement for the connecting highway changes. See attached **OTHER CONSIDERATIONS document**.

Rebecca Burkel, Administrator
Division of Transportation System Development

Date

Katie Rosenberg, Mayor
City of Wausau

Date

**OTHER CONSIDERATIONS
CONNECTION HIGHWAY CHANGE NUMBER 301**

SECTION I

RIGHT-OF-WAY

The City already has ownership of the underlying right-of-way along the highway segments.

SECTION II

ACCESS

The City already has all access control authority over the highway segments.

SECTION III

UTILITIES AND OTHER NON-ACCESS PERMITS

The City already has all utility and other permitting control authority over the highway segments.

SECTION IV

HIGHWAY MAINTENANCE AGREEMENTS

Not applicable for the connection highway changes.

DAILY MAINTENANCE RESPONSIBILITY AND CONNECTING HIGHWAY AIDS

The City currently has maintenance responsibility for the highway segments. With the designation of these segments as connecting highway, the City will still be responsible for the maintenance. However, the segments will become eligible to receive connecting highway aids from the Department for maintenance. The segments will no longer be eligible for the Department's general transportation aids.

SECTION V

JURISDICTIONAL RESPONSIBILITY FOR FACILITIES: DEPARTMENT AND/OR CITY

The City will retain jurisdictional responsibility for the bridge structure (B-37-232) along new STH 52 (Bridge Street) over the Wisconsin River, River Drive, and Fox Valley & Lake Superior railroad track and bridge structure (B-37-388) along new USH Bus 51(Thomas Street) over the Fox Valley & Lake Superior railroad track. The Department will retain jurisdictional responsibility over the Wisconsin State Statute 84.10 bridge structure (B-37-971) along new USH Bus 51(Thomas Street) over the Wisconsin River until this structure is replaced by the Department. After the bridge structure is replaced, the City will then take jurisdictional responsibility for the structure. The Department will be responsible for all state highway route signs along the highway segments added to the connecting highway system. The City will retain jurisdictional responsibility for all sign structures, retaining walls (R-37-003, 004, 032, 033, 056, & 057), and other facilities along these segments.

SECTION VI

CAPITALIZATION OF MAINTENANCE COSTS FOR ADDITIONAL NET MILES ASSIGNED

The City accepts the maintenance costs for the additional net miles of connecting highway without a maintenance capitalization start up payment from the Department.

SECTION VII

SYSTEM ROUTING AND NAMING CONVENTIONS

STH 52 and US Bus 51 will be routed along the highway segments described in Section #3 of the agreement. The segments will also continue to be locally known as 1st Avenue, 3rd Avenue, Thomas Street, and Bridge Street.

SECTION VIII

TRAFFIC OPERATIONS

The City retains all traffic operation functions and facilities along the highway segments, except for state highway route signs along these segments and traffic signals at the USH 51/STH 52 (Bridge Street) interchange southbound and northbound ramp terminals. The Department agrees to be responsible for installing all STH 52 and US Bus 51 route signs along the segments, impacted existing connecting highway segments, USH 51, and STH 29. Route signs along the rescinded connecting highway segments identified in Section 3 of Connecting Highway Change Agreement #302 will be reused for this task, if possible.

SECTION IX

SYNCHRONIZING GENERAL TRANSPORTATION AID (GTA) PAYMENTS

Not applicable for this connection highway change. The City will continue to receive GTAs for the highway segments through calendar years 2024 and 2025 and start receiving connecting highway aids for the segments in calendar year 2026.

SECTION X

HISTORICAL PRESERVATION

Any historical properties along the highway segments will be avoided with the connecting highway changes. The only significant work that will be done along the segments will be the installation of new STH 52 and USH Bus 51 route signs.

SECTION XI

REHABILITATION/RECONSTRUCTION TREATMENTS

Segment Designation

The highway segments involved in the connecting highway designation are described in Section #3 of the agreement.

Roadway Rehabilitation

The Department and City will not complete any rehabilitation improvements along the highway segments as part of this agreement.

SECTION XII

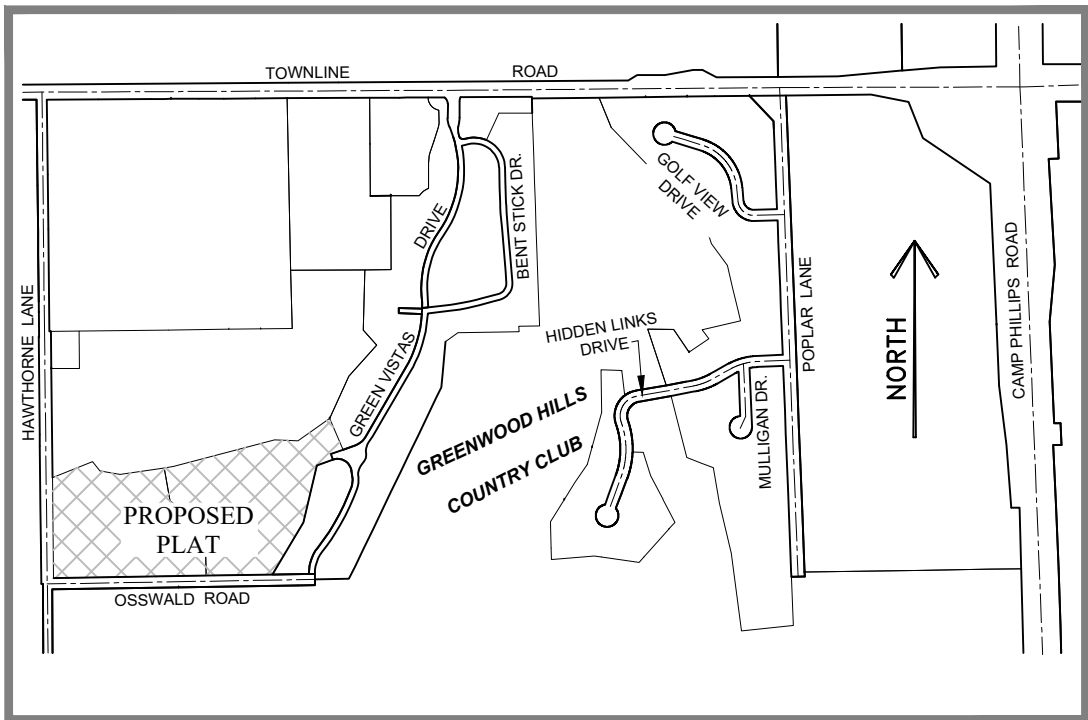
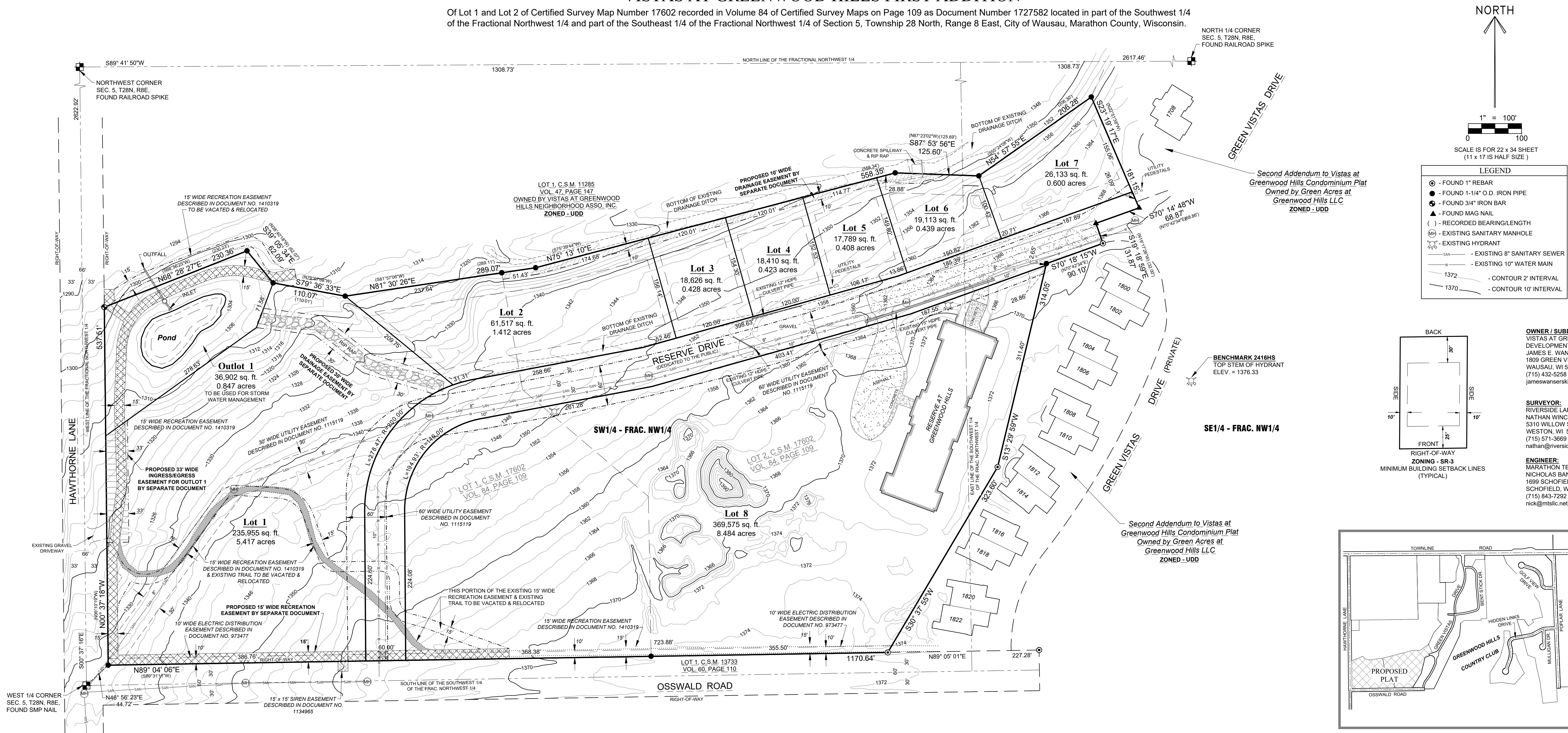
MISCELLANEOUS ITEMS

No miscellaneous items.

AGENDA ITEM
Discussion and possible action on Preliminary Plat for Vistas at Greenwood Hills First Addition
BACKGROUND
A preliminary plat has been submitted. See attached. Staff is currently reviewing the plat and will provide comments to CISM. Staff does have the concern on the east end of the plat where the roadway dead ends into a private roadway. This private roadway designation is currently in dispute. Staff recommends against the current plan to dead end a public roadway into a private road. City equipment would not be able to maintain the proposed roadway with this configuration. If the roadway to the east remains private, a cul-de-sac should be constructed as part of this plat or at a minimum an easement should be granted on the private roadway to allow city vehicles to turn around in the existing roundabout or to exit to the south to Oswald Road.
FISCAL IMPACT
Future building lots for tax base.
STAFF RECOMMENDATION
Staff recommends approving the preliminary plat with the conditions the access or cul-de-sac in the east end be resolved on the final plat.
Staff contact: Allen Wesolowski 715-261-6762

PRELIMINARY PLAT OF
VISTAS AT GREENWOOD HILLS FIRST ADDITION

Of Lot 1 and Lot 2 of Certified Survey Map Number 17602 recorded in Volume 84 of Certified Survey Maps on Page 109 as Document Number 1727582 located in part of the Southwest 1/4 of the Fractional Northwest 1/4 and part of the Southeast 1/4 of the Fractional Northwest 1/4 of Section 5, Township 28 North, Range 8 East, City of Wausau, Marathon County, Wisconsin.



GENERAL NOTES:

- BEARINGS ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MARATHON COUNTY NAD 83 (2011) AND REFERENCED TO THE WEST LINE OF THE FRACTIONAL NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 28 NORTH, RANGE 8 EAST, MEASURED TO BEAR SOUTH 00°37'16" EAST.
- THE TOTAL AREA OF THE PLAT IS 854,339 SQUARE FEET OR 19.613 ACRES, MORE OR LESS.
- THE CURRENT ZONING IS: **UDD**. LOTS 2 - 7 WILL BE REZONED TO **SR-3**, SINGLE FAMILY RESIDENTIAL. SETBACKS AS PER ZONING ORDINANCE FOR THE CITY OF WAUSAU ARE AS SHOWN HEREON.
- ELEVATIONS ARE BASED ON NAVD 88 AND REFERENCED TO CITY OF WAUSAU BENCHMARK 2416HS, TOP STEM OF HYDRANT ON THE EAST SIDE OF GREEN VISTAS DRIVE - ELEVATION = 1376.33
- CONTOURS AS SHOWN HEREON ARE SUPPLIED FROM MARATHON COUNTY GIS DATA AND ARE APPROXIMATE.
- THE RIGHT-OF-WAY OF OSSWALD ROAD IS BASED ON LOT 1 OF C.S.M. 13733, VOL. 60, PAGE 110 AND THE RIGHT-OF-WAY OF HAWTHORNE LANE IS BASED ON DOCUMENT NO. 1468547, C.S.M. VOL. 60, PAGE 110 AND C.S.M. VOL. 34, PAGE 85.
- THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON AVAILABLE DOCUMENTATION AND MARKS PLACED ON THE GROUND BY OTHERS. THESE LOCATIONS MAY OR MAY NOT REFLECT THE ACTUAL LOCATIONS OF SAID UTILITIES. DIGGERS HOTLINE SHOULD BE NOTIFIED BEFORE ANY SUBSURFACE WORK IS CONDUCTED.
- PROPOSED ROAD LENGTH OF RESERVE DRIVE IS 1429 FEET.

SURVEYOR'S CERTIFICATE:

I, Nathan J. Wincentsen, Professional Land Surveyor S-2539, do hereby certify to the best of my knowledge and belief, that at the direction of Vistas at Greenwoodhills Development, Inc., Owner of said lands, I have surveyed and mapped the lands described hereon. I further certify that said preliminary plat thereof is a correct and accurate representation of all existing land divisions and features and that the plat fully complies with the provisions of Chapter 236, Wisconsin Statutes and Chapter 74 and Subdivision Regulations of the City of Wausau.

Dated this 29th day of August 2023
Nathan J. Wincentsen

Riverside Land Surveying, LLC
Nathan J. Wincentsen
WI P.L.S. S-2539



SHEET
1 OF 1
PRELIMINARY PLAT OF
VISTAS AT GREENWOOD HILLS FIRST ADD.
SECTION 5, T28N, R8E, CITY OF WAUSAU,
MARATHON COUNTY, WISCONSIN

REVISIONS:
SURVEYED BY: NJW / SMH
DRAWN BY: MFL
CHECKED BY: NJW
APPROVED BY:
DATE: AUGUST 29, 2023

RIVERSIDE LAND SURVEYING LLC
5310 WILLOW STREET, WESTON, WI 54476 PH 715-241-7500 - FAX 715-355-6894
email - mail@riversidelandsurveying.com

PROJECT No.
2952

AGENDA ITEM
Discussion and possible action on approving Northcentral Wisconsin Stormwater Coalition Cooperative Agreement
BACKGROUND
Marathon County; the cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, Wausau, and Wisconsin Rapids; the villages of Kronenwetter, Plover, Rothschild, and Weston; the town of Rib Mountain; and the University of Wisconsin – Stevens Point have formed a coalition to develop and implement a single information and outreach program meeting the requirements of the Wisconsin Administrative Code. The collaborative effort avoids duplication of efforts, saves costs, satisfies the educational and outreach requirements of the MS4 WPDES General Permit and works to improve the quality of urban stormwater. In addition, the group works collaboratively to develop procedures and modify ordinances as necessary to comply with changes to the WPDES permits. The existing agreement is set to expire and this resolution is to renew the existing cooperative agreement.
FISCAL IMPACT
An annual contribution of approximately \$1,500.00 is used to fund the stormwater educational outreach programs.
STAFF RECOMMENDATION
Staff recommends approval of the Cooperative Agreement.
Staff contact: TJ Niksich 715-261-6748

STORMWATER MANAGEMENT COOPERATIVE AGREEMENT

This Agreement is entered into pursuant to Wis. Stat. § 66.0301 to specify those certain responsibilities of the parties hereto in the implementation of an intergovernmental stormwater management program during the term of this Agreement.

I. PARTIES

Any entity that is required to obtain a WPDES general permit may become a “member” of the Northcentral Wisconsin Stormwater Coalition (the Coalition).

This Agreement is among the following members: the cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, Wausau, and Wisconsin Rapids; the villages of Kronenwetter, Plover, Rothschild, and Weston; the Town of Rib Mountain; Marathon County; and the University of Wisconsin-Stevens Point, herein referred to as the Northcentral Wisconsin Stormwater Coalition.

Each party shall be responsible for assigning appropriate designees to participate as members of the Northcentral Wisconsin Stormwater Coalition on behalf of each party. Duties and responsibilities are set forth below.

II. TERM OF AGREEMENT

This Agreement shall commence on February 1, 2024, and continue through January 31, 2028. Any party may withdraw on thirty (30) days written notice to the coalition, subject only to the payment of any obligations due to the coalition under this Agreement.

III. PURPOSE OF AGREEMENT

The purpose of this Agreement is to develop and implement a single information and outreach program for all participating members meeting the requirements of the Wisconsin Administrative Code to increase awareness of stormwater impacts on waters of the state while avoiding duplication of efforts and saving costs. The Coalition will also be tasked with cooperating to adapt and revise operating procedures, and municipal ordinances to comply with the requirements of Wisconsin Pollutant Discharge Elimination System (WPDES) General Permits held by each of the parties and any changes made to pertinent Wisconsin Administrative Code and to review changes to legislation and policies regarding stormwater and provide recommendations and options to members as well as state or federal policy makers and officials.

The parties to this Agreement may seek to improve the quality of local stormwater management programs by mutually agreeing to contract for services that would evaluate institutional arrangements for long-term program delivery and develop marketing and/or educational materials about stormwater impacts. The general WPDES permit terms and conditions, as currently held by all participating parties, are incorporated by reference. Said permits are subject to change.

IV. PROGRAM SUMMARY

The activities required to complete this program include, but are not limited to the following:

- A. Review current research about stormwater impacts on waters of the state.
- B. Assess the public’s current knowledge of the causes of stormwater pollution.
- C. Develop marketing/educational materials to encourage reduction of the causes of stormwater pollution.
- D. Provide information directly to the public to influence changes in the behavior and encourage best practices for stormwater management.
- E. Evaluate collaborative efforts and institutional arrangements which may be used to implement

a long-term information and outreach program to meet the interests of the participating agencies.

- F. Work collaboratively to revise current ordinances to address the requirements of WPDES General Permits held by each of the participating parties.
- G. Work collaboratively to develop new procedures and revise existing agency practices to comply with and address the requirements of WPDES General Permits held by each participating party.

V. SCOPE OF SERVICES

Northcentral Wisconsin Stormwater Coalition duties shall include the following:

- A. Research, evaluate and develop a public education and outreach program, which will meet the requirements of WPDES permits held by the participating parties.
- B. Develop procedures and modify ordinances as necessary to comply with the WPDES permit, and the Administrative Code and changes made to the code and permit requirements.
- C. Collect funds from members to implement the education and outreach plan developed by the coalition and distribute these funds as voted upon by the membership to target educational goals of the WPDES program. Funding levels required shall be determined by the coalition members based upon educational activities and research planned by the members.
- D. Marathon County shall act as administrative and fiscal agent for the coalition and may delegate all or part of the necessary duty to a partner agency or organization.
- E. Create and administer bylaws to govern its operation.

VI. INSURANCE

Each party to this Agreement shall maintain its own liability and worker's compensation insurance sufficient to insure against the risks arising from each party's responsibilities under this Agreement. Events and activities sponsored by the Northcentral Wisconsin Stormwater Coalition shall be considered as work time by the personnel of all participating parties and shall be construed to carry with it all worker's compensation and liability insurance coverage for any claims arising from acts or omissions of said personnel.

VII. MUTUAL INDEMNIFICATION

The parties agree fully to indemnify and hold one another harmless from and against all claims, actions, judgments, costs, and expenses, arising out of damages or injuries to third persons or their property, caused by the fault or negligence of the said party, its agents, or employees, in the performance of this Agreement. The parties shall give to each other prompt and reasonable notice of any such claims or actions and shall retain the right to investigate, compromise and/or defend same.

VIII. WAIVER OF BREACHES

No waiver of any breaches of this Agreement shall be held to be a waiver of any other or any subsequent breaches. All remedies afforded in this Agreement shall be considered to be cumulative and in addition to any other remedies provided by law.

IX. APPLICABLE LAW

This Agreement shall be governed under the laws of the State of Wisconsin.

X. SECTION HEADINGS

The headings of the several sections, and any table of contents appended hereto, shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof.

XI. NON-ASSIGNMENT OF AGREEMENT

The participating parties agree that there shall be no assignment or transfer of this Agreement, nor any interests, rights or responsibilities herein contained, except as agreed in writing by all participating parties.

XII. MODIFICATIONS TO AGREEMENT

There shall be no modifications to this Agreement except by a two-thirds (2/3) vote of the membership.

XIII. INTEGRATION OF AGREEMENT

The entire agreement of the parties is contained herein, and this Agreement supersedes all previous agreements, whether written or oral, and all negotiations as well as any previous agreements presently in effect between the participating parties relating to the subject matter of this Agreement.

All parties hereto having read and understood the entirety of this Agreement consisting of three (3) typewritten pages hereby affix their duly authorized signatures.

XIV. APPROVAL

This Stormwater Management Cooperative Agreement shall be adopted by resolution (or by other acceptable means by the University) by each member.

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

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

Approving Northcentral Wisconsin Stormwater Coalition Cooperative Agreement

Committee Action:

Fiscal Impact: \$1,500

File Number:

Date Introduced: October 24, 2023

FISCAL IMPACT SUMMARY

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

RESOLUTION

WHEREAS, the Wisconsin Department of Natural Resources regulates municipal storm sewer systems discharging water to surface or groundwaters through the Wisconsin Pollutant Discharge Elimination System (WPDES) permit program, and

WHEREAS, the goal of the WPDES Storm Water Program is to prevent the transportation of pollutants to Wisconsin's water resources via stormwater runoff, and

WHEREAS, the City of Wausau owns stormwater facilities that are required to be permitted under the Wisconsin Pollutant Discharge Elimination System (WPDES), and

WHEREAS, the Stormwater Management Cooperative Agreement is between Marathon County; the cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, Wausau, and Wisconsin Rapids; the villages of Kronenwetter, Plover, Rothschild and Weston; the town of Rib Mountain; and the University of Wisconsin – Stevens Point herein referred to as the Northcentral Wisconsin Stormwater Coalition, and

WHEREAS, the purpose of the Agreement, which is authorized pursuant to ss.66.0301, Wis. Stats., is to develop and implement a single information and outreach program meeting the requirements of the

Wisconsin Administrative Code and to increase awareness of stormwater impacts on waters of the state while avoiding duplication of efforts and saving costs, and

WHEREAS, the coalition will cooperate to adapt and revise operating procedures and municipal ordinances to comply with the requirements of the WPDES General Permits held by each party to the agreement and any changes made to the Wisconsin Administrative Code; now therefore

BE IT RESOLVED the Common Council of the City of Wausau hereby authorizes and executes a Stormwater Management Cooperative Agreement between Marathon County; the cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, Wausau and Wisconsin Rapids; the villages of Kronenwetter, Plover, Rothschild, and Weston; the Town of Rib Mountain; and the University of Wisconsin – Stevens Point.

Approved:

Katie Rosenberg, Mayor

AGENDA ITEM

Discussion and possible action on authorizing downtown snow/ice removal

BACKGROUND

Each year the Council adopts a resolution authorizing the removal of snow and ice from specific sidewalks in the downtown area. In the spring of each year, the abutting property owners are sent an invoice for the actual cost of snow/ice removal.

Following are the rates from past years:

2021-2022	\$8.30/foot
2020-2021	\$5.76/foot
2019-2020	\$7.72/foot
2018-2019	\$11.92/foot
2017-2018	\$9.06/foot

Example: A downtown property with 60 feet of frontage had a cost of \$498.00 for snow/ice removal for 2021-2022.

FISCAL IMPACT

Property owners are charged the City's actual cost for snow/ice removal.

STAFF RECOMMENDATION

Forward a resolution to the Common Council authorizing snow/ice removal for the 2023-2024 winter.

Staff contact: Allen Wesolowski 715-261-6762

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

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

Authorizing Downtown Snow/Ice Removal 2023-2024

Committee Action:

Fiscal Impact: Revenue will be actual cost of work performed

File Number:

Date Introduced: October 24, 2023

FISCAL IMPACT SUMMARY

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

RESOLUTION

WHEREAS, the City will remove snow and ice from sidewalks on the following streets:

- 3rd Street from Grant Street to Washington Street
- Washington Street from 1st to 4th Street
- Jefferson Street from 1st to 4th Street
- Scott Street from 3rd to 4th Street
- North side of Jefferson Street between 4th and 5th Street
- East side of 1st Street between Jefferson and Washington Street
- East side of 4th Street between Jefferson and Scott Street
- East side of 2nd Street between Jefferson and Scott Street
- North side of McClellan Street from 3rd Street to 120 feet west
- North side of McClellan Street from 3rd Street to 120 feet east
- South side of Grant Street from 3rd Street to 120 feet east
- North side of Forest Street from 1st to 5th Street
- South side of the 100 block of Scott Street
- 1st Street and Scott Street abutting 11 Scott Street and 500 and 520 North 1st Street

- South side of Washington Street from 4th Street to 5th Street

WHEREAS, the intent of this resolution and its effect shall be to authorize the removal by the City of snow and ice from the sidewalks listed above, and the cost of such shall be charged to the owners of the abutting property, now therefore

BE IT RESOLVED by the Common Council of the City of Wausau:

1. The Director of Public Works and Utilities shall cause the snow and ice to be removed from the sidewalks listed above.
2. The cost of this work at the City's standard rate shall be charged to the property served.
3. All special charges shall be due and payable within 30 days of the date of the invoice, with interest to be charged on past due accounts. Any charge, plus accumulated interest, not paid on or before September 30, 2024 shall become a lien upon the property and shall be extended on the current tax roll as a delinquent tax against the property.
4. The Department of Public Works shall mail a copy of this resolution to the owner of each parcel charged for the cost of the removal, together with a statement of the amount charged against the particular parcel.

Approved:

Katie Rosenberg, Mayor

DowntownSnowRem

AGENDA ITEM

Discussion and possible action on preliminary resolution levying special assessments for 2024 Street Construction Projects

BACKGROUND

The following streets are proposed for reconstruction in the 2024 budget:

Eau Claire Blvd	(Grand Ave – West Termini)
Emerson Street	(Eau Claire - Kent Street)
Mount View Blvd	(Eau Claire - Kent Street)
Pied Piper Lane	(Eau Claire – Kent Street)
Short Street	(N. 1 st Street-N. 3 rd Street)

FISCAL IMPACT

Streets have been included in the proposed 2024 budget.

STAFF RECOMMENDATION

Staff recommends approving the preliminary resolution levying special assessments for the 2024 street construction projects contingent upon budget approval. Public hearings would be scheduled in December or January.

Staff contact: Allen Wesolowski 715-261-6762

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

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

Preliminary Resolution Levying Special Assessments for 2024 Street Construction Projects

Committee Action: **Approved**

Fiscal Impact: None at this time. Construction would take place in 2024 and the special assessments would be levied when the project is substantially completed.

File Number:	Date Introduced: November 21, 2023
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FISCAL IMPACT SUMMARY

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

RESOLUTION

BE IT RESOLVED by the Common Council of the City of Wausau as follows:

1. The Common Council hereby declares its intention to exercise its police power under Section 66.0703 of the Wisconsin Statutes and Section 3.24.020 of the Wausau Municipal Code to levy special assessments upon property for special benefits conferred upon such property by the improvement of the following streets under Street Construction projects to take place in 2024:

Eau Claire Boulevard from Grand Avenue to the west termini
Emerson Street from Eau Claire Boulevard to Kent Street
Mount View Boulevard from Eau Claire Boulevard to Kent Street
Pied Piper Lane from Eau Claire Boulevard to Kent Street
Short Street from North 1st Street to North 3rd Street

2. The public improvement shall include the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches; installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary.

3. The total amount assessed against the properties in the defined assessment district shall not exceed the total cost of the City's share of the improvements. The City Council determines that the improvements constitute an exercise of the police power and the assessment against each parcel shall be upon a reasonable basis. The final assessment bill will be sent to property owners upon substantial completion of the project.

4. Unless other installment plans are determined at the hereinafter stated public hearing, the assessment against any parcel shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2024, the special assessment will be placed on the 2024 real estate tax bill and be due in full on or before January 31, 2025. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for the five-year payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2024, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2024 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2024 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2024 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2025, on the unpaid balance. (The 2023 rate was 4.517%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2024, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2024 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2024 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2024 real estate taxes without interest. The remaining balance is paid in equal installments on the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2025, on the unpaid balance. (The 2023 rate was 4.517%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31), however, the special assessments must be paid on or before January 31, 2025. No payments can be applied to real estate taxes if the special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the

amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) real property taxes.

5. The Engineering Department shall prepare a report which shall consist of the preliminary plans for the proposed work, an estimate of the cost of the work, a schedule of the proposed assessments for each parcel; a copy of the report shall be filed with the City Clerk for public inspection. In accordance with Section 66.0703(7)(a), Wisconsin Statutes, notice shall be given of a public hearing on the project; the hearing shall be held by the Board of Public Works in the Council Chambers of City Hall and will be scheduled early in late 2023 or early 2024.

6. The installation of said improvements shall be accomplished according to the provisions of Title 12 and Chapter 3.24 of the Wausau Municipal Code, where applicable.

Approved:

Katie Rosenberg, Mayor

Agenda Item No.

7

STAFF REPORT TO CISM COMMITTEE – October 12, 2023

AGENDA ITEM
Discussion on WISLR Road Ratings
BACKGROUND
Staff provided cost estimates for roads in need of reconstruction at the September CISM meeting. CISM members requested information on how WISLR ratings in 2023 compared to 2021.
FISCAL IMPACT
None
STAFF RECOMMENDATION
None, staff will provide documents comparing 2021 to 2023 for discussion.
Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Update on Fleet Maintenance Facility Design and proposed property purchase

BACKGROUND

Staff has been having frequent design meetings with Barrientos (Design Consultant) to prepare Preliminary Plans for a proposed Fleet Maintenance Facility. The latest update to the plans is attached for review and discussion. Additional work continues with fleet staff and Barrientos to discuss equipment, possible future needs, functionality of the building and shop along with various interior layouts of the proposed facility.

Purchase of 1100 West St property is still under discussion with the owner. The owner provided an initial purchase price which was brought to the Finance Committee for review and consideration. The Finance Committee proposed a counteroffer which was discussed with the owner. The owner is considering the counteroffer and staff is awaiting a response. The schedule would be to bring any accepted offers or counter offers back to finance for consideration.

If an agreement on the purchase of the property cannot be found the city will need to look for another property. The proposed design of the maintenance facility can be used/transferred to another site with some modifications needed for the site civil work and office space areas.

FISCAL IMPACT

None at this time, ongoing design work is currently budgeted.

STAFF RECOMMENDATION

Discussion on design concepts.

Staff contact: Eric Lindman 715-261-6745

CITY OF WAUSAU

DEPARTMENT OF PUBLIC WORKS FLEET MAINTENANCE FACILITY PRELIMINARY DESIGN



September 29, 2023

205 W Highland Ave,
Milwaukee, WI 53203
(414) 271-1812
Barrientosdesign.com



CONTENTS

SECTION 01

Introduction

Project Background.....

Project Team.....

Scope.....

SECTION 02

Site Overview & Development

Overview.....

Existing Building Description.....

Determination of Addition & Demolishment.....

Site Development.....

Civil Engineering Preliminary Design.....

SECTION 03

Building Development

Repair Shop.....

Office Building.....

Parking Structure.....

Complete Design Drawing Package.....

MEP Report.....

SECTION 04

Cost Estimate, Sustainability & Next Steps

Cost of Facility.....

Sustainability Package.....

Next Steps.....

Conclusion.....

SECTION 01

Project Introduction

The City of Wausau contracted Barrientos Design and Consulting to perform a Preliminary Design for a new Repair Facility at 1100 West Street in Wausau Wisconsin. This facility will act separately for the motor pool division, where all repair functions will take place for the DPW fleet. This report is intended to display the projects development and describe the preliminary design with written narratives, images, and drawings developed by Barrientos and Clark Dietz Engineering.

BACKGROUND

A Facility Assessment and Space Needs study was developed by Barrientos Design in August 2018. It assessed The City of Wausau's current facilities and made recommendations on optimal space needs, associated cost estimates, and it proposed conceptual layouts of the facility. In June 2020, Barrientos Design provided a *Phased Conceptual Design Package* analyzing a three-phase buildout plan for proposed facilities on the current Myron Street site with cost estimates for the first two phases.

These studies showed the current Myron Street site would be very congested with an updated facility. It also noted that new buildings on site would be constructed in the floodplain and DPW Emergency services would be inhibited in the case of a major flood event.

In April 2021 a *Fleet Management Study Report* was conducted by Mercury for The City of Wausau. Among the recommendations of the report, was a direction that found the operations of Wausau's Motor Pool Division and Department of Public Works would be more efficient if separated between two respective facility buildings.

Given the evident drawbacks and constraints of the current site, the City engaged Barrientos to study new facility relocation. The *Alternate Site Concept Study* dated January 2022, developing various options for staying at Myron Street, splitting the facility between two locations, and various options for relocating the facility.

By splitting the Motor Pool Division and Department of Public Works, it has been determined that 1100 West Street is the most suitable for the motor pool division. This phase of development intends to display what a repair facility could look like at this location.

Project Team and Scope of Work

Barrientos teamed up with Clark Dietz Engineering to develop the Preliminary Design. Barrientos is based out of Milwaukee Wisconsin and specializes in the Department of Public Works Facilities. Clark Dietz has multiple locations throughout the Midwest and has worked on multiple build type projects like this in the past.

Together, Barrientos and Clark Dietz developed drawings, descriptions, and images to display what the repair facility will look like at 1100 West Street.

Barrientos Design Executed the Following Scope of Work:

1. Assist City with the procurement of site survey covering boundaries, topography, above grade structures and utilities
2. Assist City with the procurement of geotechnical services for a preliminary subsurface exploration
3. Assist the City in procuring environmental hazards survey of the site
4. Procure a demolition contractor's assessment and quote for structures demolition.
5. Develop a detailed base plan of the parcel and adjacent land.
6. Create base site plan documenting
 - a. Property lines and existing building footprints
 - b. Utility connections: water, sewer, storm, electric and gas.
 - c. Topography
 - d. Utility connections and capacities
 - e. Stormwater drainage patterns
 - f. Roadways, curb-cuts and sidewalks
 - g. Foundations, that may stay in place
 - h. Trees and other landscape features
 - i. Soils conditions, stability and bearing capacity
 - j. Hazardous areas on site
 - k. Traffic patterns of area
 - l. Integration with neighboring land uses
 - m. Railroad constraints
7. Review zoning ordinances, land use conformance, Architectural Plan Commission, State Building Codes, stormwater management and City Engineering requirements.
8. Review with DPW staff, the facility requirements established in prior planning efforts and determine if the design program needs to be updated. Review all major elements of the program to verify items are still needed or appropriately sized.
9. Advance the shop equipment program to specific pieces and items to be used in the design. Select with the mechanics, equipment products, features and models to be incorporated into the plan for items such as, lifts, overhead cranes, bulk fluid reels, welders, shop equipment, truck wash and fuel station.

10. Update the Building and Site Plan with the above site, regulatory and staff input.
11. Review and select major building assembly and components such as exterior walls, roofing, structures, flooring, windows, and interior construction.
12. For the buildings to remain, determine extent of remodeling and upgrading required for new uses.
13. Review and select major building engineering systems such as HVAC, electrical, and plumbing
14. Similarly, for the sitework, review and select major systems for items such as parking, fueling station, fencing and paving.
15. Conduct meetings with City engineering for traffic, roadway and utilities impact and conformance.
16. Correspond with Utilities representatives for location, capacity, condition and ability handle loads required by the new facility.
17. Conduct meetings with City planning staff for architectural review commission requirements and any aesthetic building and site requirements.
18. Develop Preliminary Design documents, an equivalent of 30% of a Final Design. Design documents to include plans and technical narratives for:
 - a. Architecture
 - b. Maintenance Equipment
 - c. Truck wash and Fueling Station
 - d. Foundation and superstructure
 - e. Grading
 - f. Pavement
 - g. Drainage and Stormwater
19. Develop system description narratives for these systems:
 - a. HVAC
 - b. Electrical
 - c. Plumbing
 - d. 3D rendering of the building and site
20. Create a sustainability package of methodologies to be employed in the Garage. Assess their green impact, energy efficiency alternatives, return on investment on sustainable applications including but not limited to a solar panel array mounted on the roof.
21. Develop cost estimate based on quantity take-off from plans. Barrientos Design will engage Miron Construction to develop cost estimates and they will selectively soft-bid out key construction packages.
22. Develop a probable Final Design schedule identifying design phase timelines, milestones, permitting submittals and client reviews. Prepare a preliminary construction schedule. Identify bid items that are long-lead and recommend an early bid package list.
23. Submit final Preliminary Design package to the City in a report format. Provide pdf's of the document.
24. Prepare a PowerPoint presentation and conduct a presentation summarizing the Preliminary Design scope, assembly, materials, equipment, costs, schedule a permitting timeline. Provide up to two technical presentations of Preliminary Design.
25. During the Preliminary Design process, we will meet onsite up to six times and provide via video conferencing on a weekly basis, if required.

Clark Dietz Engineering executed the following scope of work:

Civil Services (20%)

1. Site Visit & progress meetings as noted previously.
2. Geotechnical coordination for civil work and review of geotechnical study.
3. Coordination with Site Surveyor and Environmental Consultant.
4. Preliminary Plans 20% (using site survey, by others)
5. Site Plan (based on geometric layout provided by architect)
6. Grading, Drainage, & Paving Plan
7. Utilities Plan (water/sanitary/storm)
8. Preliminary stormwater management calculations.
9. Documentation of Permitting Requirements

Mechanical, Plumbing & Fire Protection Services (15%)

1. Site Visit & progress meetings as noted previously.
2. Document demolition in existing buildings to remain.
3. Utility coordination.
4. Coordinate with architect on locations for mechanical equipment and water closets.
5. Mechanical systems narrative.

Electrical Services (15%)

1. Site Visit & progress meetings as noted previously.
2. Document electrical demolition in existing buildings to remain.
3. Utility coordination.
4. Electrical systems narrative: lighting, power distribution, backup power, major equipment loads, telecom, security, and fire alarm.
5. Concept drawings showing locations of utility service, backup power and main components of power distribution.
6. Preliminary one-line diagram.

Structural Services (10%)

1. Site Visit & progress meetings as noted previously.
2. Geotechnical coordination for structural work.
3. Review of geotechnical report and incorporate recommendations into the structural narrative.
4. Assess existing buildings to remain.
5. Structural systems selection narrative.

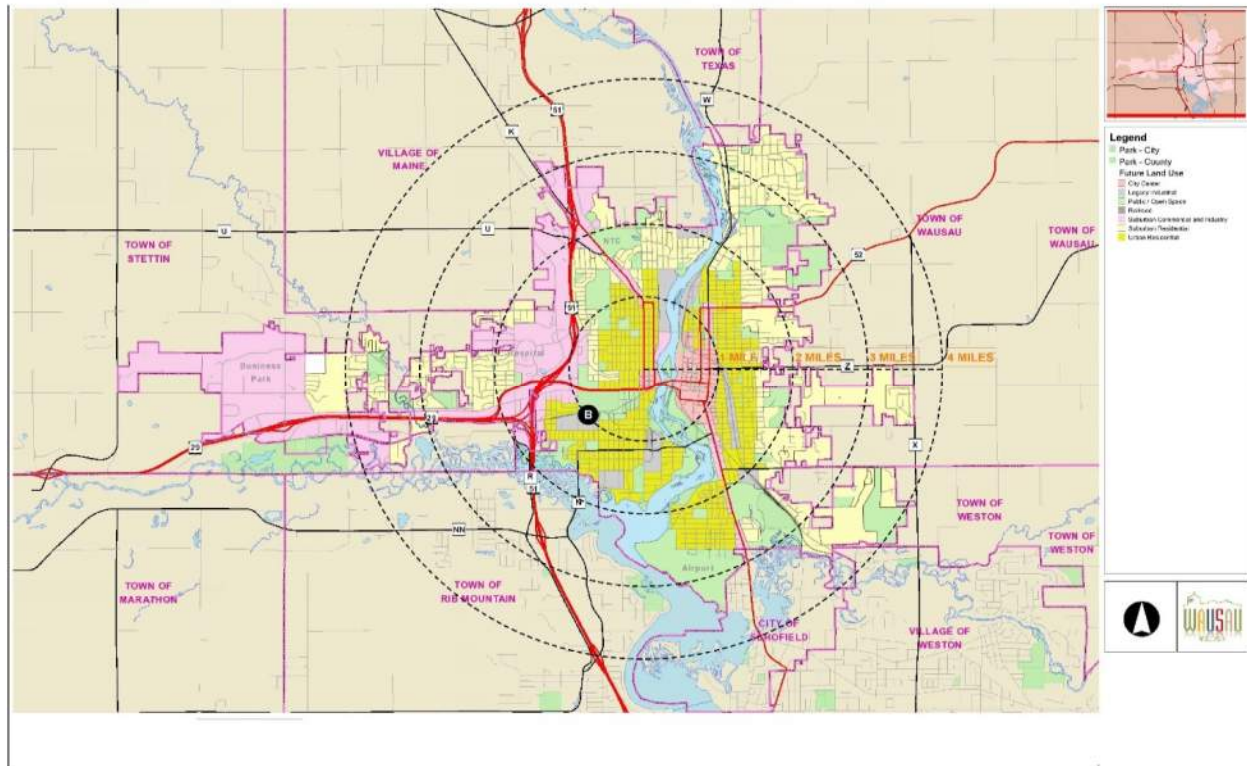
SECTION 02

Site Development

West Street – Iron Works site

The Iron Works site is privately owned consisting of three parcels. Two of the plots are zoned heavy industrial and the North-East lot is zoned Medium Industrial. There are seven structures on site, two of which are large industrial warehouse / manufacturing buildings. The site is one mile from the current DPW location making it a fitting location for a split Motor Pool division scheme.

The site is located on the West Side of the Wisconsin River near the existing Marathon County Highway Department Garage.



The site is compiled with its 3 parcels is just over 6 acres. The main parcel has existing buildings including.

- Iron Works Warehouse
- Iron Works Office Building
- Support Storage Buildings for Iron Works Warehouse
- Metal Building Addition to Iron Works Warehouse
- Parking Structure Warehouse
- Storage Building (Currently Leased Out)

- Salt Shed

The Site also has a secondary parcel to the northeast. This right now has little development and is currently unused by the existing property owner. To the east there is a separate parcel which it appears the current owner has purchased. This includes a parking lot with 8 additional stalls for employees. It is strongly recommended that the city look into including this parcel when purchasing the property to accommodate the new facilities parking needs.

To the north of the main parcel is railroad tracks. The Tracks have their own fence acting as a boundary. The new proposal would include a separate fence for the property boundary. To the east is the additional parcel with a parking lot along with additional industrial businesses. To the South is a residential neighborhood, and to the west is a developing industrial property.



WAUSAU DPW - FLEET GARAGE
SCHEMATIC DESIGN

1
0 Site
1" = 100'-0"



1. IRON WORKS OFFICE BUILDING
7,000 SF (2 STORY)



2. METAL BUILDING ADDITION
6,000 SF



3. ORIGINAL IRON WORKS FACTORY
53,500 SF



4. WAREHOUSE METAL BUILDING
33,000 SF



5. SHOP BUILDING
6,000 SF



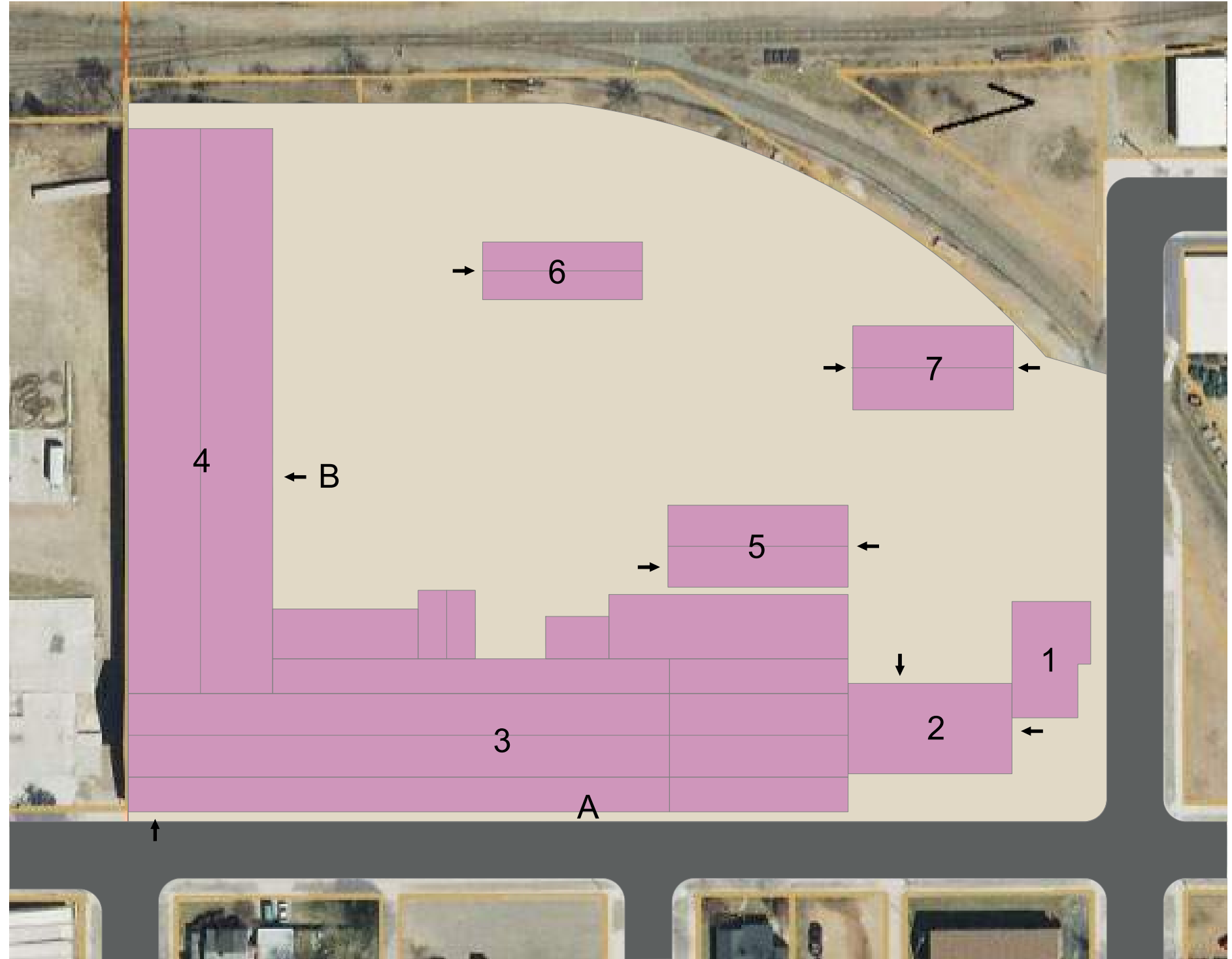
6. SALT SHED
3,500 SF



7. WAUSAU MOTORSPORTS BUILDING
5,500 SF



A. MAIN UTILITY LINE ENTRY TO SITE



B. PREVIOUSLY REMOVED RAILROAD
TRACKS THROUGH SITE

1. SITE WEST ST. (IRON WORKS) 0 Existing
A-236 1" = 80'-0"

Existing Building Evaluation

To further understand which buildings should be kept or demolished, Barrientos Design walked through and evaluated each building. Below is a written description of what was observed in each building followed by a photo grid of each corresponding area.

Iron Works Warehouse:

The Iron Works Warehouse is the largest building onsite. It covers the entire southern side of the property. To the east, the structure directly connects to the metal building addition, which connects to the Office Building. To the west, the Warehouse connects to the Parking Structure. Its exterior is composed of Brick Veneer with industrial windows lining the wall. Moving towards the center of the building, it rises up creating a clear story. This is composed of metal panel and industrial windows. There is an entrance via overhead door at the southwest and northeast corners. The middle of the warehouse acts as a drive aisle, and adjacent to that is storage, parking, and work areas.

Iron Works Warehouse Photo 1		South Façade.
Iron Works Warehouse Photo 2		South-West entrance. Directly abuts adjacent parcel.

Iron Works Warehouse Photo 3		Interior facing west.
Iron Works Warehouse Photo 4		Interior storage, parking, and work areas.
Iron Works Warehouse Photo 5		Interior Slab Drop from East to West.
Iron Works Warehouse Photo 6		Connection from Iron Works Warehouse to Metal Building Warehouse

Iron Works Office Building:

The Iron Works Office Building is on the southeast corner of the site. The structure connects to the Metal Building Addition. Its main entrance is off S. 10th Ave. There is also an entrance to the west for employees. The exterior is made up of Brick Veneer, with pull down windows throughout. Much of the interior has been renovated on both the lower and upper levels. The lower level consists of office spaces, three bathrooms (2 renovated), storage and mechanical spaces.

Office Building Photo 1		Office Building Exterior
Office Building Photo 2		Second Level Interior
Office Building Photo 3		Bathroom Second Level

Office Building Photo 4		Bathroom Lower Level (Unrenovated)
Office Building Photo 5		Lower-Level Interior

Metal Building Addition to Iron Works Warehouse

The Metal Building Addition acts as the connecting building of the Warehouse and Office Building. It is constructed of Metal Paneling and includes two loading docks, two overhead doors, and a man-door entrance to the Office Building. Its function acts the same as the Iron Works Warehouse, with parking, storage, and work spaces.

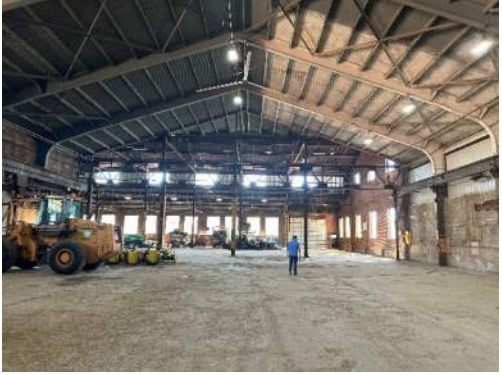
Metal Building Addition Photo 1		Metal Building Addition Exterior
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Metal Building Addition Photo 2		Loading Dock 1 from S. 10th Ave.
Metal Building Addition Photo 3		Interior

Parking Structure Warehouse

The Parking Structure Warehouse is on the west side of the site. It sits directly against the property line and spans basically the entire west part of the property. It is composed of CMU walls as a base with Metal Panel Walls above. The roof is metal assembly with large structural steel frame for its construction. The slab is flat and is in rather good condition. On the east there is metal panel that has covered up industrial windows. The Iron Works Warehouse connects on the southwest corner of the site. Parking is the main purpose for this structure where it stores vehicles, boats, RV's, construction equipment, and some material piles. The middle acts as a drive aisle in the south, and the vehicles are parked back-to-back to the north. There is one entrance besides via overhead door to the east. There are multiple man-doors on the east wall throughout.

Parking Structure Warehouse Photo 1		Exterior West side.
Parking Structure Warehouse Photo 2		Exterior East Side.
Parking Structure Warehouse Photo 3		Interior.

Parking Structure Warehouse Photo 4		Interior showing Iron Works Warehouse Connection
Parking Structure Warehouse Photo 5		Overhead Door Entrance
Parking Structure Warehouse Photo 6		West Wall with industrial windows covered

Storage Building

The Storage Building is located on the northeast corner of the site just before the train tracks. Its exterior is composed of metal panels with a standing seam metal roof. This building is currently leased out and repairs / constructs golf carts. There are three overhead doors for access on the west and two on the east. Interior access was not allowed because the building is leased.

Storage Building Photo 1		Exterior from east entrance of site
Storage Building Photo 2		Exterior West Side
Storage Building Photo 3		Exterior from middle of site

Salt Shed and Site Photos

The Salt shed is on the north of the site. Its exterior is made of concrete block on the bottom and wood paneling on the top. There is large door access from the east and west sides. There is material storage just north of it. The rest of the site consists of material storage, onsite parking, machine storage, and hardscape.

Salt Shed Photo 1		Salt Shed exterior from west.
Site Photo 1		North end of site material storage.
Site Photo 2		North East parcel just north of train tracks.

Site Photo 3		Onsite parking.
Site Photo 4		Equipment storage just east of parking structure.
Site Photo 5		Material storage just north of Salt Shed.

Determination of Addition & Demolishment

After evaluating all buildings based on structural integrity, exterior enclosure, interior quality, function for the repair facility, and accessibility, it was determined that the Iron Works Warehouse, Metal Building Addition, and Salt Shed are to be demolished.

The Iron Works Warehouse has remained the same since its initial construction. Much of its exterior is crumbling, failing, and in dire need of repair. The existing slab is unusable and does not make sense to use with its drastic grade change. The roof assembly is in dire need of replacement as its wood construction has revealed multiple holes and breaks. The structure itself is not temperature controlled because of its lack of insulation. No evidence is visible for it ever to be temperature controlled. The structure while intact is original to the building. Based on Barrientos' evaluation, with the replacements and upgrades that would need to be done, this building is not worth saving and should be demolished.

Iron Works Warehouse Demo Photo 1		The structural integrity of all bases of columns is in poor condition and would need to be replaced. Since it is visibly deteriorating at every point throughout the warehouse, this would be a complete overhaul of the structure.
Iron Works Warehouse Demo Photo 2		The wooden roof would need to be completely replaced along with its trusses that are rusting out. Also shown is the cheap, poor connection to the parking structure roof. Both roof systems are out of date, cheaply constructed, and poorly connected.

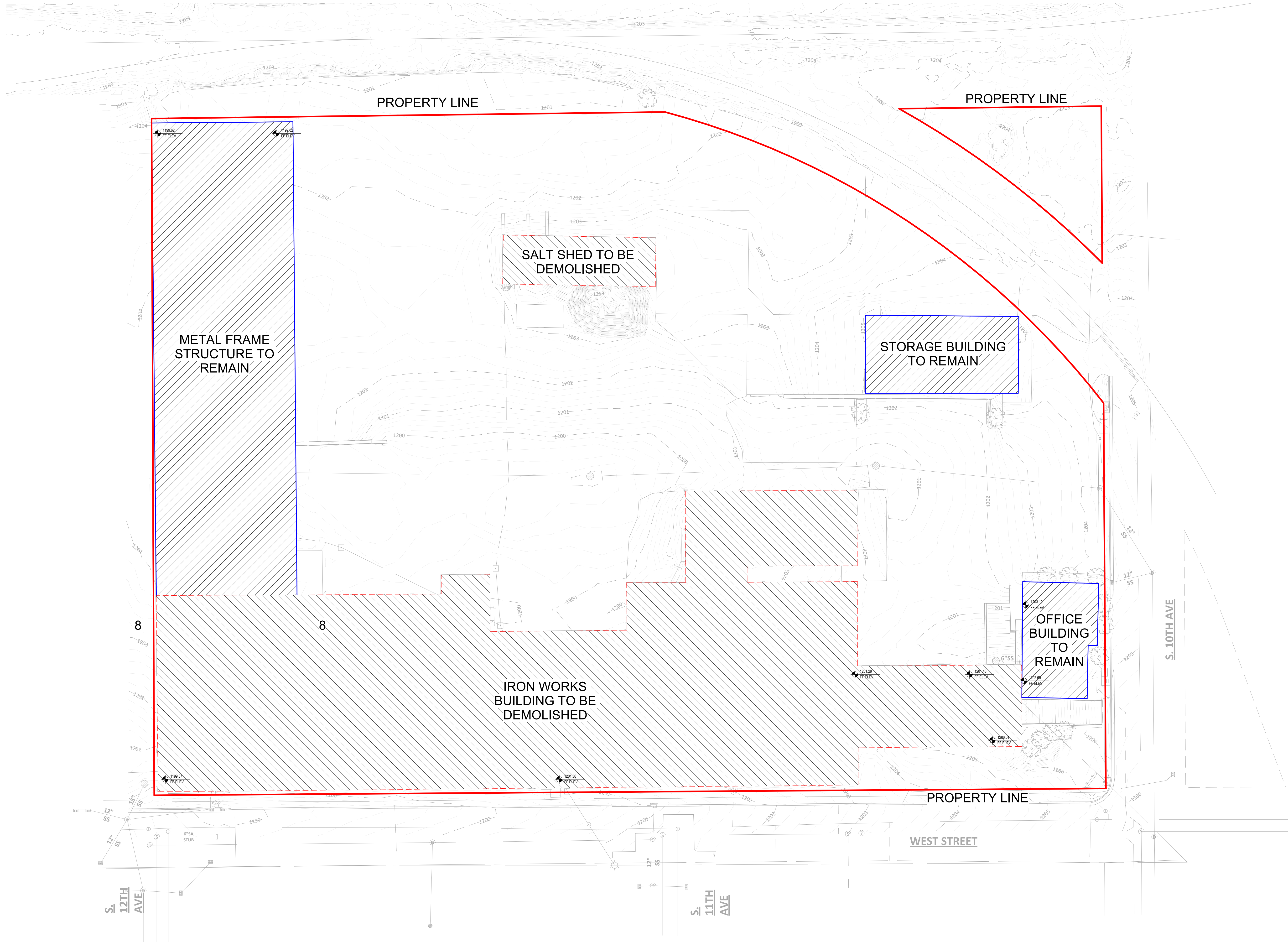
Iron Works Warehouse Demo Photo 3		The south exterior of the warehouse is in poor condition. There is cheap filling of the brick veneer, which is visibly cracking everywhere. All windows have several holes and cheap wood fill's to make up for the breaks. The entire façade would need to be replaced to make the building sufficient.
Iron Works Warehouse Demo Photo 4		The slab is visibly cracking throughout the warehouse. Along with the cracking, the steep grade change is unfunctional for a repair facility. The entire slab would need to be replaced and renovated to accommodate the facility. Also visible are the window assemblies in the clear story. Visible cracks and breaks are throughout the facility. The entire system would need to be replaced.
Iron Works Warehouse Demo Photo 5		The connection to the parking structure is cheaply constructed and is visibly rusting and deteriorating. Also shown is a piece of the support spaces in the warehouse, which include the wooden roof and cracking brick work. It is not work keeping and should be demolished entirely.

The Metal Building Addition and Salt Shed should also be demolished. Construction date is unknown for the addition, but its exterior and interior are visibly deteriorating. While insulated, the metal paneling is falling apart due to weathering, poor maintenance, and cheap assembly. The overhead doors are original to the addition and have visible breaks and openings.

While the Salt shed is sufficient, it would not be used by the repair facility. The Salt Shed's location does not make sense for the use of the site. It would be a roadblock for

all yard storage, parking, and repair functions. Its assembly is sturdy on the bottom with concrete block, but its wood paneling is cheap, poorly constructed, and visibly deteriorating.

Metal Building Addition Demo Photo 1		The overhead doors are poorly constructed and are visibly falling apart. There are multiple openings in the doors along the jam and in the door itself providing no temperature control and destroying the exterior enclosure. All doors would need to be replaced.
Metal Building Addition Demo Photo 1		The Metal Panel along the north wall is visibly warping from the inside. This reveals the insulation that is between the exterior and interior paneling. The entire wall would need to be replaced.
Metal Building Addition Demo Photo 1		The Metal Panel and Man-Door's along with south wall are visibly warping and damaged. This is because of poor maintenance, weathering, and damage that occurred while using the facility. It is cheap construction, and all walls would need to be replaced on all sides of the addition. It is not worth saving.



BARRIENTOS
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www. barrientosdesign.com

CONSULTANT

PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
1100 WEST STREET

REVISION
NO DATE DESCRIPTION

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BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

SHEET TITLE
SITE DEMOLITION PLAN

SHEET

A004

The Parking Structure is worth saving. The existing slab is in good condition and would only need to be patched in certain places. This building will serve as seasonal parking for the DPW. The Structural Frame is in good condition and would support a new Standing Seam Metal Panel Roof. The existing roof is cheap assembly and is in dire need of repair. The facility is best replacing the entire system. The CMU Base of the exterior walls throughout the building is in good condition and would only need to be patched in certain places. The West Wall has recently been replaced with a new metal panel exterior. Insulation would be added to this panel to allow for temperature control. The east wall metal panel and window system would be redone, allowing for an insulated metal panel wall and a new system of industrial windows. By detaching the parking structure from the Iron Works Warehouse, a new wall would be constructed out of CMU and Metal Panel. Insulation would be added to all CMU walls throughout the building.

Below is a written description of the buildings structural integrity.

Memo

To: Neil Bierwirth, Barrientos Design & Consulting
From: Sean Marzano, S.E., P.E.
Date: August 21, 2023 (*updated 9/6/223*)
Subject: Wausau DPW - Structural Assessment & Narrative for Fleet Garage
Copies: Tonia Westphal, File

On August 10, 2023 I visited the existing metal frame structure along with Neil Bierwirth and Patrick Wesley of Barrientos Design & Consulting to structurally assess the building for incorporation into the proposed DPW facility. Following in this memo is a description of the existing building, items to address in the Structural Narrative for this phase of the DPW facility project, and a review of specific items considered for the structural evaluation of the building.

Building Description

The existing building is a steel frame structure on concrete foundations in the style of a Metal Building. The primary building structure consists of planar steel frames with columns and rafter spanning in the east-to-west direction and spaced at regular intervals to form bays at approximately 20-ft centers. The north end of the building consists of wind columns supporting the wall whereas the south end of the building is framed into the adjacent building that is planned to be demolished. Lateral strength is provided by cross bracing between bays in the roof and walls. Concrete knee walls about 5-ft high run between most of the bays except where there are doors. Above the masonry block are either windows or siding comprised of either corrugated fiber-cement or metal panels. The roof consists of corrugated fiber-cement panels supported on steel C-shaped purlins spanning between the webs of the steel rafters. The fiber-cement panels appear to have been covered with a spray foam insulation and liquid applied membrane. The concrete wall retains earth around the perimeter of the building as the floor of the building is generally lower than the surrounding grade. The foundation supporting the steel frame is very likely spread footings. The connection between the building steel frame and foundation could not be seen because the building base plates are covered by the floor slab. Also, the system to resist outward thrust at the base of the columns is not known. There are various means to counteract the outward thrust at the base of the columns for these types of buildings. These methods hairpin ties into the floor slab, with cables tied to the opposing columns, or by foundation-earth interaction. With the concrete walls between columns retaining fill, the latter system of resisting column thrust through foundation-earth interaction is likely. The building structure also supports a bridge crane that spans the width of the building and individual Jib cranes on several steel columns.

Items Recommended to Address in Structural Narrative

- The existing steel frame structure is in good condition with intact cross-bracing and minor deterioration. Some minor steel repairs are to be expected including minor repair of a few column base where rusting has occurred and replacement of a bent cross-brace.





MEMO

Neil Bierwirth, Barrientos Design & Consulting

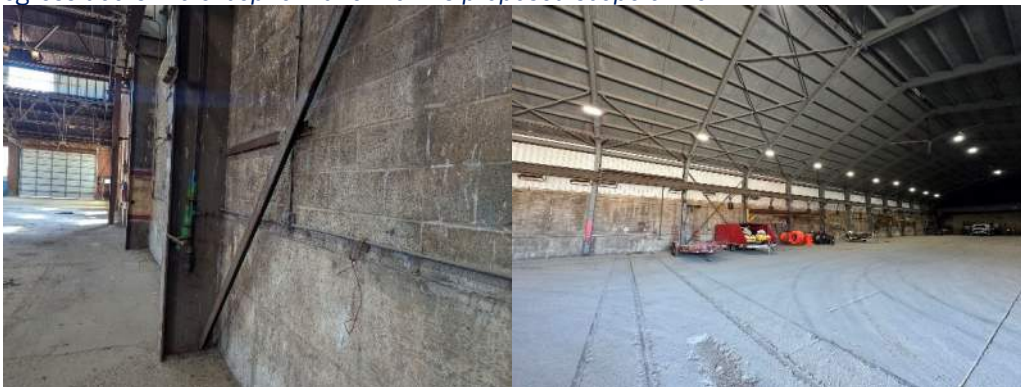
August 21, 2023 (updated 9/6/23)

Page 2

- Wind-columns at the proposed south end of the building will be needed to frame the wall with the proposed overhead door and to provide lateral stability to the building. This will involve building a concrete foundation to support the new columns and precast wall panels.



- At the north end face of the building steel plate is stitch welded to the columns. This plate may be necessary to provide lateral support for the building. If cross-bracing is present between the columns the plate is not necessary for lateral support of the building. If cross-bracing is not present, then the plate could remain in place or new cross-bracing installed between columns. The condition can be evaluated with removal of the exterior side of the building. *The understanding is that the existing wall will remain largely as-is with insulated metal panels replacing the existing corrugated fiber-cement panels on the exterior side of the wall. No exception taken to this proposed scope of work.* (9/26/23)
- The method of counteracting the outward thrust at the base of the steel columns is not known. The floor slab or the concrete knee wall may provide resistance. Since it is sought to lower the exterior grade along the east side of the building, it is recommended to keep most of the existing floor slab, at least within 15'-0" of the columns intact. If a new concrete floor is desirable, consider placing a new slab directly on the existing slab. Openings may be made in the existing slab as needed to install floor drains but recommend removals in the north-to-south direction be limited in length if made within 15'-0" of the columns. The embedded rails and or other components of the slab visible on the surface are not a structural concern and can be removed without adversely affecting the building. *The understanding is that the slab and knee walls will remain largely intact. A few openings may be made in the slab for drains and a few openings in the knee wall for the proposed overhead door on the east wall and a few egress doors. No exception taken to this proposed scope of work.* (9/26/23)





MEMO

Neil Bierwirth, Barrientos Design & Consulting

August 21, 2023 (*updated 9/6/23*)

Page 3

- The masonry block walls may be removed as necessary or desirable to place proposed siding materials and finishes. The masonry block does contribute to the lateral stiffness of the building in the north-to-south direction but is redundant to the cross bracing. The proposed precast panels along the east face attached to the steel columns will also provide lateral stiffness. *The understanding is that the block walls will remain mostly intact. The cores would be filled with insulation as is possible. Insulated metal panels may be installed to face the exterior side of the walls. No exception taken to this proposed scope of work.* (9/26/23)
- The proposed overhead door along the east wall between the second and third column lines from the north ends does not conflict with the building structure. There is no cross-bracing in this bay. New door openings should be in bays without cross-bracing otherwise new cross-bracing will be required.
- Precast panels are proposed for the east side of the building to replace the existing concrete knee wall and masonry block. A strip footing may be required to support the precast panels. The precast panels could be set directly on top of the concrete wall thus saving the expense of removing the knee wall. Another alternative would be to neatly cut the concrete wall lower but of adequate thickness to support the precast panels. To incorporate the existing concrete knee wall and increase thermal performance, consider adding stucco covered foam insulation. *The understanding is that precast panels are no longer being considered to avoid removing the knee wall, rebuilding foundations, potentially impacting the slab and incorporating more of the existing building components to reduce cost. Insulated panels are to be installed over the existing concrete and masonry block and used to replace existing dilapidated windows and siding above the block walls and at the north end of the building. No exception taken to this proposed scope of work.* (9/6/23)
- The existing corrugated roofing and siding is likely reinforced with asbestos fibers. At the underside of the roof, the siding is attached to the bottom flange of the purlins with rods and clips. The fiber-cement roof panels should be able to be removed by unfastening the clips or cutting the rods to remove whole panels. The roof purlins currently support fiber-cement panels with foam insulation. The purlins may have adequate capacity to support the new insulated roof panels. For the next phase of design, it is recommended that measurements be taken on the existing roof purlins to determine their section properties and assess their load carrying capacity. *The understanding is that from discussion with a roofing consultant, the existing fiber-center roof panels and where used at the walls will be completely removed. The existing purlins would be assessed during final design for ability to support the proposed loads and replaced if necessary. No exception taken to this proposed scope of work.* (9/6/23)



For more information see:

https://inspectapedia.com/roof/Asbestos_Cement_Corrugated_Roof.php



MEMO

Neil Bierwirth, Barrientos Design & Consulting

August 21, 2023 (*updated 9/6/23*)

Page 4

- The existing bridge crane may be removed if desirable without adversely affecting the building structure. The existing bridge crane may also remain in place without concern of adversely affecting the building but the steel structure should be painted along with the rest of the existing steel structure. The condition of the bridge crane and its operable components were not investigated. Several jib cranes are also attached to the building columns. The condition of the jib cranes were not investigated.



New Site Description & Civil Engineering Development

By removing the salt shed, Iron Works Warehouse, Metal Building Addition, and Salt Shed, this allows the opportunity to renovate the existing Parking Structure, keep the storage shed and office building, creating an addition for the repair facility that would directly connect to the office building, and completely revamping the site usability.

The addition of the Repair Facility replaces the location of the Iron Works Building. Located on the southern side of the site, this new building will conform with building setbacks, building aesthetic requirements, and connect to the site's history with industrial architecture. There will also be two wash bays for the repair facilities use. This will be important for seasonal vehicles parking in the parking structure and for the repair facility once the vehicles are ready to be serviced.

A Fuel Depot will be installed on the southwest corner of the site in between the existing parking structure and the new repair facility addition. This will consist of 4 fueling stations at one time with 4 diesel dispensers and 2 unleaded dispensers. This will need to be used by all DPW vehicles, so it is located outside of the site fencing for accessibility. Just south of the fuel depot is an opportunity for greenspace and a break from industrial development.

The entire site will be repaved as much of the existing site needs pavement repair. Two new curb cuts will be installed, one in the southwest corner and a large, 200-foot curb cut allowing for best access to the wash bay and repair facility. This will consist of concrete. For security, the entire site will be surrounded by a solid fence providing site line screening. A new fence will be located in between the parking structure and addition. A new fence will also be installed on the north side of the property and in between the storage building and addition. The parking area will be restriped and repaved allowing for 10 parking stalls for employees.

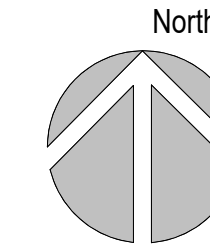
Preliminary Grading and Stormwater calculations were also executed to determine the retention pond sizing, proper sloping of the site, and paving locations. Adding greenspace to the east of the parking structure allows for additional stormwater absorbance and an opportunity for electric vehicle charging. Light pole will also be installed throughout the property.



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CONSULTANT

PROJECT TITLE AND LOCATION



SITE PLAN
Scale: 1" = 30'-0"

- BUILDING SF:**
- PROPOSED REPAIR SHOP: 31,020 SF
 - PROPOSED WASH BAY: 5,940 SF
 - EXISTING OFFICE BLDG: 3,500 SF
 - EXISTING PARKING BLDG: 30,000 SF
 - EXISTING STORAGE SHED: 3,540 SF

- CONCRETE
- GRASS
- LIGHT POLE
- LIGHT ON BUILDING
- ELECTRIC VEHICLE CHARGER
- OVERHEAD DOOR
 - NO # IS EXISTING
 - 1: 18' X 16'
 - 2: 16' X 16'
 - 3: 10' X 8'
- MAN-DOOR
 - ALL EXIT MAN DOORS TO BE 3'0" X 7'0"
 - 4: ADA ACCESS

WAUSAU DPW - FLEET MAINTENANCE FACILITY
1100 WEST STREET

REVISION NO. DATE DESCRIPTION

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BARRIERITOS DESIGN PROJECT NUMBER
50818

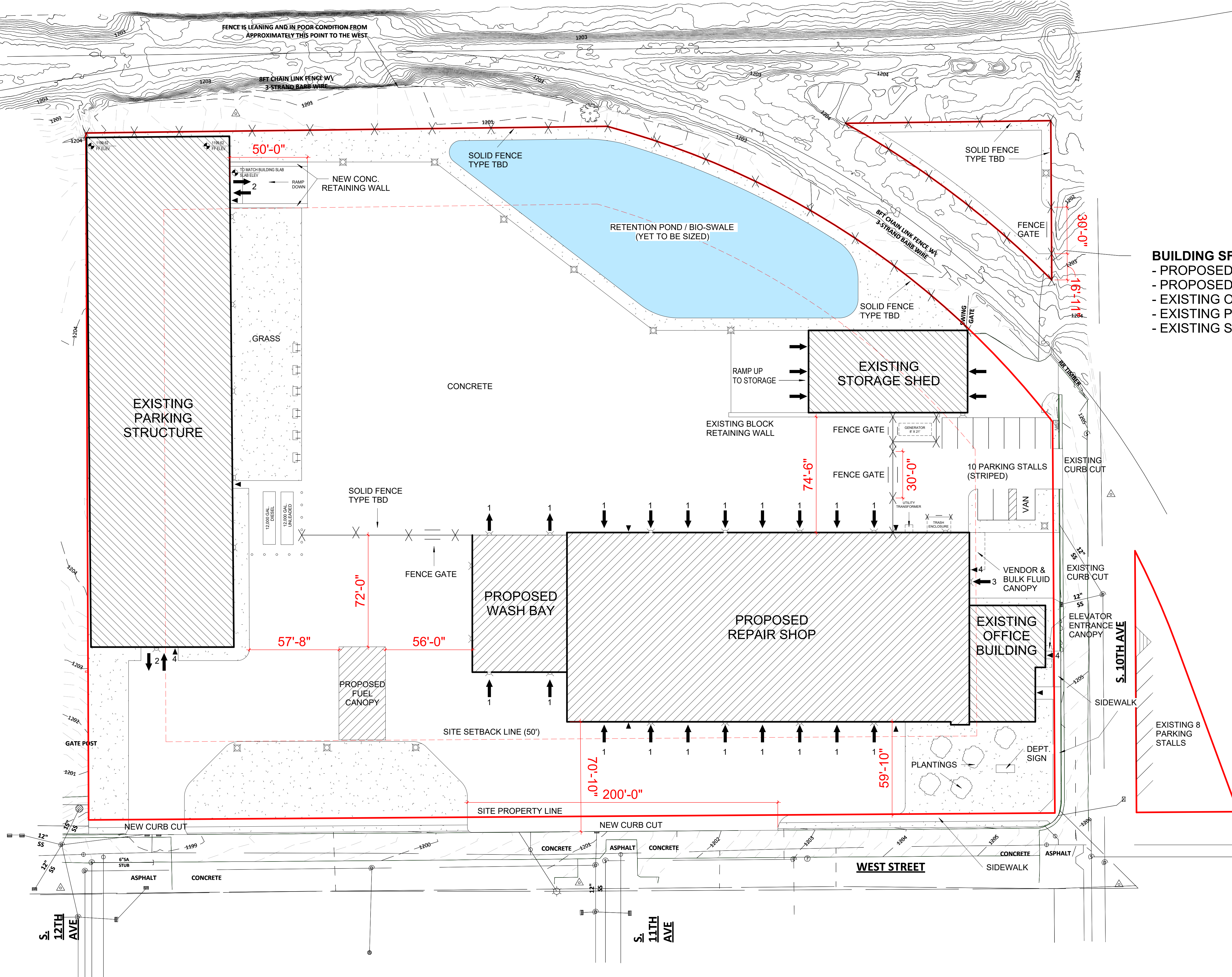
DATE
9/29/2023

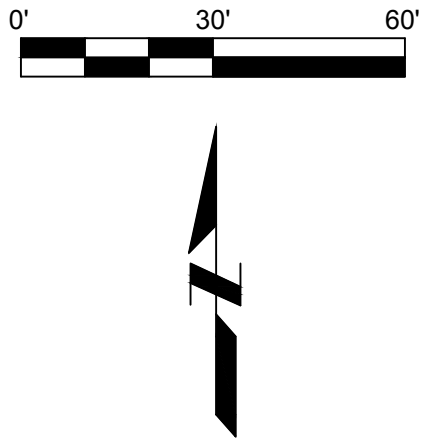
SHEET TITLE
SITE ARCHITECTURAL PLAN

SHEET

A003

NOT FOR CONSTRUCTION





ZONING: INDUSTRIAL

- MIN. FRONT SETBACK - 50'
- MIN. STREET SIDE SETBACK ON CORNER LOTS - 50'
- MIN. SIDE SETBACK - 50'
- MIN. REAR SETBACK - 50'
- MIN PAVEMENT SETBACK
5' ON SIDE AND REAR YARDS
10' FROM STREET ROW

PARKING

MIN. 1 PARKING SPOT FOR EACH PERSON ON THE BUSIEST SHIFT

- REQUIRED - 8
- PROVIDED - 10
- HANDICAP VAN ACCESSIBLE REQUIRED - 1
- HANDICAP VAN ACCESSIBLE PROVIDED - 1

Clark Dietz

500 N. 3RD STREET
SUITE 703
WAUSAU, WI 54403
PHONE : 715.845.1333 www.c11.com

PRELIMINARY
NOT FOR CONSTRUCTION

WAUSAU DPW - FLEET MAINTENANCE FACILITY

DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____
DATE CHECKED: _____

[illegible]

DRAWING FILE

SITE PLAN

PROJECT No. 1310010

DRAWING No.

C-101

DWG 1 OF 1 DWGS

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.



Wausau Department of Public Works Fleet Maintenance Facility – Preliminary Stormwater Management Approach

City of Wausau, WI

Prepared by: Clark Dietz, Inc.

Date: September 2023

Professional Consulting and Design Services

ClarkDietz

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Site Stormwater Management

The proposed Fleet Maintenance Facility for the City of Wausau's Department of Public Works is located at 1100 West Street, at the corner of West Street and South 10th Avenue just south of Marathon County Park. The following narrative describes the site stormwater management approach.

Site Approach

The roughly 6 acre site is divided by the existing railroad spur serving the 3M facility to the southwest. The entirety of the site is included in the stormwater calculations for peak discharge, total suspended solids (TSS) removal, and total percent impervious.

The stormwater management requirements are dictated by the City of Wausau and the Wisconsin Department of Natural Resources. Per NR 151 definitions, the proposed site is considered a "Redevelopment" site, and is therefore required to meet TSS removal of 40% (NR151.122). Peak discharge requirements are dictated by the City of Wausau code, and require peak discharge be limited to the pre-development 1-year 24 hour and 2-year 24 hour storm events. City of Wausau requires redevelopment sites be limited to 80% or less imperviousness. Under NR151, redevelopment sites are exempt from infiltration performance standards.

The City of Wausau prefers a wet detention pond be utilized for site stormwater management to help with City wide phosphorus discharge reduction. A wet detention pond conforming to WDNR technical standard 1001 was considered for this analysis. Rough pond sizing was considered for the preliminary design. A final design pond will incorporate all safety and maintenance features recommended in the WDNR technical standard, such as sediment forebays, safety shelf, berms, filter strips, etc.

Collection

Collection of site stormwater will be accomplished with a standard pipe and inlet combination. In general, the site grading plan will keep as much of the site internally drained as possible, though existing elevations at the property lines will dictate if that is feasible.

Standard practice for stormwater pipe sizing recommends the use of the 10-year storm event to size collection system piping. In addition, the site runoff for the 25-year storm event was reviewed as it relates to collection system sizing as a check for system resilience. The 10-year and 25-year storm events required downstream pipe sizing of 24" and 30" pipe at 0.5%, based on the preliminary runoff calculations (NOAA regional rainfall data). The rational method was deployed to calculate the runoff, with standard runoff coefficients and a calculated time of concentration used for the equation. Using Manning's equation for non-pressurized pipe capacities, a pipe size was selected based on standard storm sewer pipe sizing available. The table below summarizes the findings.

Storm Event (NOAA Regional Rainfall Data)	Estimated Flow (Rational Method)	Pipe Size Required (Mannings Equation)	Pipe Capacity
10 Year	22.5 CFS	24" HDPE @ 0.5% Slope	23.5 CFS
25 Year	36 CFS	30" HDPE @ 0.5% Slope	42 CFS

The south edge of the property (building front) is the most remote point of the site requiring stormwater collection. This distance along with the upstream elevation of the collection system will dictate the downstream elevation discharge at the proposed wet pond, and ultimately the depth of the wet pond. These conditions combine for an estimated depth of 7 feet from the edge of pavement to the top of water on the wet pond.

Due to the existing road profile of West Street versus the proposed first floor building elevation, two areas along West Street are not currently proposed to be collected by the site collection system. These areas have been reviewed with City Staff and are preliminarily approved to drain off the site under the “maximum extent practicable” approach. These areas were still included when calculating post development peak discharge conditions.

Treatment

The overall approach to stormwater treatment and management will consist of a wet pond conforming to WDNR technical standard 1001. To meet the TSS removal standard of 40% and the peak discharge requirements set forth by the City of Wausau, a preliminary wet detention pond was sized by using calculated flows and assumptions as inputs into a wet pond sizing calculator.

TSS removal of 40% will be accomplished by relying on a combination of inlet sumps and the stormwater wet detention pond. Due to the size of the pond and number of sumps in the collection system, no additional treatment methods are anticipated.

The size of the pond is driven by the pond’s ability to hold storm events without overtopping. The pond’s ability to store water during storm events is ultimately dictated by the controlled outflow device which is sized to satisfy the peak discharge requirements. Peak discharge requires the device to maintain or reduce the pre-development 1-year 24 hour and the 2-year 24 hour storm event peak discharges. The wet pond’s water surface area of roughly 5,000 square feet, in conjunction with the surface water depth dictated by the collection system discharge elevation, produces the pond size as seen in the preliminary site plan. The pond’s preliminary size will hold up to a 100-year storm event without overtopping, based on preliminary pond sizing and site runoff calculations.

Pond Size – Storm Event vs. Pond Elevation (Bottom EI= 1193.57, Top EI=1199.5)		
Storm Event	Discharge Flow	Water Elevation
1 year – 24 hour	4 Cubic Feet per Second	1195.3
2 year – 24 hour	5 Cubic Feet per Second	1195.7
10 year – 24 hour	6 Cubic Feet per Second	1197.0
100 year – 24 hour	8 Cubic Feet per Second	1199.1

Wet Detention Pond Discharge

The current site has an existing 15” storm sewer pipe that reduces to a 12” storm sewer before connecting to a larger 54” storm sewer interceptor. This 15” storm sewer runs through the middle of the site, on the south side of the pond. Initial discussions with the City regarding this storm sewer line indicate the line was used to carry runoff from the pre-development site. It was assumed for this preliminary stormwater management review that this existing line could be used to carry the proposed wet pond discharge at full capacity.

The site’s pre-development conditions produced a peak discharge for the 1-year 24 hour and 2-year 24 hour storm events of roughly 17 cubic feet per second and 20 cubic feet per second, respectively. Maintaining or reducing those discharge rates will be limited by the ponds discharge

device, or what is downstream of that device. In the case of this pond, the downstream 12" storm sewer will dictate the post-development peak discharge. Those results are summarized in the table below.

Pre-Development	
1 year - 24 hour	17 Cubic Feet per Second
2 year - 24 hour	20 Cubic Feet per Second
Post - Development	
1 year - 24 hour	4 Cubic Feet per Second
2 year - 24 hour	5 Cubic Feet per Second

Summary

Site stormwater will be managed by a site collection system, treated by a wet detention pond, and ultimately discharged to the City's existing stormwater system. Preliminary stormwater calculations indicate that the pond location and size currently proposed will satisfy the TSS and peak discharge requirements currently in place by the Wisconsin Department of Natural Resources and the City of Wausau.

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SECTION 03

BUILDING DEVELOPMENT

This section is intended to provide a description of the new facility. It will provide an analysis of the addition, construction, components included in the new facility. The renovation efforts of the office building will also be outlined. Based on Barrientos' expertise and knowledge of industry standards, the team produced recommendations for architectural and material standards for the repair facility. This includes design for shop layouts, parking and bay sizing, storage areas, ceiling heights, overhead doors, drive lane widths and clearances, and equipment layouts.

Repair Garage Addition

Functions of the Repair Garage include welding and machining of parts and vehicle access for direct repair. This facility will include 14 service bays with a pull-thru design. The north and south sides will each have 7 service bays. Two Platform Lifts will be included for Heavy Vehicles on the northern side of the shop. There will also be a 4-post lift for heavy vehicles on the northern side of the garage. The south side of the garage will have 4 light duty bays dedicated on the southeast side and 3 heavy bays on the southwest side. This is to allow for easier maneuverability from the exterior of the shop for the light vehicles as the proximity to the street is tighter on the southern side of the building.

There will be 2 dedicated welding bays just west of the repair garage. This will include all pieces of equipment for welding along with dedicated areas for 2 vehicles at one time. The 2 overhead cranes in the shop shall be allowed to access the welding bays. This is provided by a half wall dividing the welding shop and the repair shop.

Two wash bays will be installed, one automatic wash bay and one manual wash bay. The manual wash bay is to be close to the shop, providing access for any mechanic. The automatic wash bays will be the farthest west of the addition, acting as a fully automatic car wash for any DPW vehicle.

The Repair Shop should be 36' in height at the lowest point. The roof shall slope to the south on the southern side of the shop allowing for solar panels. The northern half of the shop shall be flat allowing for mechanical unity. Floors will be concrete with liquid densifier, walls will be precast concrete, and ceilings will be metal deck with exposed trusses. Plumbing includes a floor drain at overhead doors and spot drains under the platform lifts, laundry sink (for cleaning paint brushes, etc.), bulk fluid reels for grease, oils, water, and air. A separate bulk fluid storage room be included with an in-ground overfill trench.

Parts Storage

Parts storage will be located on the far east of the addition. This will utilize two overhead doors, one directly accessing the shop and the other accessing the exterior. A stock clerk counter and door will be provided for visual access to the shop and a door for larger parts to be maneuvered to the mechanics. Parts storage racking will be Montel Manual Operated shelving which allows for condensing the space allowing for additional parts drop off and loading areas. Floors will be concrete with liquid densifier, walls will be concrete block, and ceilings will be precast plank. The shop superintendent will have access to both the Repair Garage and Parts Storage.

Mezzanine

A mezzanine will be provided and span over the entire parts storage, hydraulic hose shop, tool storage, bulk fluids, and electrical rooms. A full mesh cargo lift will be provided for heavy pieces of equipment, tires, and other large storage items to be transported to and from the mezzanine. The northeast corner will also have a compressor room. Its base shall be concrete plank with 3" of concrete topping. The ceiling will be exposed to the shop roof.

Crew Area and Administration

The crew area should include a large assembly space, lunchroom facilities with a kitchenette, a timeclock area with PC access for those employees without a dedicated desk, and male and female locker rooms. The crew functions will be on the lower level of the office building and the administration will be located on the second level. Ceiling heights shall not vary from existing condition and should be 8' 6" with corridor heights matching. Fixed equipment includes counters, cabinets, kitchen appliances, washer/dryer, 2' x 2' lockers, common closet for PPE gear, and accessible compliant fixtures. Walls should be partition assembly and ceilings should be 2' x 2' acoustical ceiling tiles or gypsum board.

The crew area should be separated from vehicle parking to minimize acoustics, dust, and odors. The crew space is near the parts storage, providing access directly to the shop.

The administrative area includes functions of reception, conferencing / collaborating, and individual offices. Ceiling heights in offices shall not vary from existing condition and should be 9' with lobby and corridor matching. Walls should be steel stud covered with gypsum board and ceilings should be 2' x 2' acoustical ceiling tiles. A new kitchenette will be provided above to best support office staff.

A new ADA platform lift shall be installed in the new office building. This will be located on the east side of the building. The existing building is not ADA compliant, with two floor levels and no lift / elevator access. This new life installed will meet ADA accessibility requirements.

Parking Structure

To accommodate the department's seasonal vehicles, the parking structure is to be renovated to accommodate for tempered parking storage. All parking stalls are to be Heavy-duty stalls and have dimensions of 32' x 12'. The existing structure will be renovated, retaining the metal frame structure and Cu walls. Much of the metal paneling and windows will be replaced. A new standing seam insulated roof system will be installed for additional temperature control. The floor slab is in good condition and will need to be patched in certain locations. An entire new south facing wall will be installed to enclose the structure that currently connects to the existing Iron Works Warehouse.

Below are the drawings & MEP Narrative reports describing what will be done for the facility and addition.

9/27/2023 10:56:00 AM

WAUSAU DPW - FLEET MAINTENANCE FACILITY

1100 WEST STREET

100% DD SET

9/29/2023

CITY OF WAUSAU
1100 WEST STREET
WAUSAU, WI 54403

project location map



project rendering



abbreviations

- A.C.T. - or act - ACOUSTICAL CEILING TILE
A.F.F. - ABOVE FINISHED FLOOR
ACC. - ACCESSORY(IES)
AVE. - AVENUE
B.O.B. - BOTTOM OF BEAM
BD. - BOARD
BLDG. - BUILDING
C.J. - CONTROL JOINT
C.L. CENTERLINE
CLR. - CLEAR
CMU - CONCRETE MASONRY UNIT
CONC. - CONCRETE
COND. - CONDITION(S)
CONST. - CONSTRUCTION
CONT. - CONTINUOUS
CT. - COURT
DES. - DESCRIPTION
DGLS. - DOUGLAS
DIA. - DIAMETER
DIM. - DIMENSIONAL
DR. - DRIVE
E.S. - EXPOSED STRUCTURE
ELEV. - ELEVATION(S)
EQ. - EQUAL
ETC. - ETCETERA
EXIST. - EXISITNG
EXP. - EXPOSURE
EXT. - EXTERIOR
F.D. - FLOOR DRAIN. SEE PLUMBING
FEC - FIRE EXTINGUISHER CABINET, SEMI-RECESSED
F.F.L. - FINISHED FLOOR LEVEL
FIN. - FINISH
FLR. - FLOOR
G.S.F. or gsf - GROSS SQUARE FEET
GALV. - GALVANIZED
GWB. - GYPSUM WALL BOARD
HDWD. - HARDWOOD
HGT. - HEIGHT
HORIZ. - HORIZONTAL
HR. - HOUR
INSUL. - INSULATION
M.O. - MASONRY OPENING
MEZZ. - MEZZANINE
MFG. - MANUFACTURER
MHA. - MAYER HELMINIAK ARCHITECTS
MIN. - MINIMUM
MLDG. - MOLDING
MTL. - METAL
N.I.C. - NOT IN CONTRACT
N.S.F. or nsf - NET SQUARE FEET
N.T.S. - NOT TO SCALE
O.C. or O/C - ON CENTER
O.H. - OVERHEAD
P.LAM. - PLASTIC LAMINATE
P.T. - PRESSURE TREATED
PART. - PARTIAL
PLYWD. - PLYWOOD
POLYISO. - POLYISOCYANURATE
R.C.P. - REFLECTED CEILING PLAN
R.O. - ROUGH OPENING
RD. - ROAD
REF. - REFLECTED
REINF. - RE-INFORCEMENT
REQ. - REQUIRED
RPEC - RECESSED FIRE EXTINGUISHER CABINET
RPTD - RECESSED PAPER TOWEL DISPENSER (AND WASTE)
S.F. or sf - SQUARE FEET
S.O.G. - SLAB ON GRADE
S.S. - STAINLESS STEEL
SCHED. - SCHEDULE(D)
SECT. - SECTION(S)
SQ. or sq. - SQUARE
ST. - STREET
STL. - STEEL
T.O.B. - TOP OF BEAM
THK. - THICKNESS
TLT. - TOILET (ROOM)
TYP. - TYPICAL
U.C. or U/C - UNDER (BELOW) COUNTER
U.L. - UNDERWRITER'S LABORATORY, INC
VERT. - VERTICAL
VFY. - VERIFY
W.W.M. - WELDED WIRE MESH
W/ - WITH
W/O - WITH OUT
WD. - WOOD
WI - WISCONSIN
YR. - YEAR

sheet index

SHEET INDEX	
SHEET NUMBER	SHEET NAME
ARCHITECTURAL	
A000	TITLE SHEET
A003	SITE ARCHITECTURAL PLAN
A004	SITE DEMOLITION PLAN
AA100	BUILDING ADDITION - OVERALL FLOOR PLAN
AA101	REPAIR SHOP - FLOOR PLAN
AA120	REPAIR SHOP - ROOF PLAN
AA200	REPAIR SHOP - EXTERIOR ELEVATIONS
AA300	REPAIR SHOP - BUILDING SECTIONS
AB101	OFFICE BUILDING - FLOOR PLAN - DEMO
AB102	OFFICE BUILDING - FLOOR PLAN
AC101	PARKING STRUCTURE - DEMO, FLOOR, ROOF PLAN
AC200	PARKING STRUCTURE - DEMO ELEVATIONS
AC201	PARKING STRUCTURE - EXTERIOR ELEVATIONS
AC300	PARKING STRUCTURE - BUILDING SECTIONS
CIVIL	
C101	SITE GRADING & STORMWATER PLAN
ELECTRICAL	
E100	ELECTRICAL CONCEPT SITE PLAN
E200	ELECTRICAL CONCEPT ONE - LINE DIAGRAM



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PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET
MAINTENANCE FACILITY
1100 WEST STREET

DATE	DESCRIPTION
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BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

SHEET
TITLE SHEET

SHEET

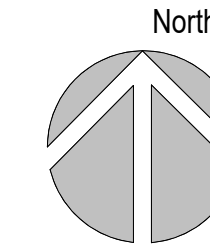
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PROJECT TITLE AND LOCATION



SITE PLAN
Scale: 1" = 30'-0"

- BUILDING SF:**
- PROPOSED REPAIR SHOP: 31,020 SF
 - PROPOSED WASH BAY: 5,940 SF
 - EXISTING OFFICE BLDG: 3,500 SF
 - EXISTING PARKING BLDG: 30,000 SF
 - EXISTING STORAGE SHED: 3,540 SF

- CONCRETE
- GRASS
- LIGHT POLE
- LIGHT ON BUILDING
- ELECTRIC VEHICLE CHARGER
- OVERHEAD DOOR
 - NO # IS EXISTING
 - 1: 18' X 16'
 - 2: 16' X 16'
 - 3: 10' X 8'
- MAN-DOOR
 - ALL EXIT MAN DOORS TO BE 3'0" X 7'0"
 - 4: ADA ACCESS

WAUSAU DPW - FLEET MAINTENANCE FACILITY
1100 WEST STREET

REVISION NO. DATE DESCRIPTION

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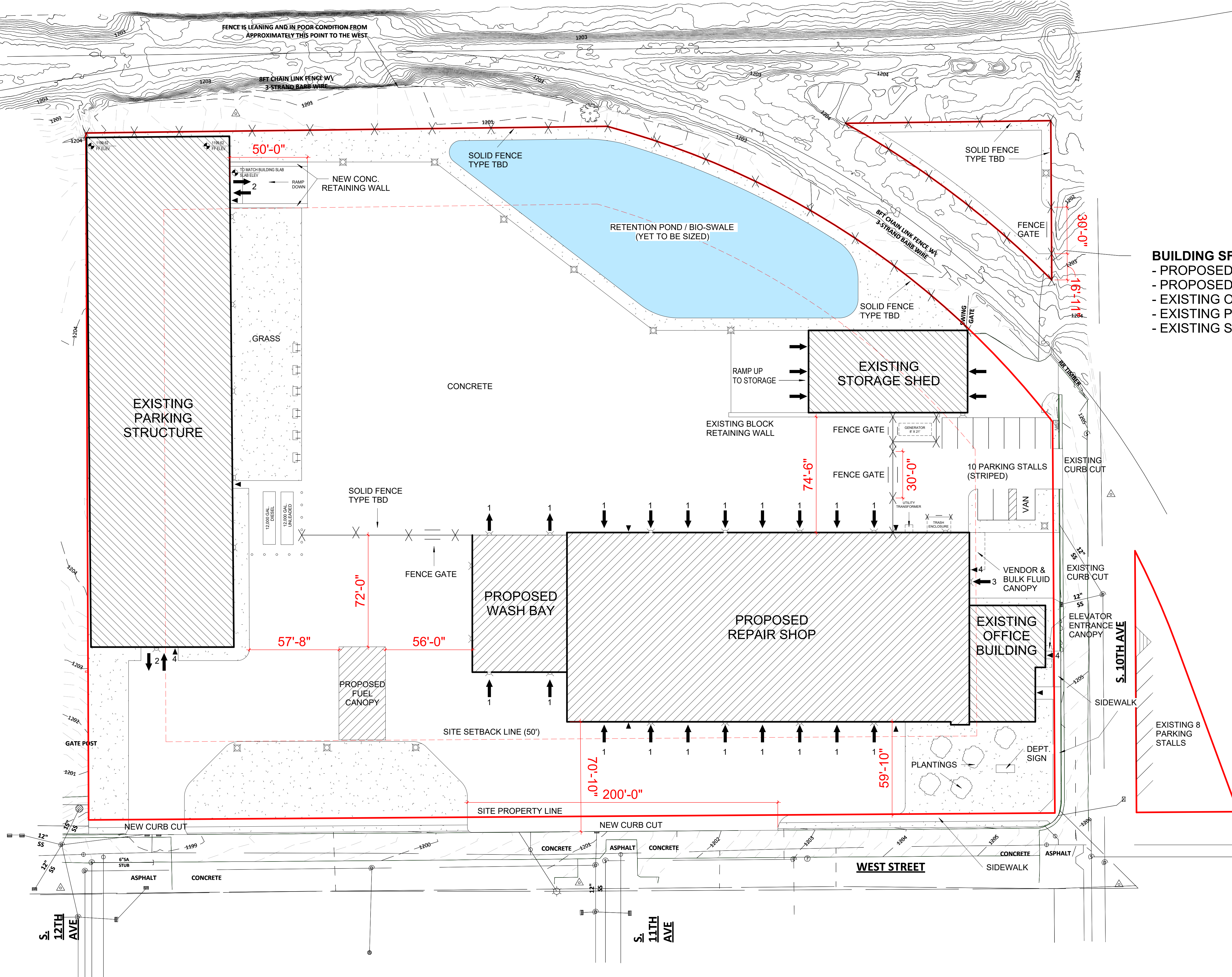
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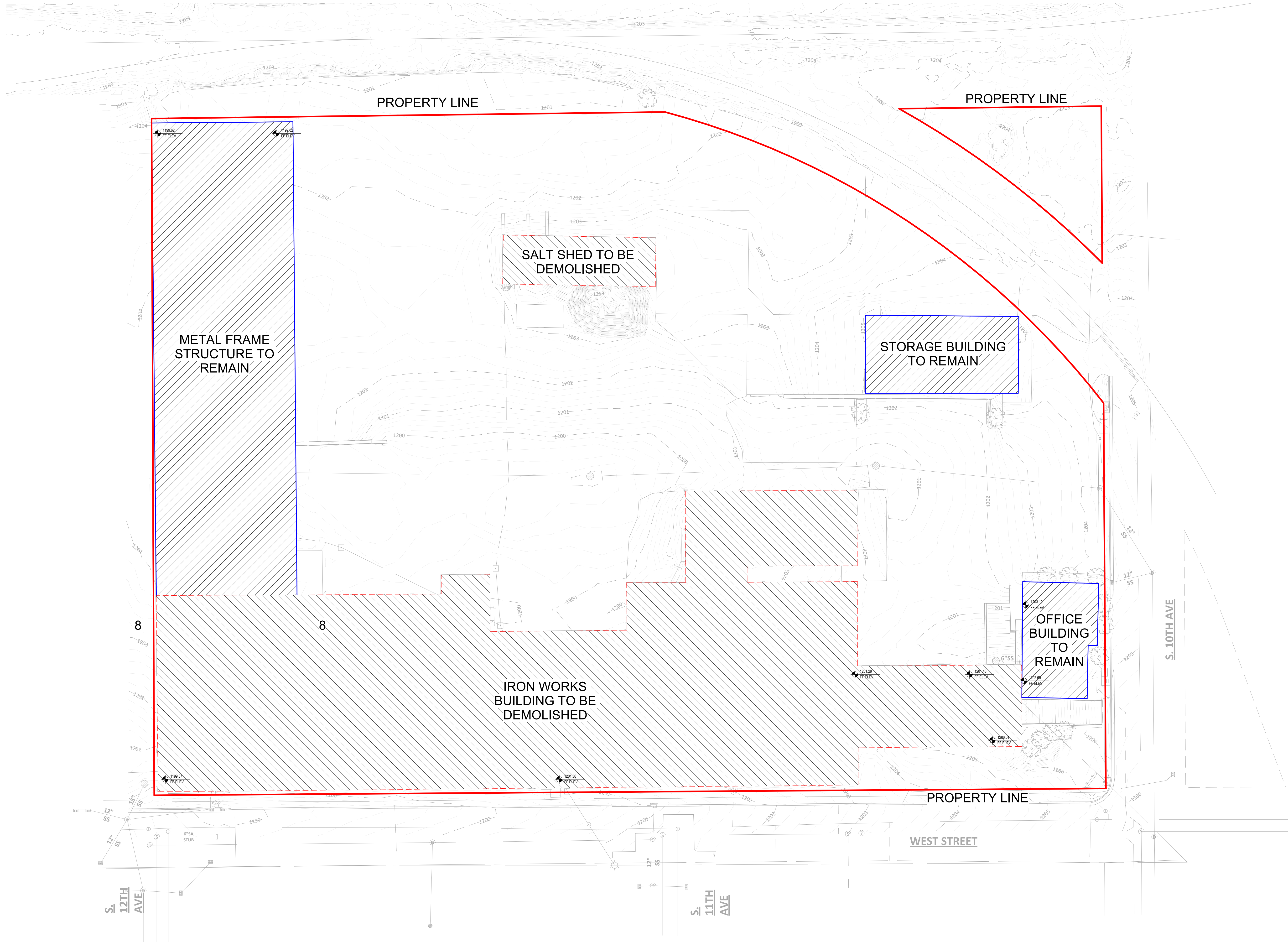
SHEET TITLE
SITE ARCHITECTURAL PLAN

SHEET

A003

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1100 WEST STREET

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SHEET TITLE
SITE DEMOLITION PLAN

SHEET

A004



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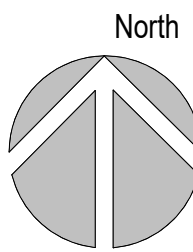
DATE
9/29/2023

SHEET TITLE
BUILDING ADDITION -
OVERALL FLOOR PLAN

SHEET

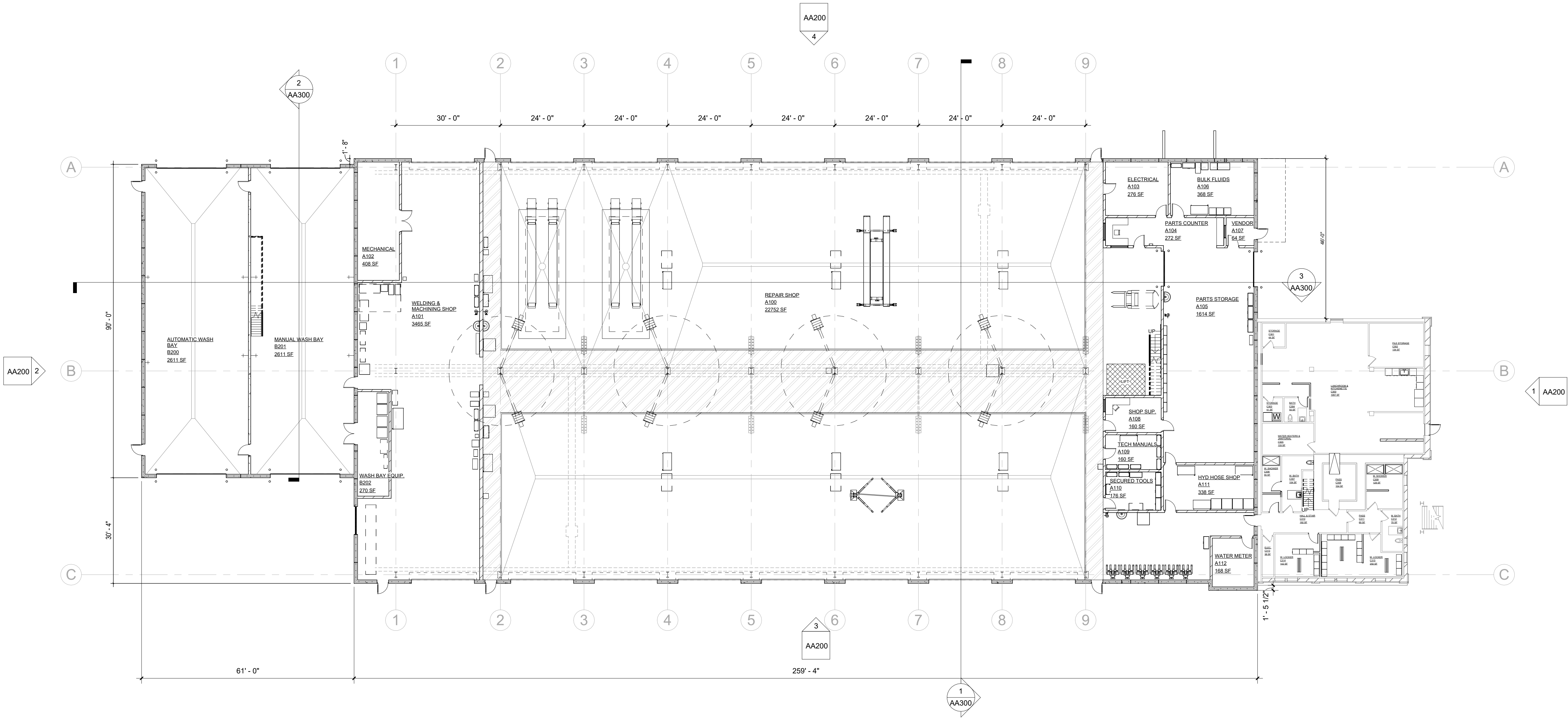
AA100

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OVERALL FIRST FLOOR PLAN

Scale: 1/16" = 1'-0"





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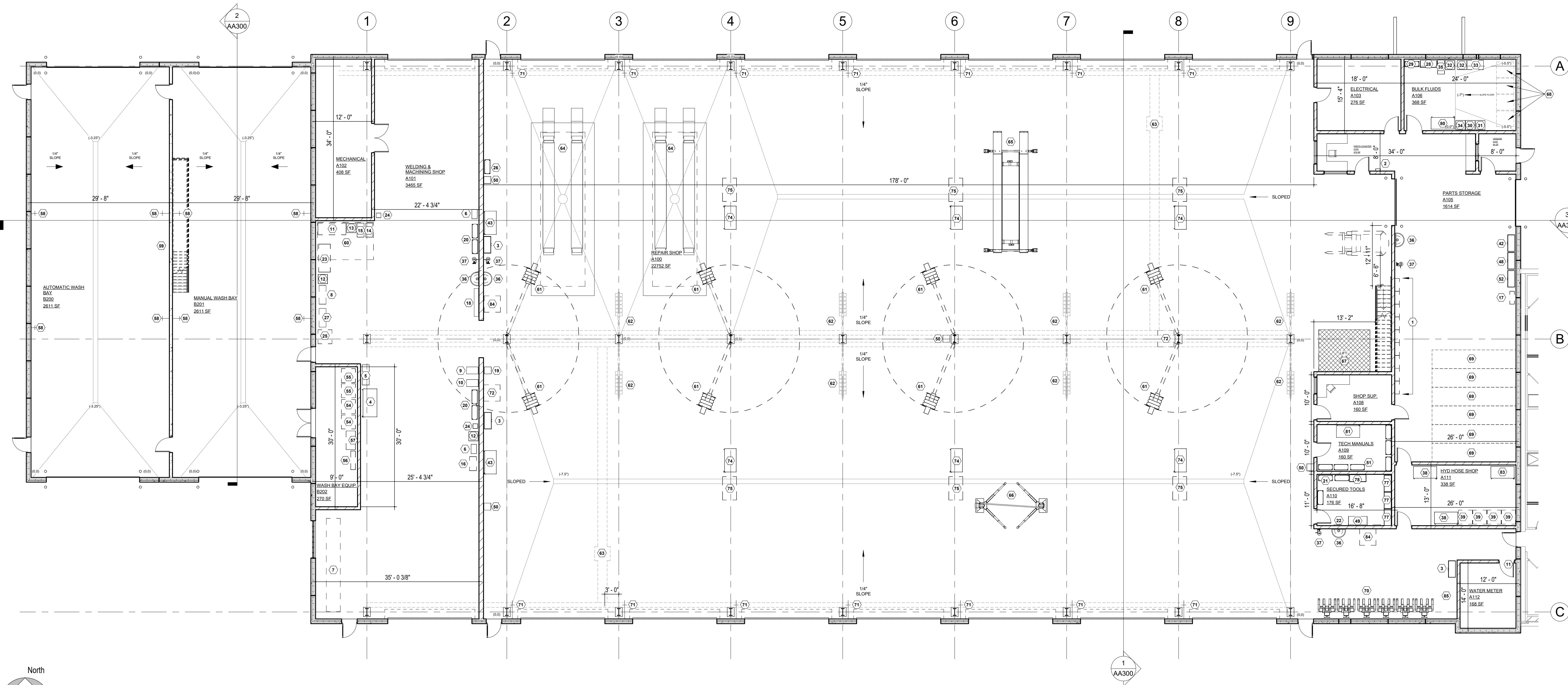
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DATE
9/29/2023

SHEET TITLE
REPAIR SHOP - FLOOR PLAN

SHEET

AA101



North
AREA A - REPAIR GARAGE & WASH BAY
Scale: 3/32" = 1'-0"

FLOOR PLAN - KEYED NOTES - NEW EQUIPMENT

1. BOLT BIN
2. LOCK OUT TAG OUT CABINET
3. FLAMMABLE CABINET
4. MOBILE WELDING TABLE
5. MOBILE BAND SAW
6. MOBILE TORCH SET UP
7. METAL STOCK SHELF
8. METAL CHOP SAW
9. LARGE DRILL PRESS
10. MEDIUM DRILL PRESS
11. WELDING MILL
12. FLOOR MOUNTED LARGE GRINDING WHEEL
13. PLASMA CUTTER
14. LARGE MOBILE MIG WELDER
15. LARGE MOBILE STICK WELDER
16. WALL MOUNTED - PIN STORAGE BIN
17. STORAGE FOR WELDING WIRE / RODS
18. SHELF FOR TOOL BITS AND C-CLAMPS
19. LARGE VISE
20. METAL FLAT STOCK SHELF
21. LARGE TOOL STORAGE SHELF
22. TOOL STORGE PEG BOARD
23. MEDIUM METAL LATHE
24. FLOOR MOUNTED MEDIUM GRINDING WHEEL
25. BRAKE LATHE
26. TORCH/WELDING STORAGE RACKS
27. 55-TON HYDRAULIC PRESS
28. FLUID STORAGE CABINET
29. 5 GALLON BUCKET RACK
30. OIL FILTER CRUSHER

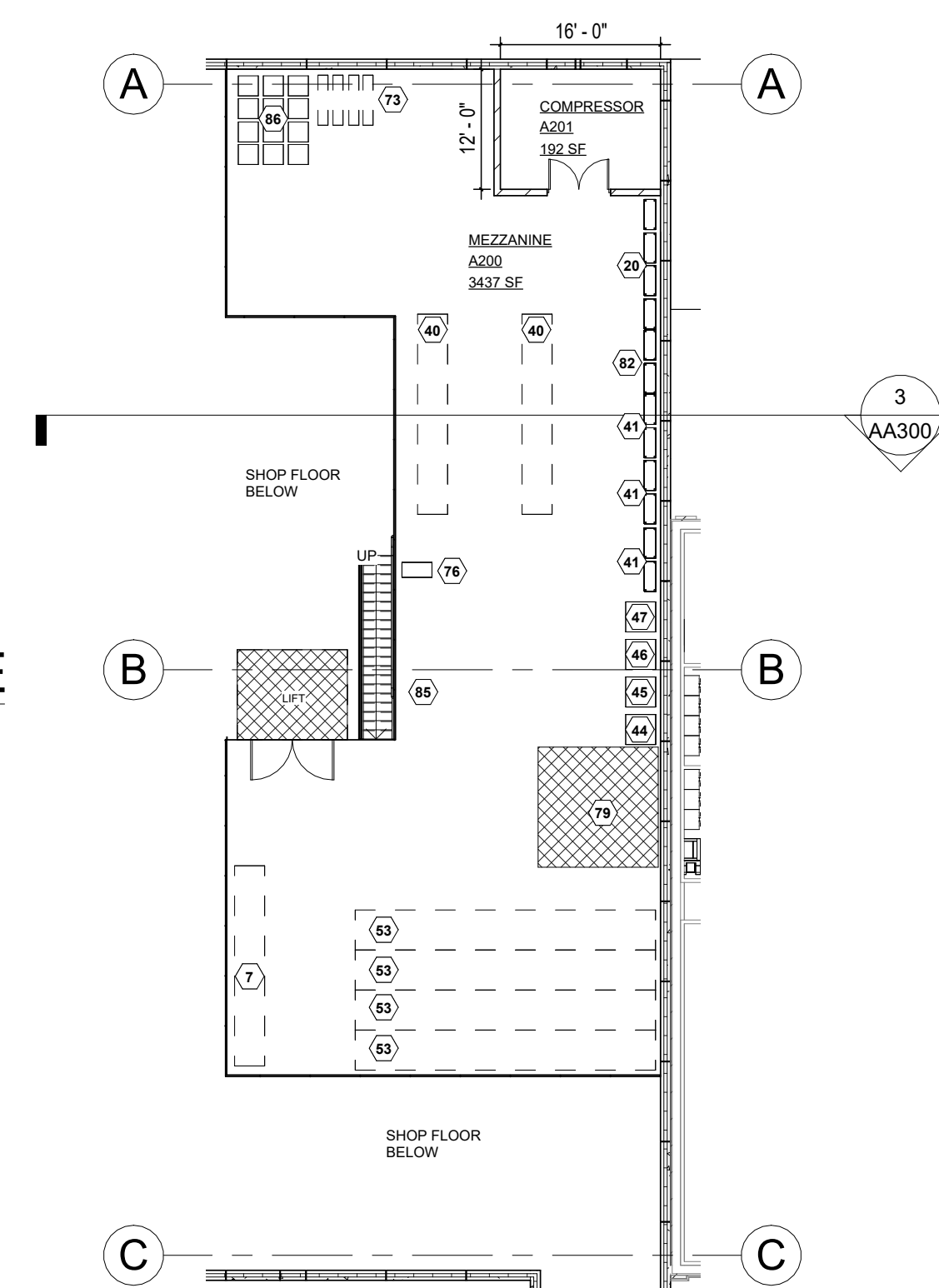
31. OIL FILTER CRUSHER FILER BARREL
32. OIL AND COOLANT WASTE BARRELS
33. USED OIL DRY STORAGE / WASTE OIL
34. MEDIUM GREASE BARREL
35. MOBILE OIL CHANGE BUGGY
36. WASH SINK
37. EYE WASH STATION
38. HYD. HOSE WORK BENCH
39. HYD. HOSE FITTING STORAGE BIN
40. MISC. BLADE STORAGE SHELF
41. SHELF FOR MISC. LARGER PARTS
42. CABINET FOR BOXES OF TUBE GREASE
43. WALL MOUNTED SHOP BENCH
44. SMALL TIRE BALANCING MACHINE
45. MEDIUM / HEAVY TIRE BALANCING MACHINE
46. SMALL TIRE MOUNTING MACHINE
47. MEDIUM/HEAVY TIRE MOUNTIN MACHINE
48. ELECTRICAL WIRE STORAGE
49. ELECTRIC TOOL RECHARGING STATION
50. WHEEL CHOCK STATION
51. MANUAL SHELIVING
52. PARTS & RECEIVED PARTS MANUAL SHELIVING
53. MONTEL - RACK & ROLL 8 MA SHELIVING TIRE RACKS
54. SOAP TANK
55. WATER TANK
56. SPINNER ARCH W. PUMP
57. HOTSY PRESSURE WASHER PUMP
58. PRESSURE WASHER HOSE
59. TRUCK WASH CATWALK
60. WELDING STATION

61. COLUMN MOUNTED MAXIREEL MOTORIZED HOSE REEL W/ MAXIREACH EXTENSION BOOM.
62. COLUMN MOUNTED GRACO BULK FLUID DISTRIBUTION REELS ON FABRICATED STAINLESS STEEL FRAME.
63. 10-TON OVERHEAD CRANE (ABOVE ON RAIL)
64. SKYLIFT - PLATFORM LIFT MODEL SKY-250 RECESSED LIFT
65. ROTARY LIFT - SM18 4-POST LIFT
66. ROTARY LIFT - SPO10 2-POST LIFT
67. WILDECK LIFT - CARGO LIFT WITH FULL MESH CAGE
68. 250 GALLON BULK FLUID TANKS (8). 4 ON RACK ABOVE
69. MONTEL - SMARTSPACE 2MA PARTS STORAGE
70. SEFAC MOBILE COLUMNS & CHARGING (4 OWNED, 2 NEW)
71. COMPRESSED HOSE REEL
72. WASTE OIL DROPOFF

FLOOR PLAN - KEYED NOTES - OWNED EQUIPMENT

73. LARGE PORTABLE FANS
74. MECHANIC MOBILE WORK BENCHES
75. MECHANIC TOOL BOXES
76. SMALL MIG WELDER ON CART
77. 3 FASTENAL AUTOMATIC TOOL LOCKERS.
78. LARGE STAND UP TOOL LOCKER
79. TIRE CAGE
80. MOBILE HYDRAULIC CYLINDER BREAKDOWN BENCH
81. DIAGNOSTIC COMPUTER STORAGE STATION
82. DRY OIL STORAGE SHELIVING
83. HIGH PRESSURE WATER HOSE CRIMPING MACHINE
84. PARTS WASHER
85. AREA FOR 6 VEHICLE JACKS & 8 SMALL JACK STANDS
86. FRAME STANDS

North
AREA A - MEZZANINE
Scale: 1/16" = 1'-0"



NOT FOR CONSTRUCTION

- ROOF WALKWAY PAVERS
- (RD) ROOF DRAIN
- (OD) OVERFLOW DRAIN
- (DS) DOWN SPOUT
- (MS) MECHANICAL SCREEN
- (TS) TUBULAR SKYLIGHT

CONSULTANT

PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
1100 WEST STREET

REVISION	DATE	DESCRIPTION
1		

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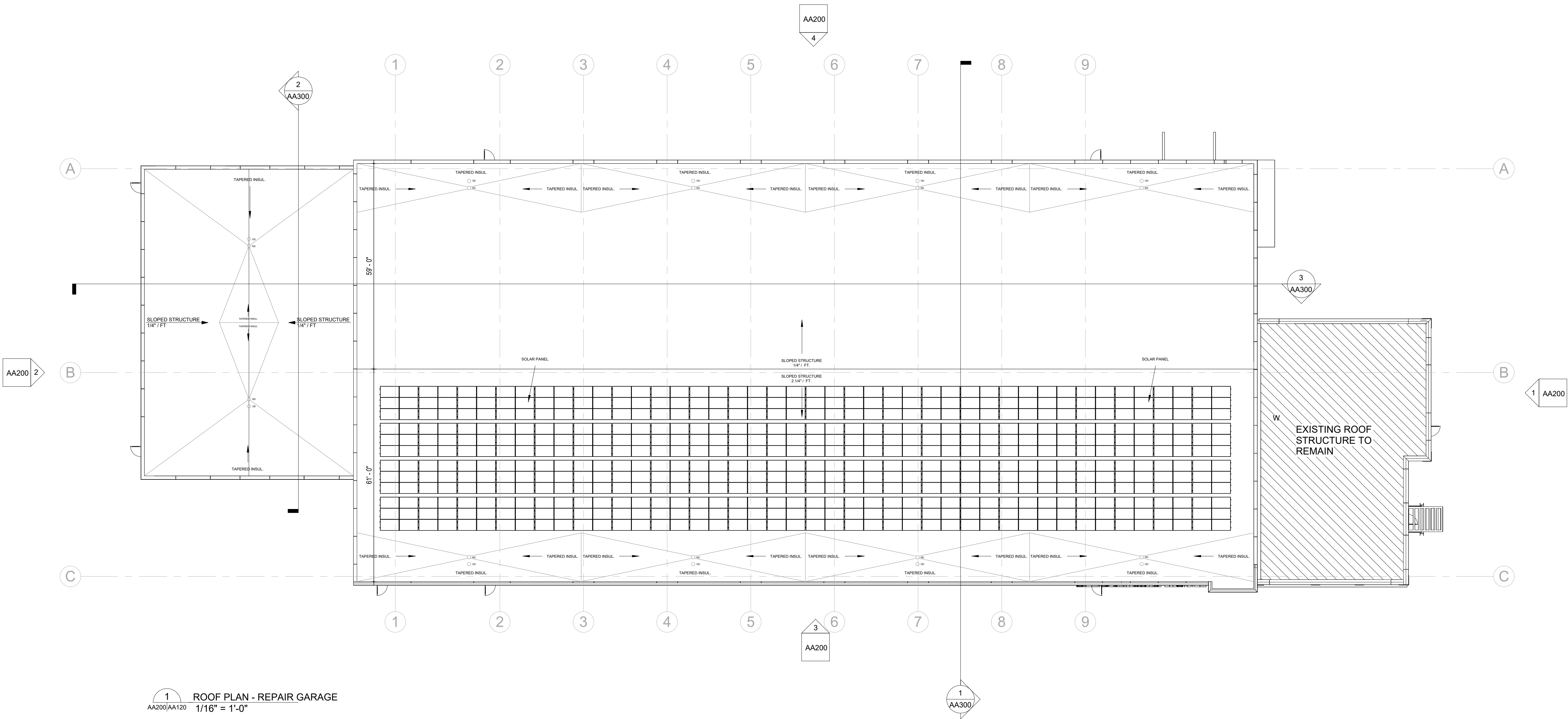
BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

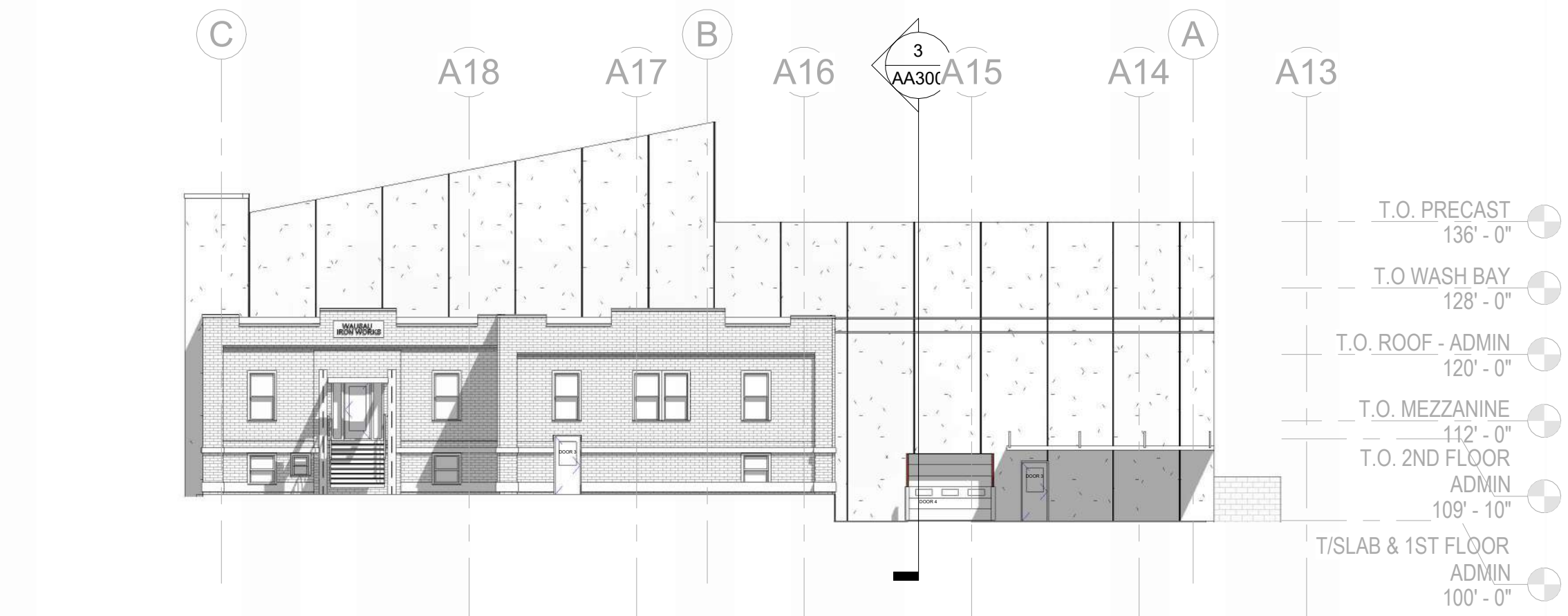
SHEET TITLE
REPAIR SHOP - ROOF PLAN

SHEET
AA120

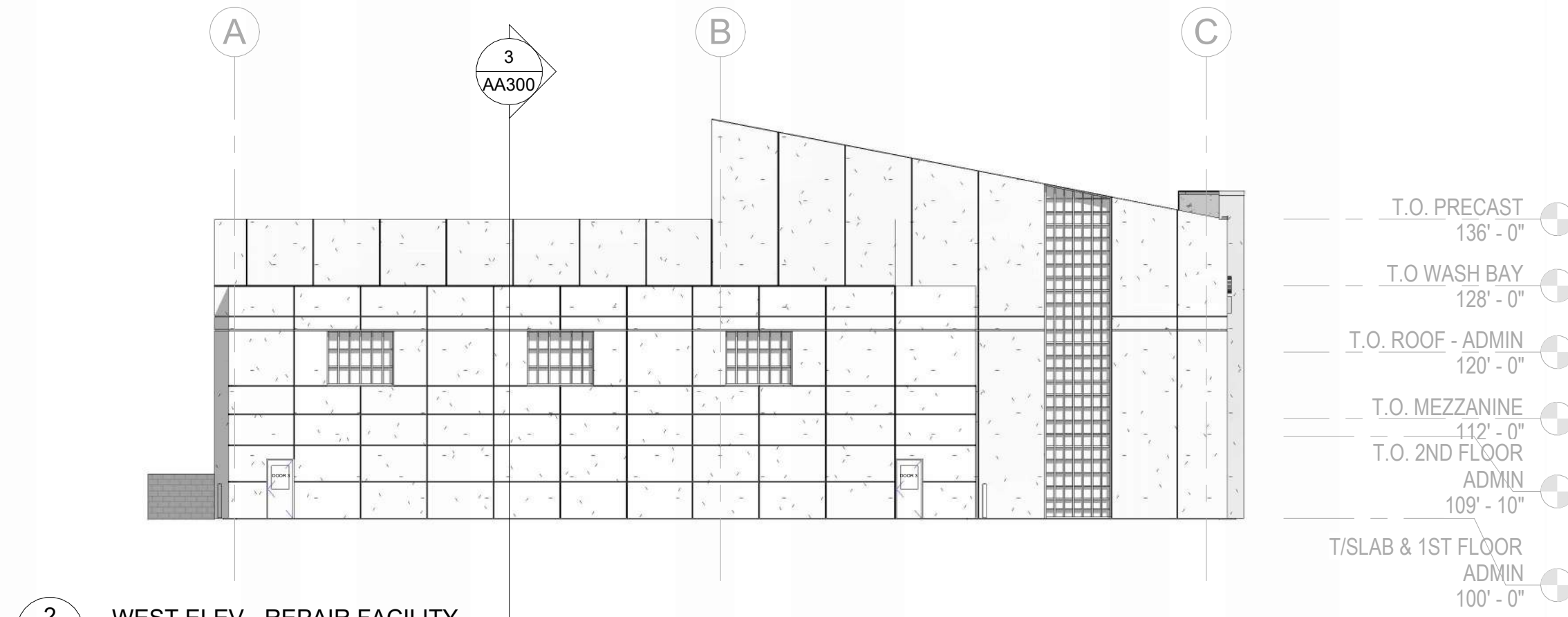
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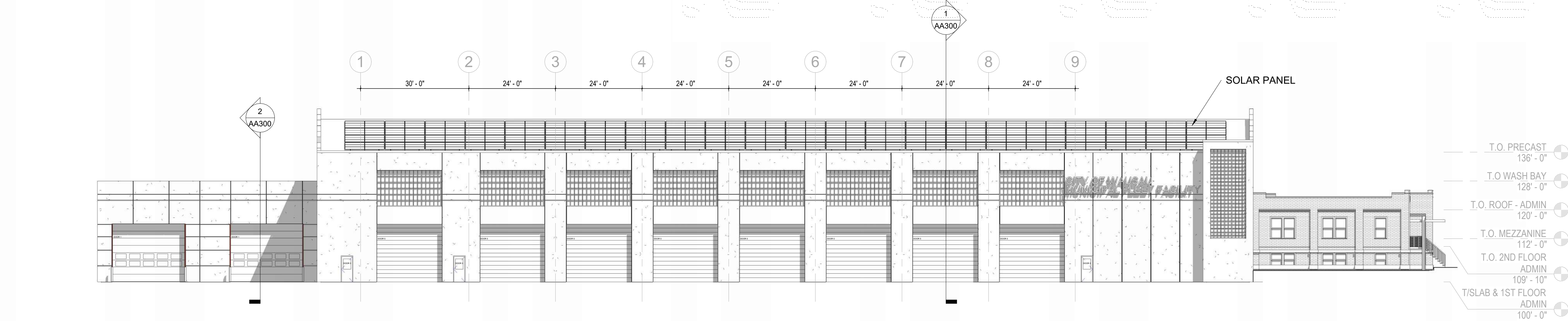
1 ROOF PLAN - REPAIR GARAGE
AA200/AA120 1/16" = 1'-0"



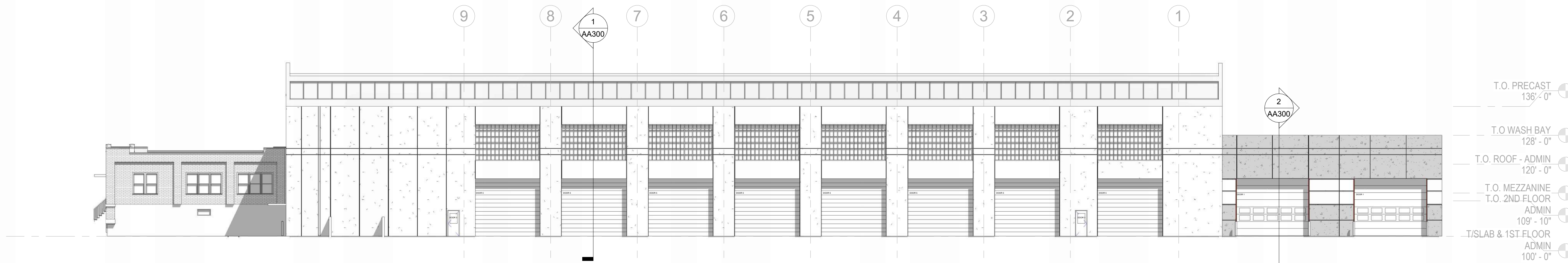
1 EAST ELEV - REPAIR FACILITY
AA100/AA200 1/16" = 1'-0"



2 WEST ELEV - REPAIR FACILITY
AA100/AA200 1/16" = 1'-0"



3 SOUTH ELEV - REPAIR FACILITY
AA100/AA200 1/16" = 1'-0"



4 NORTH ELEV - REPAIR FACILITY
AA100/AA200 1/16" = 1'-0"

ELEVATION - NOTES

DOOR 1: INSUALTED O.H. DOOR. 20' W X 16' H. TO HAVE 2 ROWS OF WINDOWS.

DOOR 2: INSUALTED O.H. DOOR. 16' W X 16' H.

DOOR 3: MAN-DOOR. 3' W X 7' H. TO BE HALF GLASS.

DOOR 4: INSUALTED O.H. DOOR. 10' W X 8' H.

DOOR 5: RYTEK FULL VISION O.H. DOOR. 16' W X 16' H.



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CONSULTANTS

PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
1100 WEST STREET

REVISION
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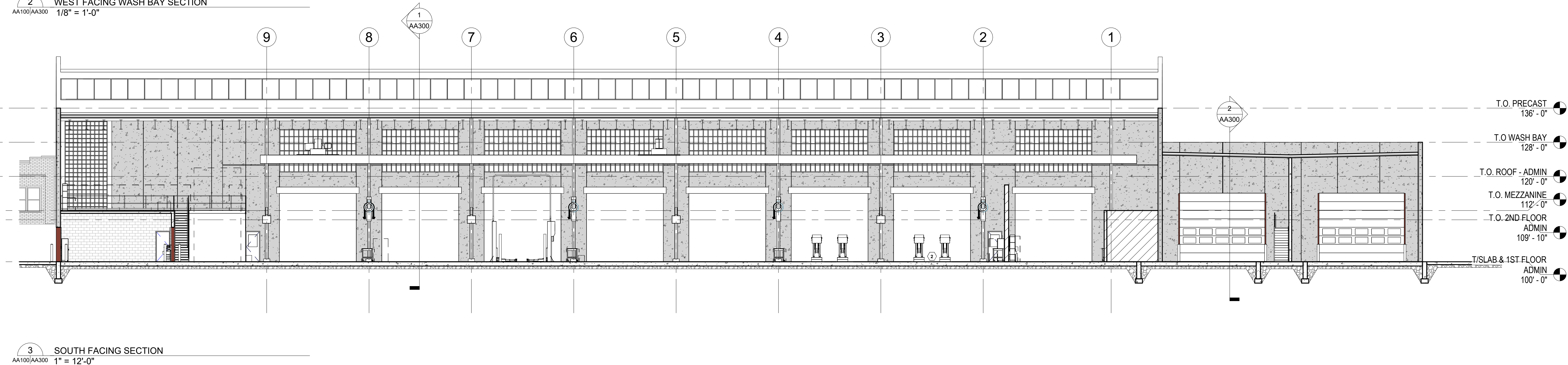
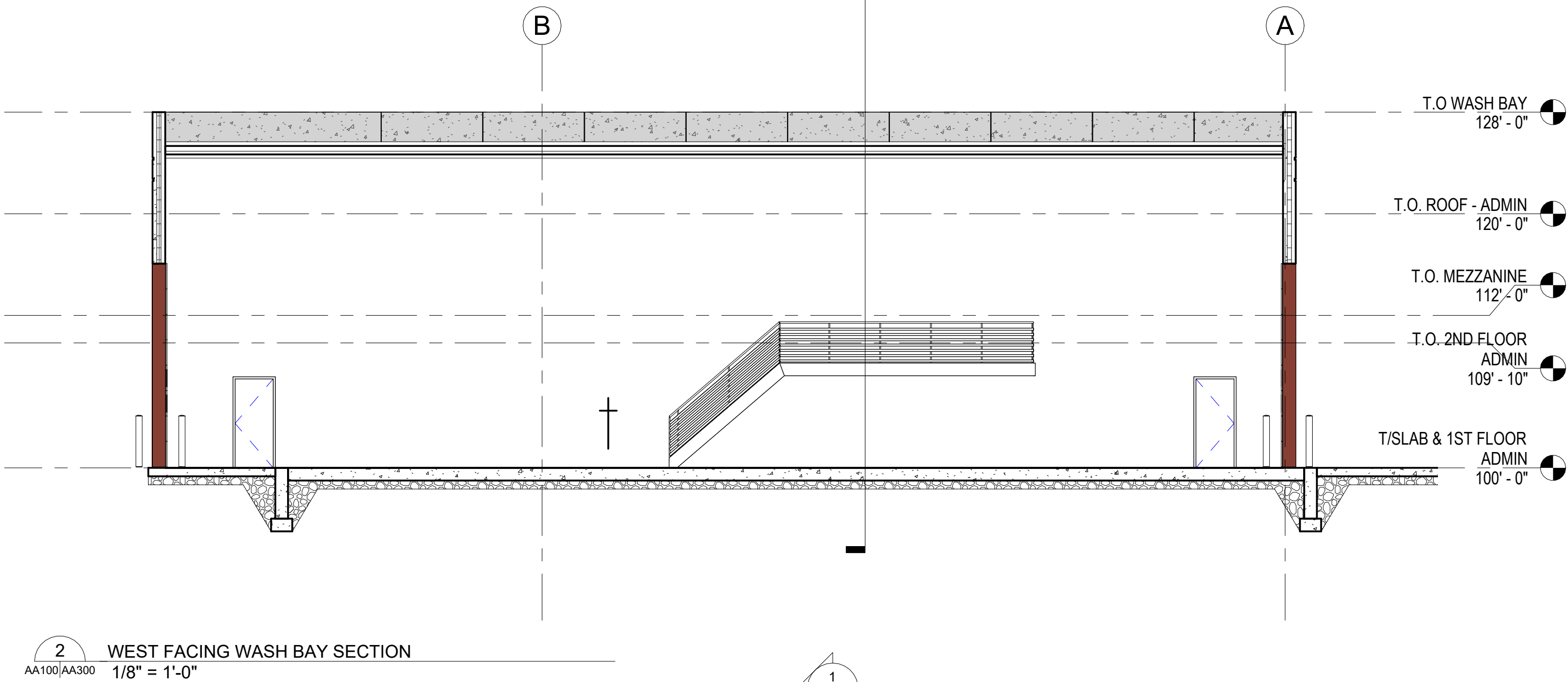
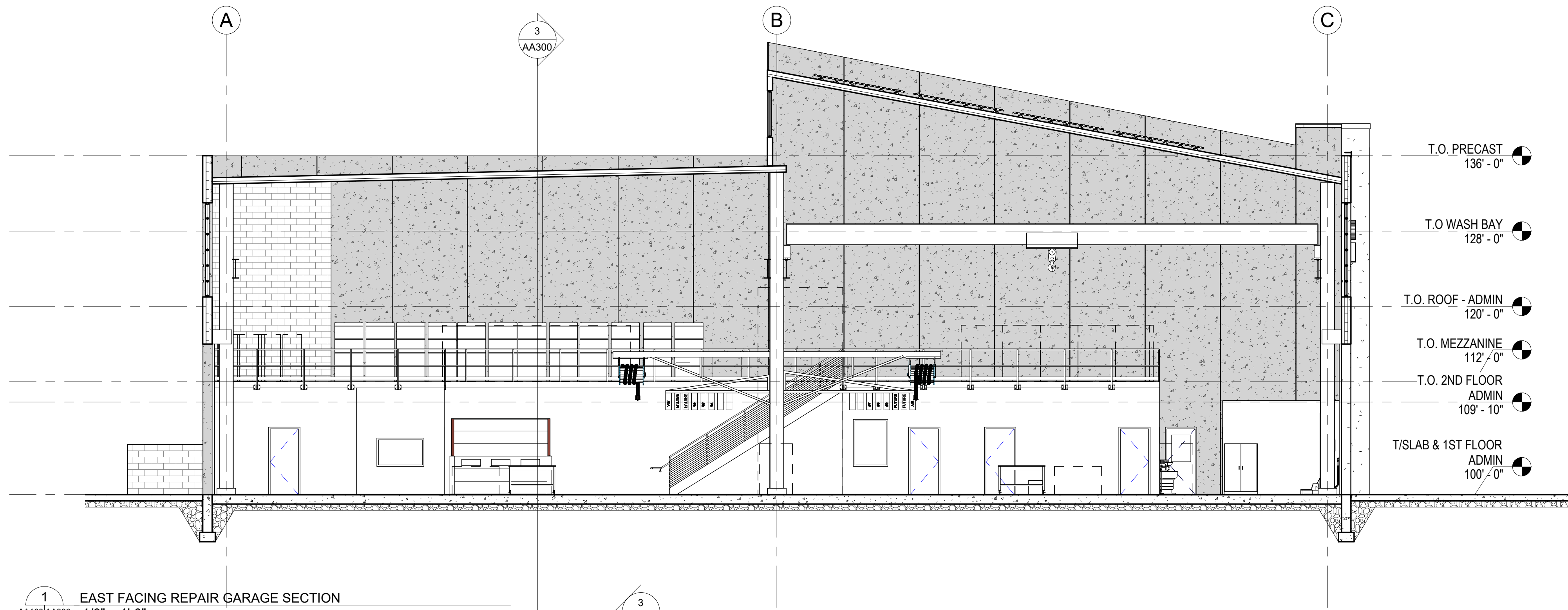
DATE
9/29/2023

SHEET TITLE
REPAIR SHOP - EXTERIOR ELEVATIONS

SHEET

AA200

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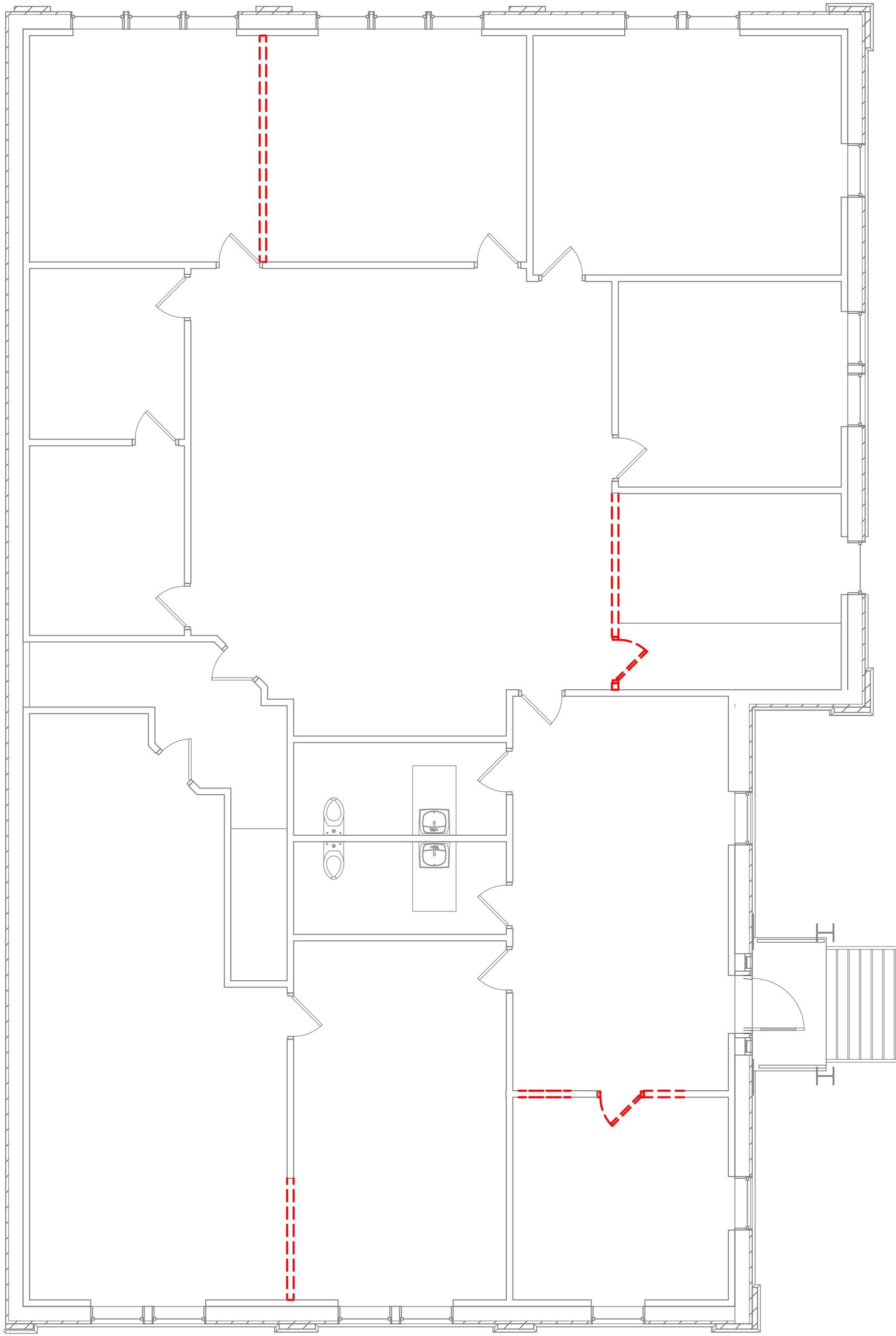
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50818

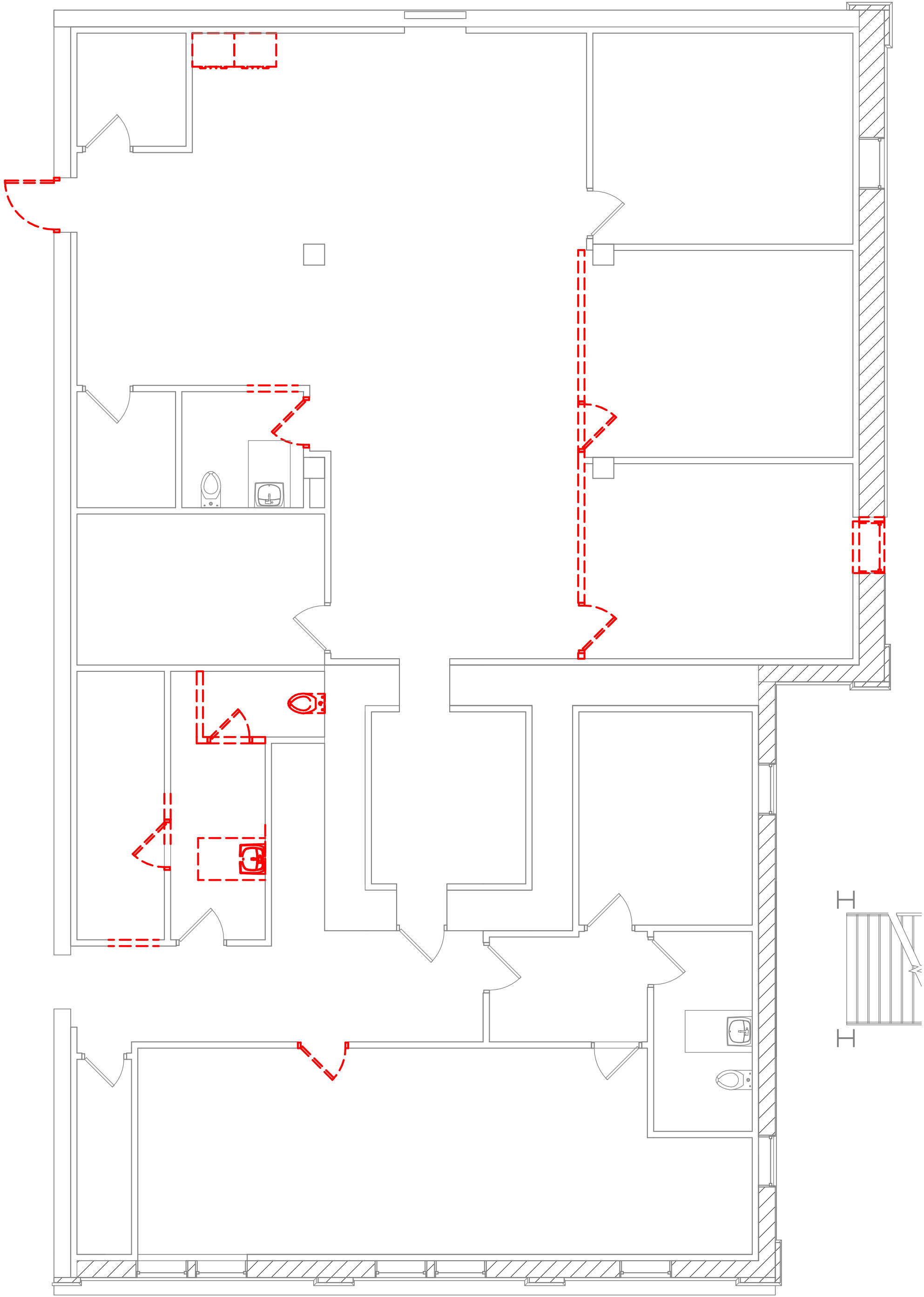
DATE
9/29/2023

SHEET TITLE
REPAIR SHOP - BUILDING
SECTIONS

SHEET
AA300



North
AREA B - ADMIN OFFICES DEMO
Scale: 3/16" = 1'-0"



North
AREA B - CREW FUNCTIONS DEMO
Scale: 3/16" = 1'-0"

DEMO PLAN NOTES

OPENING WHERE WINDOW IS TO BE DEMOLISHED IN THE EAST WALL IS TO REMAIN. TO BE REPLACED WITH DOOR. THERE WILL NEED TO BE ADDITIONAL REMOVAL OF THE EXTERIOR ABOVE THE WINDOW OPENING FOR THE DOOR TO BE INSTALLED. EXACT REMOVAL DIMENSIONS TBD.



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**WAUSAU DPW - FLEET MAINTENANCE
FACILITY**
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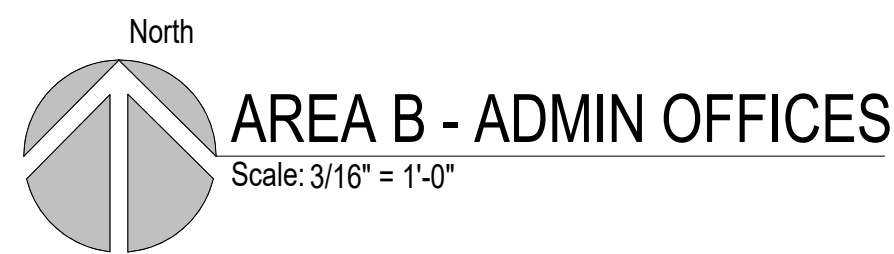
DATE
9/29/2023

SHEET TITLE
OFFICE BUILDING - FLOOR
PLAN - DEMO

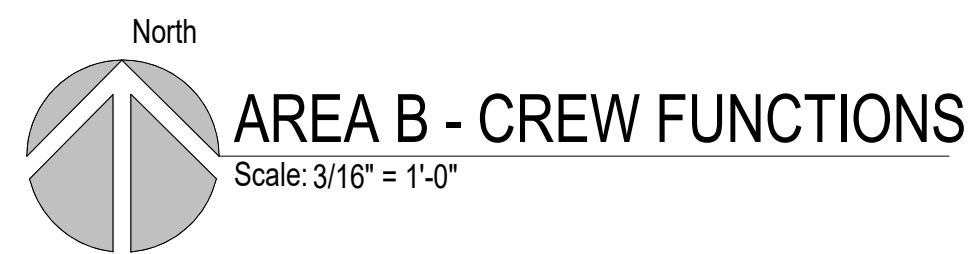
SHEET

AB101

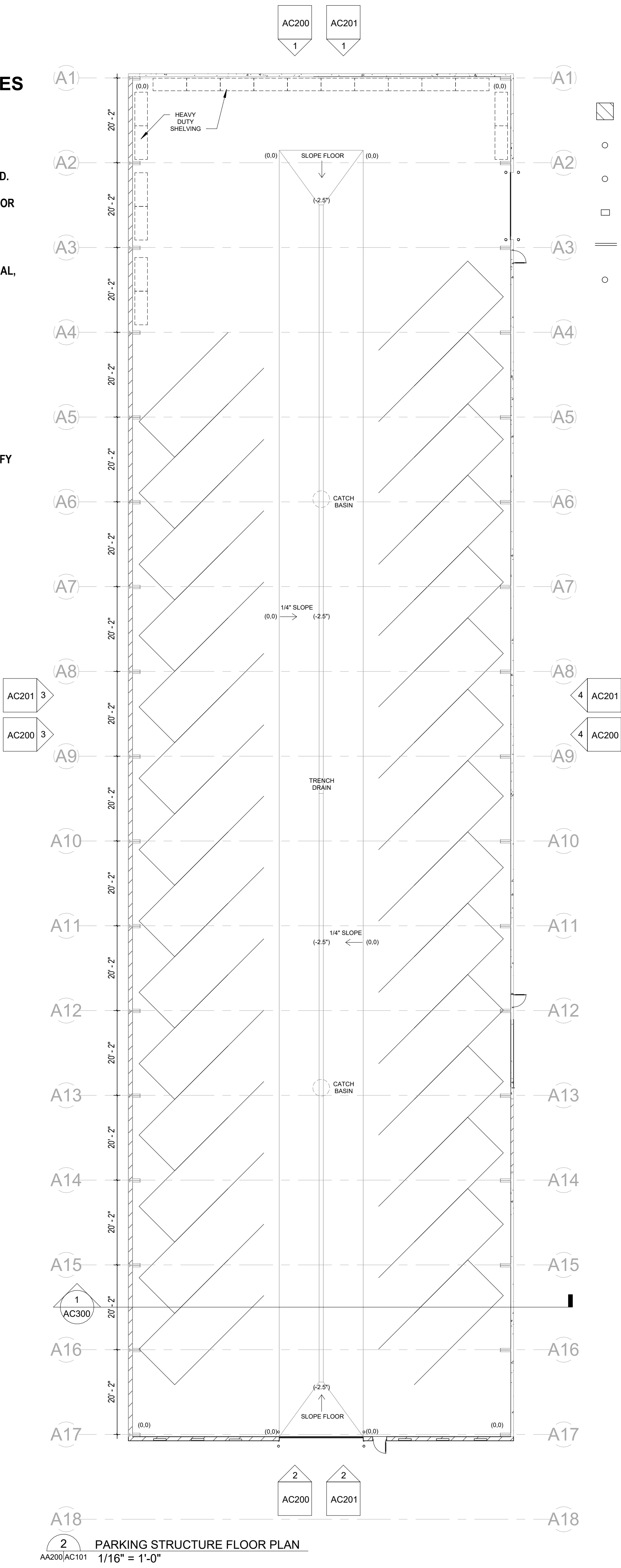
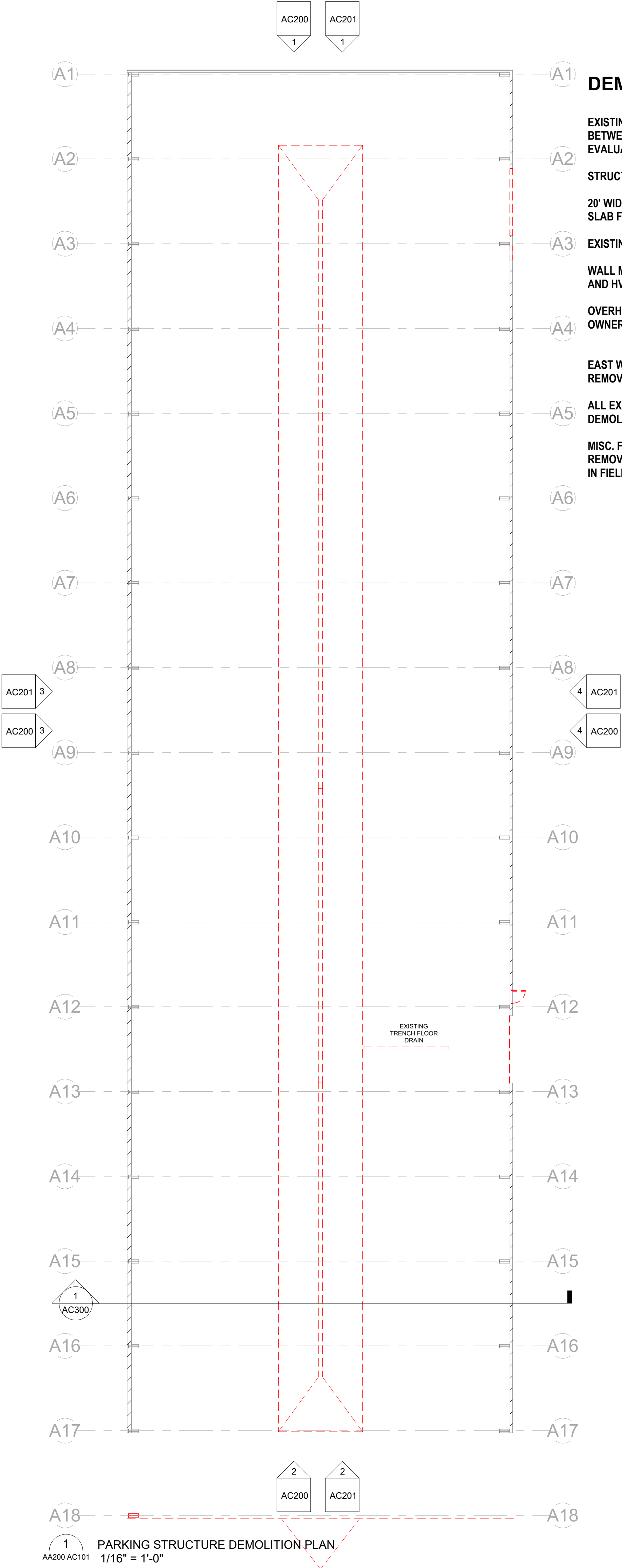
NOT FOR CONSTRUCTION



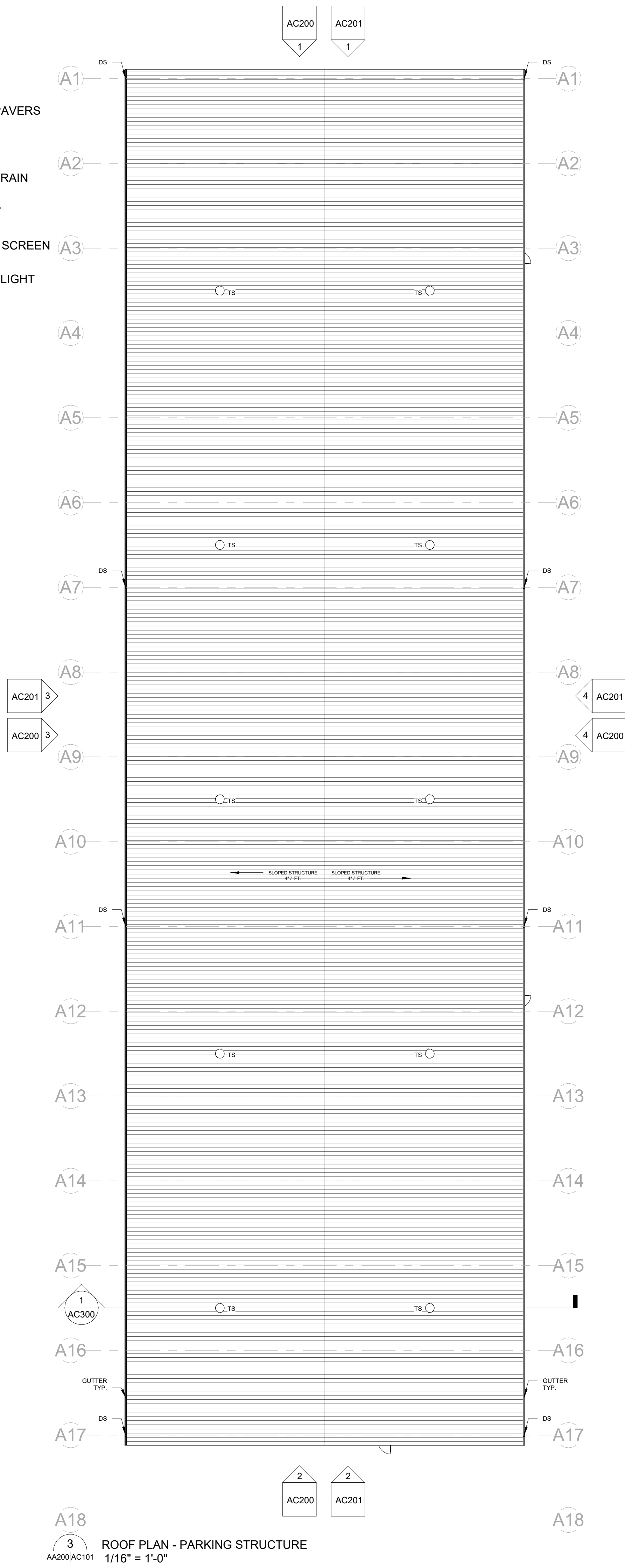
WINDOWS ALONG WEST WALL SHALL BE REMOVED AND FILLED WITH MASONRY INFILL. INTERIOR FINISH TYPE TBD,



LOCKERS IN ROOMS C314 AND C315 SHALL BE SURFACE MOUNTED. TYPE TBD.



- ROOF WALKWAY PAVERS
- (RD) ROOF DRAIN
- (OD) OVERFLOW DRAIN
- (DS) DOWN SPOUT
- (MS) MECHANICAL SCREEN
- (TS) TUBULAR SKYLIGHT



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PROJECT TITLE AND LOCATION

**WAUSAU DPW - FLEET MAINTENANCE
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1100 WEST STREET

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BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

SHEET TITLE
PARKING STRUCTURE -
DEMO, FLOOR, ROOF PLANS

SHEET

AC101



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PROJECT TITLE AND LOCATION

DEMO ELEVATION - NOTES

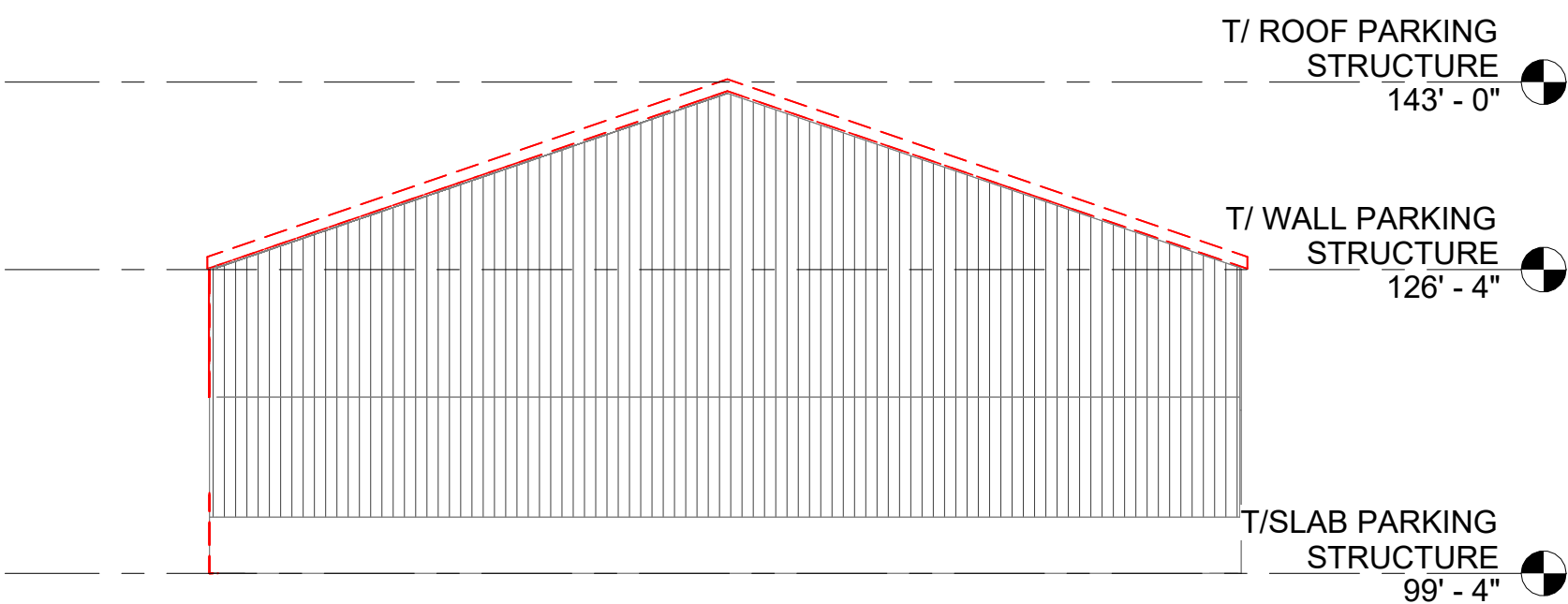
EXISTING SLAB AND STRUCTURAL MEMBERS ARE TO REMAIN. THIS INCLUDES METAL FRAME, PURLINS, CROSSBRACING.

WALL MOUNTED UTILITIES FOR WATER, ELECTRICAL, AND HVAC ARE TO BE DEMOLISHED. EXISTING OVERHEAD HEATERS TO BE EVALUATED FOR FUTURE USE.

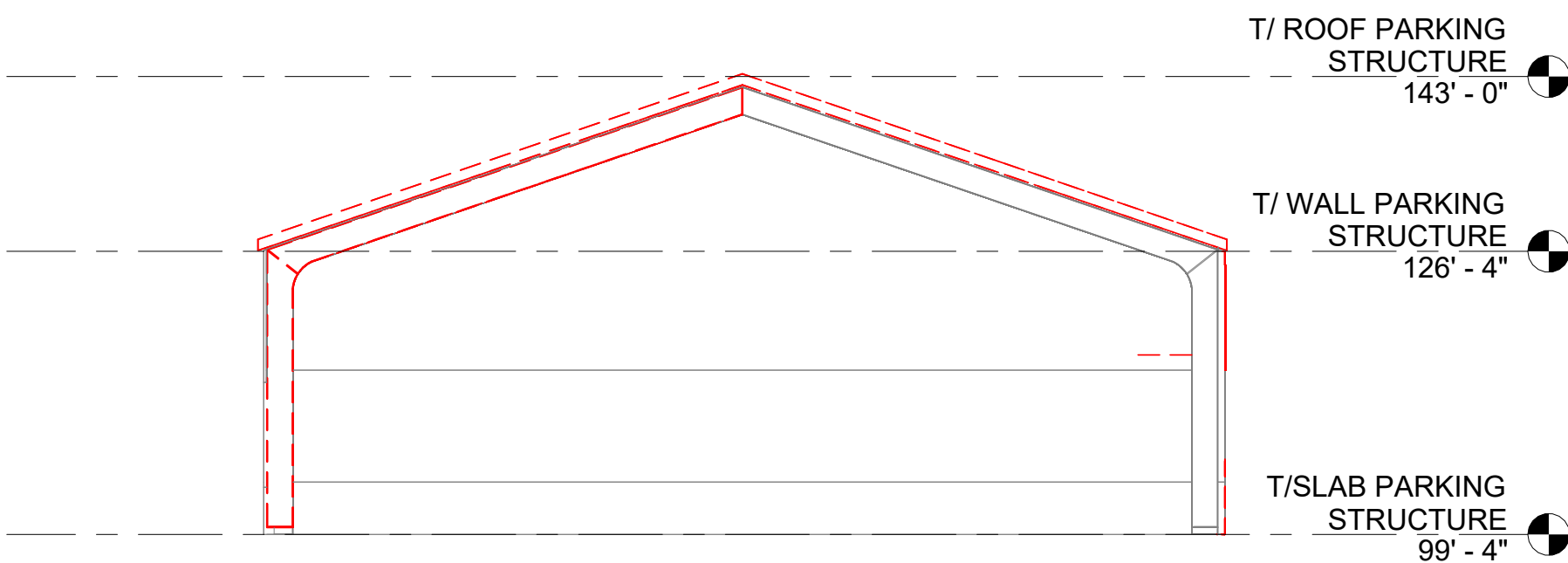
STRUCTURAL COLUMN ALONG GRID LINE A18 TO BE DEMOLISHED

OVERHEAD CRANE, JIB CRANES TO REMAIN.

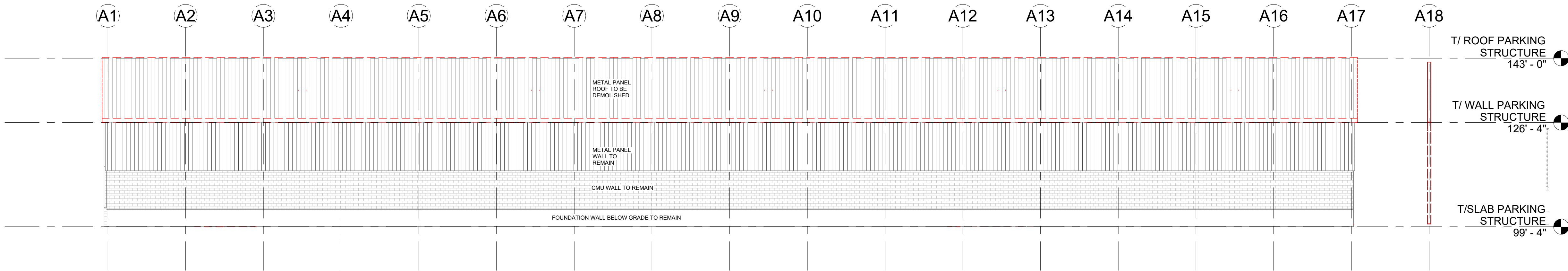
ALL EXISTING DOORS ARE TO BE DEMOLISHED



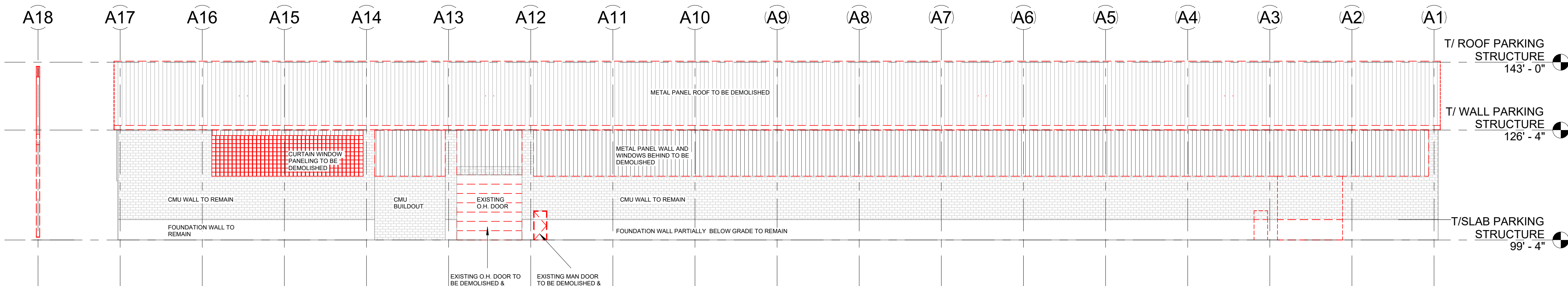
1 NORTH ELEV - PARKING STRUCTURE DEMO
AA100/AC200 1/16" = 1'-0"



2 SOUTH ELEV - PARKING STRUCTURE DEMO
AA100/AC200 1/16" = 1'-0"



3 WEST ELEV - PARKING STRUCTURE DEMO
AA100/AC200 1/16" = 1'-0"



4 EAST ELEV - PARKING STRUCTURE DEMO
AA100/AC200 1/16" = 1'-0"

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
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BARRIENTOS DESIGN PROJECT NUMBER
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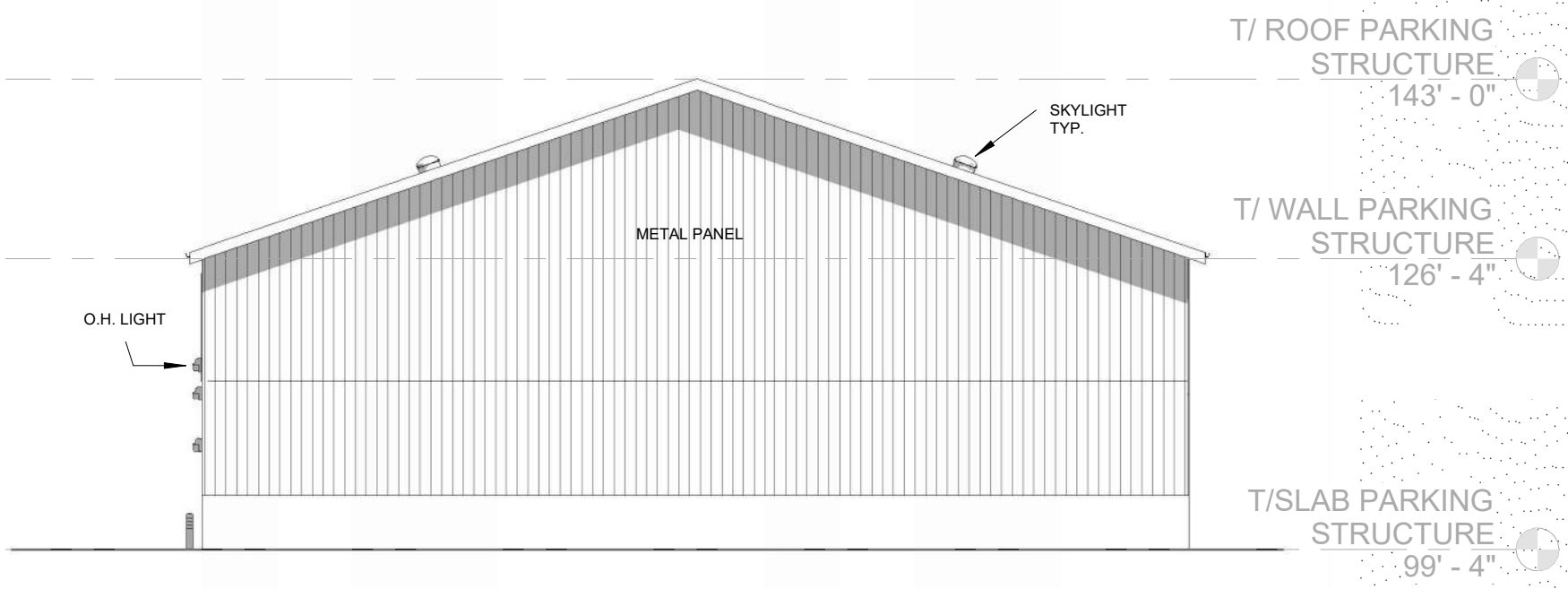
DATE
9/29/2023

SHEET TITLE
PARKING STRUCTURE -
DEMO ELEVATIONS

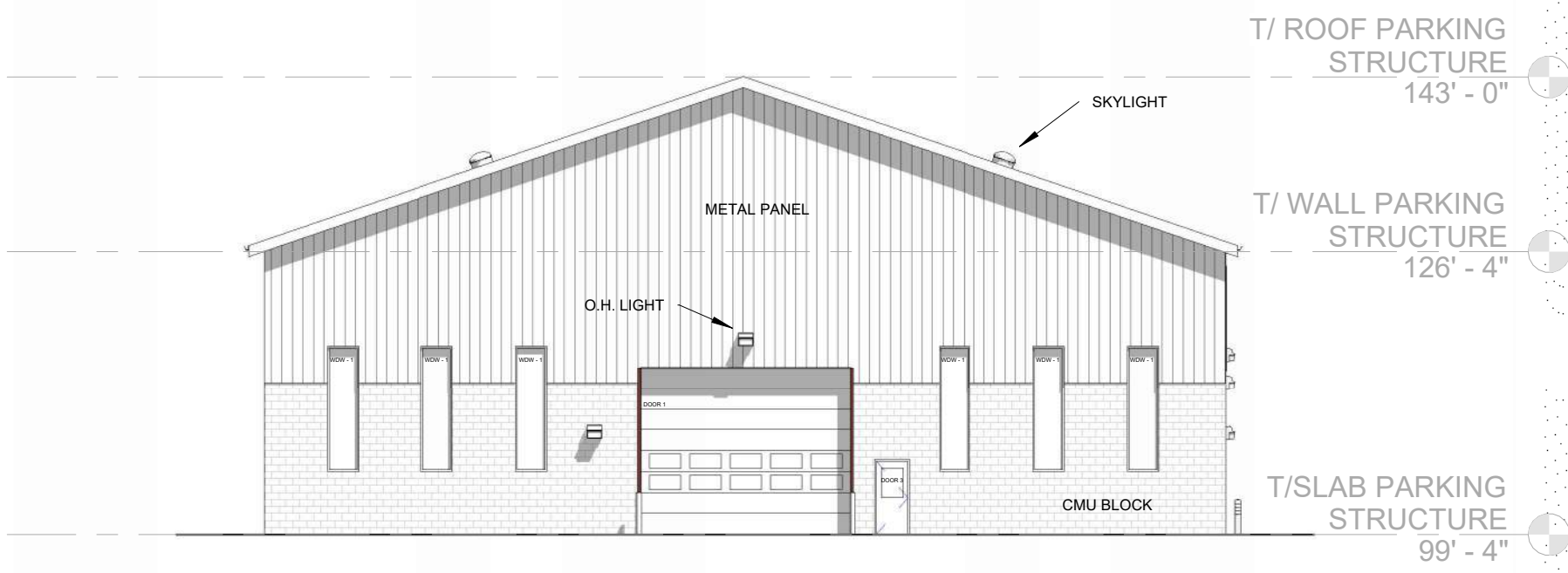
SHEET

AC200

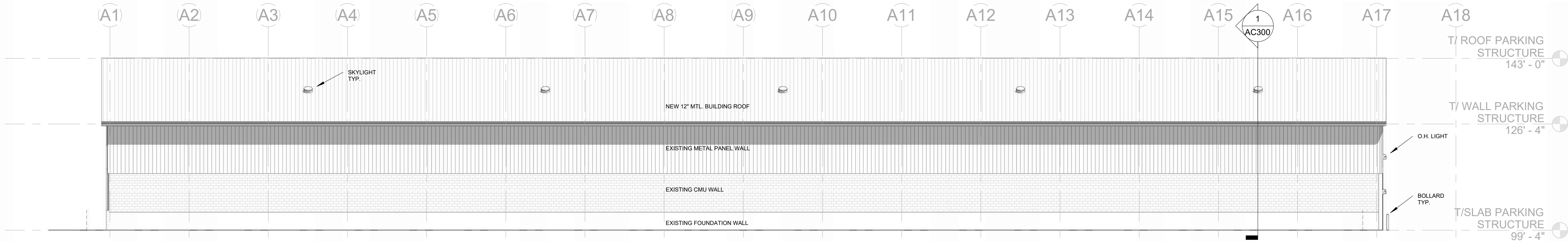
NOT FOR CONSTRUCTION



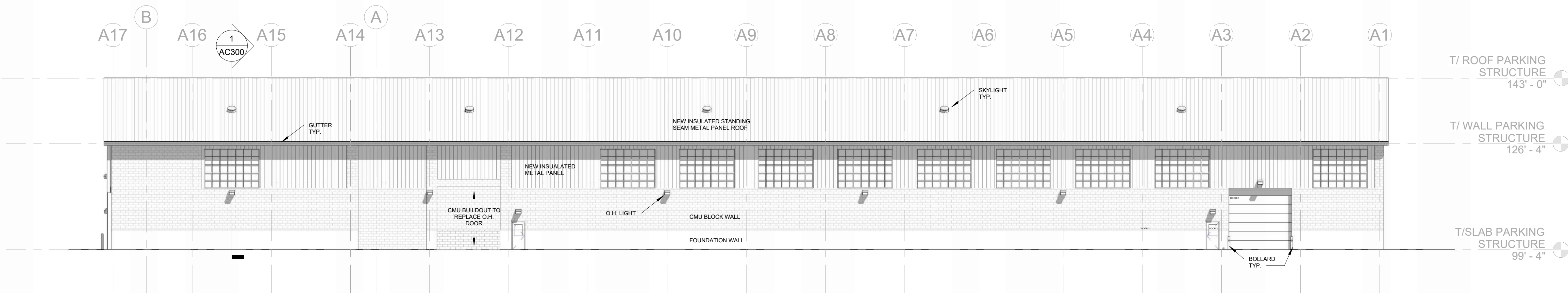
1 NORTH ELEV - PARKING STRUCTURE
AA100/AC201 1/16" = 1'-0"



2 SOUTH ELEV - PARKING STRUCTURE
AA100/AC201 1/16" = 1'-0"



3 WEST ELEV - PARKING STRUCTURE
AA100/AC201 1/16" = 1'-0"



4 EAST ELEV - PARKING STRUCTURE
AA100/AC201 1/16" = 1'-0"

ELEVATION - NOTES

NORTH ELEVATION TO ADD INSULATED METAL PANEL WALL OVER EXISTING WALL ASSEMBLY.

WEST WALL TO REMAIN. FILL CMU WITH SPRAY FOAM INSULATION. INSERT 4" R-30 INSULATION TO METAL PANEL. INTERIOR FINISH OF METAL PANEL SHALL BE 1 1/4" CORRIGATED METAL PANEL.

DOOR 1: INSUALTED O.H. DOOR. 20' W X 16' H. TO HAVE 2 ROWS OF WINDOWS.

DOOR 2: INSUALTED O.H. DOOR. 16' W X 16' H.

DOOR 3: MAN-DOOR. 3' W X 7' H. TO BE HALF GLASS.

WINDOW 1: 1" INSULATED GLASS. ALUMINUM FRAME. 4' W X 12' H.



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CONSULTANTS

PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
1100 WEST STREET

REVISION
NO DATE DESCRIPTION

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BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

SHEET TITLE
PARKING STRUCTURE -
EXTERIOR ELEVATIONS

SHEET

AC201

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PROJECT TITLE AND LOCATION

WAUSAU DPW - FLEET MAINTENANCE
FACILITY
1100 WEST STREET

REVISION	DATE	DESCRIPTION
1		

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SET TYPE
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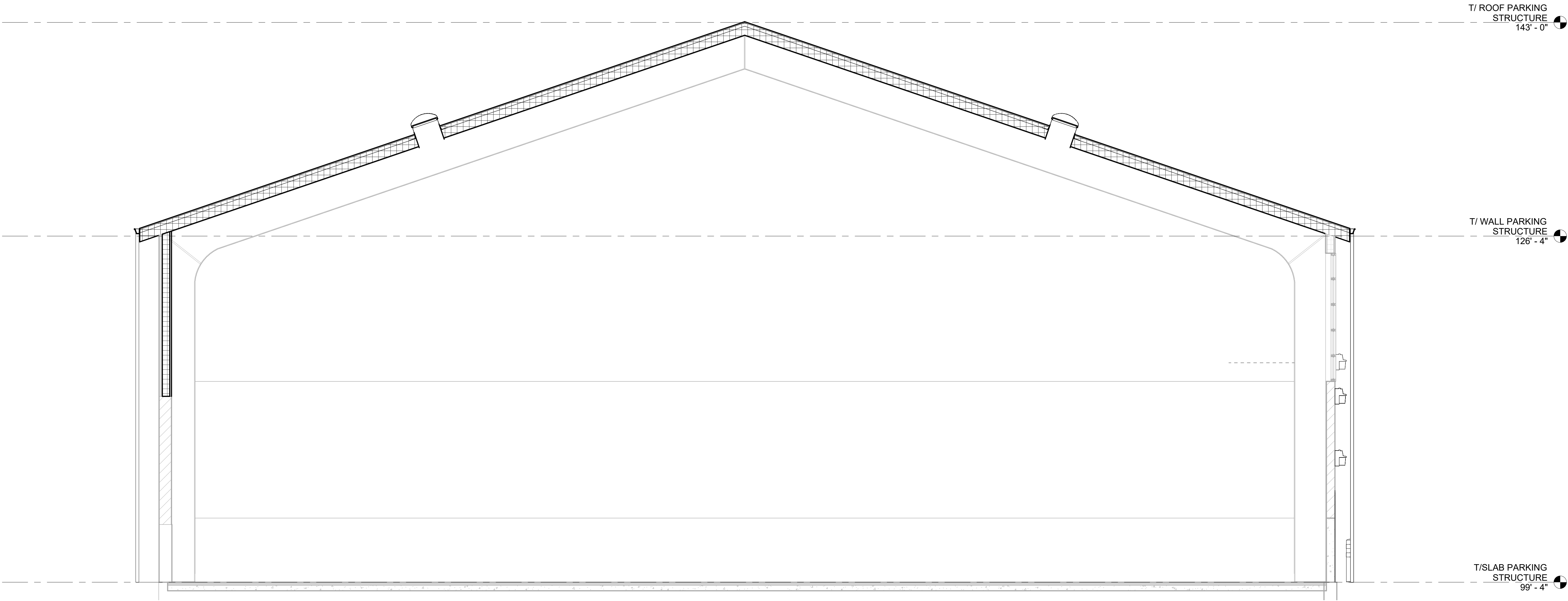
BARRIENTOS DESIGN PROJECT NUMBER
50818

DATE
9/29/2023

SHEET TITLE
PARKING STRUCTURE -
BUILDING ELEVATIONS

SHEET

AC300



1 PARKING STRUCTURE - NORTH FACING SECTION
AA100/AC300 1/4" = 1'-0"

NOT FOR CONSTRUCTION

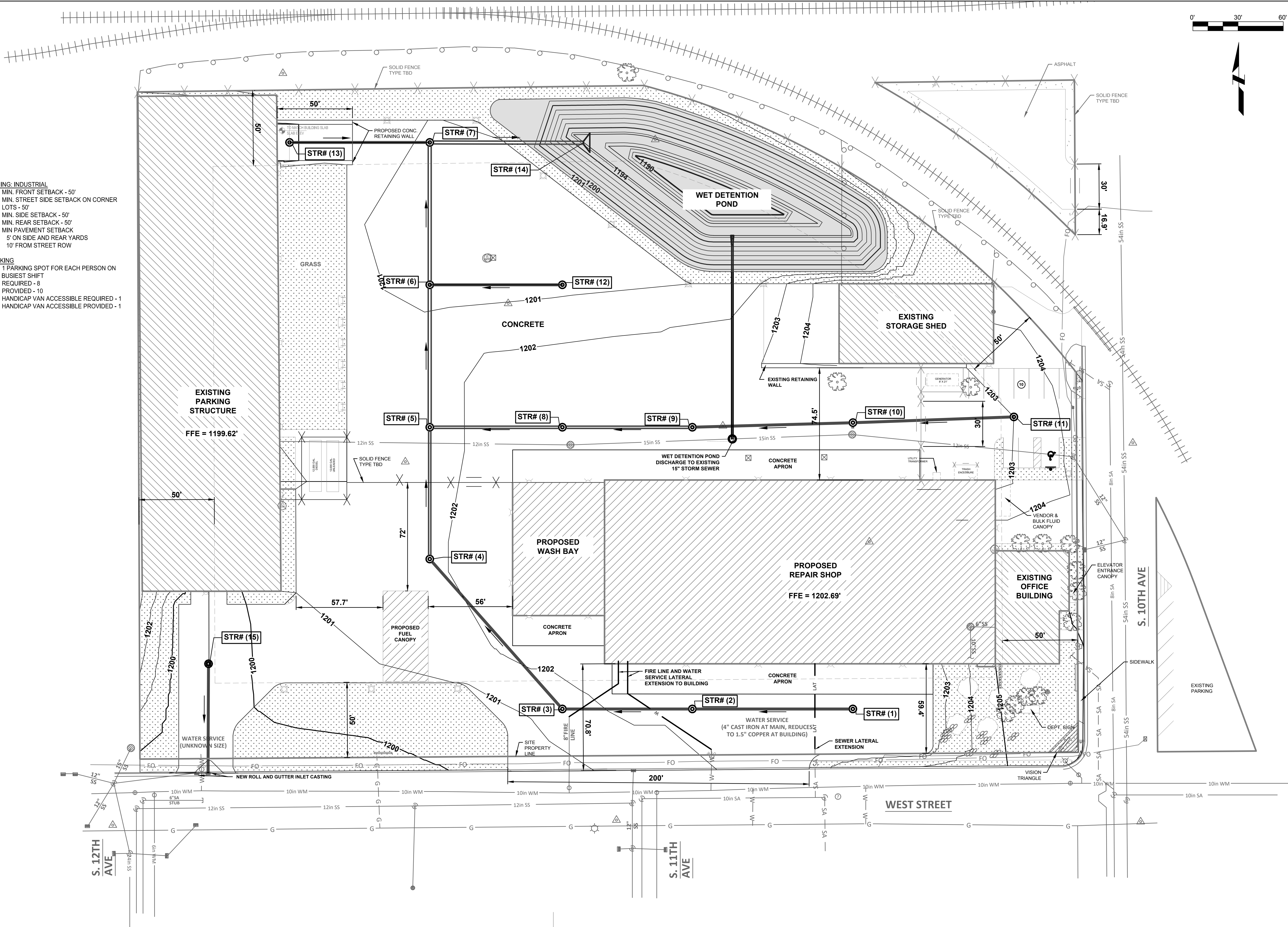
ZONING: INDUSTRIAL

- MIN. FRONT SETBACK - 50'
- MIN. STREET SIDE SETBACK ON CORNER LOTS - 50'
- MIN. SIDE SETBACK - 50'
- MIN. REAR SETBACK - 50'
- MIN PAVEMENT SETBACK
5' ON SIDE AND REAR YARDS
10' FROM STREET ROW

PARKING

MIN. 1 PARKING SPOT FOR EACH PERSON ON THE BUSIEST SHIFT

- REQUIRED - 8
- PROVIDED - 10
- HANDICAP VAN ACCESSIBLE REQUIRED - 1
- HANDICAP VAN ACCESSIBLE PROVIDED - 1



ClarkDietz

500 N. 3RD STREET
SUITE 703
WAUSAU, WI 54403
PHONE : 715-845-1383 www.clarkdietz.com

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT TITLE
WAUSAU DPW - FLEET
MAINTENANCE FACILITY

DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____
DATE CHECKED: _____

DATE REVISION

DRAWING TITLE

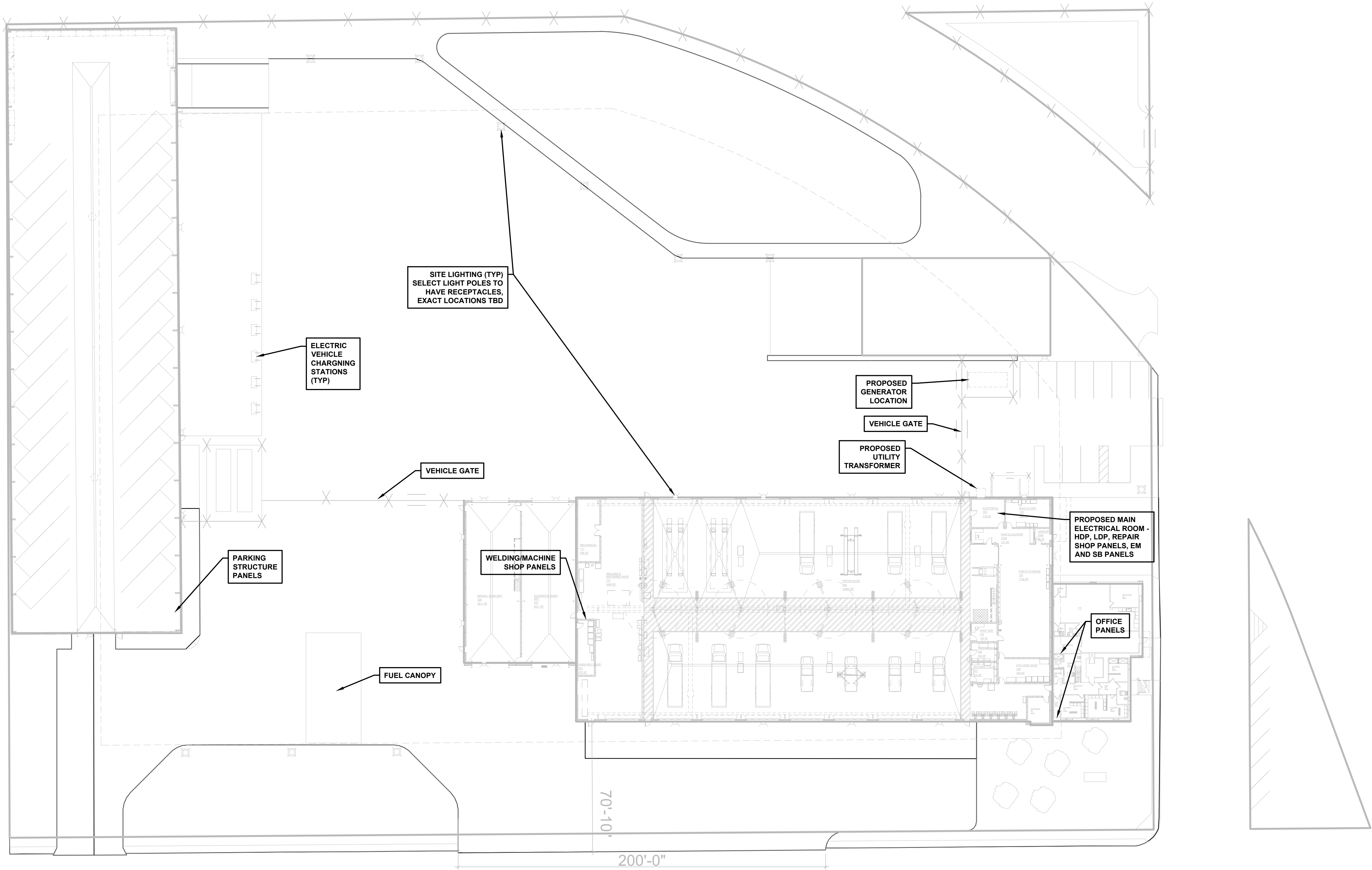
SITE PLAN

PROJECT No.
B1310010

DRAWING No.
C-101

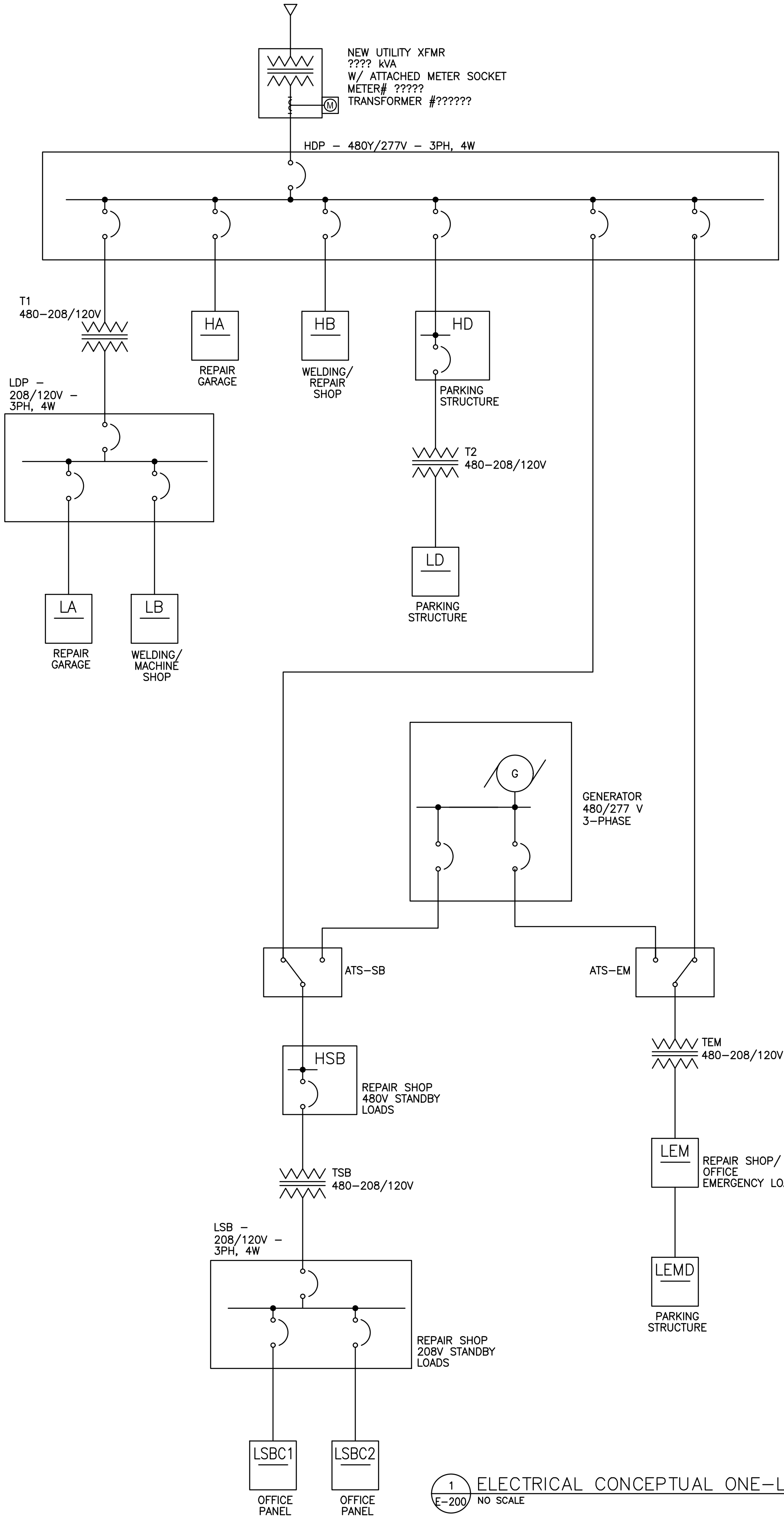
DWG 1 OF 1 DWGS

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.



1 ELECTRICAL CONCEPTUAL SITE PLAN
E-100 SCALE: 1" = 30'-0"





1
E-200

NO SCALE

ELECTRICAL CONCEPTUAL ONE-LINE DIAGRAM

ClarkDietz

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SUITE 703
WAUSAU, WI 54403
PHONE : 715-845-1383 WWW.CLARKDIETZ.COM

PRELIMINARY
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PROJECT TITLE
BARRIENTOS
WAUSAU DPW BUILDING

DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____
DATE CHECKED: _____

DATE	REVISION

DRAWING TITLE
ELECTRICAL CONCEPTUAL
ONE-LINE DIAGRAM

PROJECT No.
B1310010

DRAWING No.
E-200

DWG 2 OF 2 DWGS

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SECTION 1 - MECHANICAL DESIGN PARAMETERS

1.1 APPLICABLE CODES

The following codes and standards will be used in the design of the mechanical systems for this project.

- Wisconsin Mechanical Code
- International Building Code (IBC) – 2015
- International Mechanical Code (IMC) – 2015
- International Energy Conservation Code (IECC) – 2015

1.2 PROPOSED MECHANICAL SYSTEMS

The site consists of several buildings that will be newly constructed, renovated, or remain as part of this project.

1. Office Building – To be partially remodeled.
2. New Maintenance Building – New construction connected to office building. Constructed in footprint of existing buildings B2 and B3.
3. Existing Tempered Parking – Renovation of existing building B5 into a tempered parking structure.
4. New Fuel Station – Construction of new fuel facilities
5. Existing Salt Shed - To be demolished (no mechanical work)
6. Existing Cold Storage (no mechanical work)

The HVAC design is based on the listed codes and standards and industry standards. The proposed mechanical systems for each building are described in this section.

1.2.1 Office Building

The office building will be in the renovated Wausau Iron Works building. This is a two-story structure currently divided into separate suites. The existing HVAC systems include several multi-zone split systems. All HVAC units will be replaced in the renovation.

The new office building will have admin and crew offices on the second floor. The first floor will have storage areas, break rooms, and locker/restrooms.

This building will require approximately 16 tons of cooling and 250,000 BTU/Hr of heating.

HVAC systems in this building will include:

1. Roof-mounted exhaust fans for the locker and restrooms.
2. Packaged variable air volume (VAV) rooftop unit with hydronic heat and VAV reheat terminal units.
3. New boiler system in Maintenance Building supplying hot water to fin tube/radiant panels and VAV boxes.

1.2.2 New Maintenance Building

A new maintenance building will be constructed and consist of 14 work bays, including separated welding/machining bays and wash bays. Additional spaces include management offices, parts storage, bulk fluid storage, and other miscellaneous workrooms or storage rooms.

This building will require approximately 60 tons of cooling and 1,750,000 BTU/Hr of heating.

HVAC systems in this building will include:

1. Roof-mounted heat recovery unit(s) to provide code-required ventilation and shop heating and cooling. Unit equipped with a hydronic heat exchanger, and a chilled-water cooling coil.
 - a. Unit will provide space heating and cooling and code required ventilation.
2. Heating plant with gas-fired condensing boilers, pumps, and piping.
3. Cooling plant with a packaged air-cooled chiller, pumps, and piping.
4. In-floor radiant heating in all vehicle bays and wash bays.
5. Fan-coil units for heating and cooling in auxiliary areas.
6. Ducted Energy Recovery Ventilator to provide ventilation in auxiliary areas.
7. Vehicle exhaust extraction system in the work bays, exact arrangement to be determined.
8. Wash-bays equipped with gas-fired roof-mounted makeup air units.

1.2.3 Existing Tempered Parking

The existing tempered parking facility will be remodeled. Existing HVAC includes makeup air unit, gas-fired radiant heaters, and ceiling fans. These systems will be reused if possible.

HVAC systems in this building will include:

1. Ceiling-mounted gas-fired heat-recovery makeup air unit to provide code-required ventilation.
2. Jet-style circulation fans for air distribution.
3. Roof-mounted exhaust fans to provide code-required exhaust.
4. Existing gas-fired radiant heaters for space heating.
5. Energy recovery ventilator to provide minimum space ventilation.
6. Existing ceiling fans.

1.2.4 New Fuel Island

A new fuel island will be constructed as part of the project. The design, installation, operation and maintenance of vehicle fuel storage tanks and fuel delivery in the State of Wisconsin is governed by the Department of Agriculture, Trade and Consumer Protection (DATCP). Installers of these systems must be licensed and follow statutes listed in Wisconsin Administrative Code ATCP 93.

The performance-based specifications will list the specific dispensing equipment, type of piping, size and construction of underground storage tanks, and type of inventory controls and leak detection. The specifications will also list specific statutes and rules state-licensed installers will be required to meet.

The fuel island systems will include:

1. New fuel monitoring and control system.
2. New fuel dispensers.

New 12,000 gallon fiberglass storage tanks.

1.3 HVAC CONTROLS

A new HVAC controls system will be provided for new mechanical systems. This system will reside on the site intranet and have a user workstation located in the office building. All mechanical equipment will be specified with open-protocol BacNet controls and be integrated into the control system.

Indoor vehicle areas will be equipped with CO/NO₂ monitoring systems to operate the ventilation system if exhaust fumes reach dangerous levels.

SECTION 2 - PLUMBING DESIGN PARAMETERS

2.1 APPLICABLE CODES

The following codes and standards will be used in the design of the plumbing systems for this project.

- Wisconsin Plumbing Code
- International Building Code (IBC) – 2015
- International Mechanical Code (IMC) – 2015
- International Energy Conservation Code (IECC) – 2015

2.2 PROPOSED PLUMBING SYSTEMS

The site consists of several buildings that will be newly constructed, renovated, or remain as part of this project.

1. Office Building – To be partially remodeled.
2. New Maintenance Building – New construction connected to office building. Constructed in footprint of existing buildings B2 and B3.
3. Existing Tempered Parking
4. New Fuel Station (no plumbing work)
5. Existing Salt Shed (no plumbing work)
6. Existing Cold Storage (no plumbing work)

The plumbing design is based on the listed codes and standards and industry standards. The proposed plumbing systems for each building are described in this section.

2.2.1 Office Building

The office building currently has various restroom facilities. There is an existing electric tank-type water heater in the basement restroom.

The plumbing systems will be reused to the extent possible for the renovation. The existing water heater has not exceeded its useful life and will be reused.

The plumbing systems will include:

1. New restroom fixtures on lower level including flush valve water closets and urinals and wall-mounted lavatories.
2. New shower fixtures

2.2.2 New Maintenance Building

New plumbing systems will be provided throughout the new maintenance building. These systems will include:

1. New water service for maintenance building.
2. Semicircular wash fountains.
3. Emergency eye wash stations.
4. Non-potable cold water piped throughout the work bays to hose bibs.
5. Wash bay systems, including automatic truck wash equipment, manual truck wash equipment, and hose bibs spaced throughout
6. Bulk fluid distribution with 1 set of hose reels for every 2 work bays, and overhead piping.
7. Compressed air system with hose reels throughout the work bays.
8. Trench drain system with oil-water separator in work bays and wash bays.
9. Spot drain system below (2) work bays with drive-on lifts.

2.2.3 Tempered Parking Building

1. New water service for tempered parking facility.
2. Non-potable cold water piped to hose bibs.
3. Trench drains & Oil Water Separator

SECTION 3 - FIRE PROTECTION DESIGN PARAMETERS

3.1 APPLICABLE CODES

The Following codes and standards will be followed for the Fire Protection systems that are designed as part of this project.

- State of Wisconsin codes
- International Building Code (IBC) – 2015
- National Fire Protection Association (NFPA) – 13, 2022

3.2 PROPOSED FIRE PROTECTION SYSTEMS

The buildings remodeled as part of this project will be protected with a new automatic fire suppression system.

3.2.1 Office Building

The fire protection system in this area will be extended from the new maintenance garage. The office areas will be protected with an automatic wet-type fire suppression system. Concealed pendant heads will be used in lay-in ceiling areas. Upright or sidewall heads will be used in exposed ceiling areas.

3.2.2 New Maintenance Building

The new water service in the new maintenance building will be a combination fire protection and domestic service. The building will be protected with an automatic dry-type fire suppression system with dry valves and

riser-mounted air compressors. Concealed pendant heads will be used in lay-in ceiling areas. Upright or sidewall heads will be used in exposed ceiling areas.

3.2.3 Existing Tempered Parking

The modifications of the existing tempered parking building will require the addition of an automatic sprinkler system. A new water service will be installed for this building. The building will be protected with an automatic dry-type fire suppression system with dry valves and riser-mounted air compressors. Upright or sidewall heads will be used throughout the building.

SECTION 4 - ELECTRICAL DESIGN PARAMETERS

4.1 APPLICABLE CODES

The following codes and standards will be used in the design of the electrical systems for this project.

- National Electrical Code (NEC) – 2017
- Wisconsin Administrative Code Chapter SPS 316 – Electrical
- International Building Code (IBC) – 2015
- Wisconsin Administrative Code Chapter SPS 363 – Energy Conservation

4.2 SITE DESIGN

4.2.1 Electrical Backup Power

The design will include a 480V, 400kW/500kVA backup generator located in a sound attenuated enclosure exterior to the building north of the proposed repair shop. The generator will have two output circuit breakers to serve NEC Article 700 (emergency) and NEC Article 702 (standby) systems. Transfer equipment and panelboards will be located in the building.

4.2.2 Site Lighting

Site lighting will include building exterior lighting and driveway/parking area lighting. Building exterior lighting will be achieved with building mounted LED wall packs. Driveway and parking area lighting will be achieved with pole mounted LED area lights.

4.2.3 Fuel Island

Connections for the fuel island will include power, lighting, detection, monitoring, and networking. Electrical for fuel island installation will be per NEC Article 514 – Motor Fuel Dispensing Facilities.

4.2.4 Vehicle Charging Stations

There will be approximately six level 2 vehicle charging stations installed near the parking structure. These will be fed from a panelboard in the parking structure.

4.2.5 Vehicle Gates

The site will have two electronic gates. Power for the gates will be provided from the building service. The gates will be radio controlled similar to the ones at the existing DPW site.

4.3 PROPOSED REPAIR SHOP AND WASH BAY

4.3.1 Electrical Service

The facility will be served by a 480V, 2000A, 3-phase service from WPS. The main distribution panel will be located in the main electrical room. Also located in that room will be a 480V-208V transformer and a 208V distribution panel.

4.3.2 Electrical Backup Power Systems

NEC Article 700 emergency system transfer switch, transformer, and distribution panelboard will be located in the main electrical room. This system will provide backup power for critical life safety loads, including egress lighting and the fire alarm system.

NEC Article 702 standby system transfer switch, transformer, and distribution panelboards will also be located in the main electrical room. This system will provide backup power for any other building, HVAC or equipment loads desired to have backup power, with the exception of cooling. It is desired to have backup power for the fuel island, gates, north half of the repair shop including the north welding bay, and the cargo lift for the mezzanine.

4.3.3 HVAC and Equipment Connections

Building equipment connections shall include HVAC, water heater, vehicle lifts, overhead crane, overhead doors, welding equipment, maintenance equipment (band saw, lathes, mill, tire balancer, etc.), lube oil equipment, wash bay equipment, and network equipment. Equipment connections will include the required controllers, starters, and disconnects needed to comply with the NEC.

4.3.4 Building Lighting

Lighting systems and controls will be installed in accordance with SPS 363. Lighting fixtures will be LED. The repair shop will have suspended high bay style fixtures. The wash bay will have hose down rated wall mounted fixtures. The lighting system will be equipped with daylighting controls to take advantage of the natural light when it is available.

4.3.5 Fire Alarm System

A full fire alarm system will be installed for this building consisting of a fire alarm control panel, annunciator panel(s), manual pull stations, automatic detection devices (smoke detectors, heat detectors), and notification appliances (horns, strobes).

4.3.6 Security Systems

A video surveillance system will be installed in the building. System specifics will match City standards. Quantity and location of cameras and location for monitoring will be determined with owner input.

A card access system will be installed in the building. System specifics will match City standards. Doors requiring access control will be determined with owner input.

4.3.7 Network/Telecom Systems

Data and telecom for the repair shop and wash bay will be extended from the existing office building. A small data rack will be needed in the area between the repair shop and wash bay due to data cabling length limitations.

4.3.8 Rooftop Solar

Solar details need to be further developed to determine available area and potential output from a roof mounted array. Solar generation would tie directly into the electrical service through a series of inverters. The solar generation would offset the electrical usage from WPS and result in lower electric bills.

4.4 EXISTING OFFICE BUILDING

4.4.1 Electrical Service

The office building has an existing single-phase service with distribution from two panelboards. The panelboards will be replaced with 3-phase panelboards fed from the new repair shop service. Existing circuits will be refed or modified as needed to accommodate the renovations. The area will be supplied with an appropriate quantity of 120V receptacles for office and other equipment.

4.4.2 Electrical Backup Power Systems

Emergency and standby backup power systems will be extended to the office building from the repair shop. Similar to the repair shop, the emergency system will provide backup power for critical life safety loads. The standby system will back up the remainder of the office building such that the entire building is on backup power.

4.4.3 Building Lighting

Lighting systems and controls will be installed in accordance with SPS 363. Lighting fixtures will be LED. The office area will consist of mostly 2'x2' recessed flat panel fixtures with dimming controls. A few select areas, such as the lobby, will have more decorative fixtures.

4.4.4 Fire Alarm System

The existing office building does not currently have a fire alarm system. The fire alarm system in the repair shop will be extended to the existing office building.

4.4.5 Network/Telecom System, Security Systems

The existing office building will have a data closet with a rack for network electronics and patch panels. Data cabling will be extended throughout the office building for data jacks, wireless access points, and surveillance cameras as needed.

4.5 EXISTING PARKING STRUCTURE

4.5.1 Electrical Service

The existing parking structure has a 480V service and meter from WPS feeding a main disconnect, 480V distribution, a 480V-208V transformer, and 208V panelboard. There are numerous disconnects and specialty outlets throughout the length of the building. The equipment is in rough shape. The existing service and equipment will be removed and the structure fed from the service at the repair shop.

4.5.2 Electrical Backup Power Systems

Emergency and standby backup power systems will be extended to the existing parking structure from the repair shop as needed. The emergency system will provide backup power for emergency lighting. The standby system will back up the overhead door operators.

4.5.3 HVAC and Equipment Connections

Equipment connections for the structure will be primarily HVAC connections (makeup air unit, radiant heaters, ceiling fans, etc.). There will also be a series of 120V receptacles throughout the space.

4.5.4 Building Lighting

Lighting systems and controls will be installed in accordance with SPS 363. Lighting fixtures will be LED. The parking structure will have suspended high bay fixtures.

4.5.5 Fire Alarm System

A fire alarm system is not required in the parking structure.

4.5.6 Network/Telecom System, Security Systems

The network/telecom system and security systems will be extended from the repair shop to the parking structure as needed.

SECTION 04

COST ESTIMATES, SUSTAINABILITY & NEXT STEPS

Cost Estimates

To explore what a facility like this would require from the city, a cost estimate was executed. This included all components such as equipment, exterior enclosure, demolition totals, renovations to the parking structure and office building, and site work for grading, stormwater, and the fuel station.

Barrientos worked with Kraus Anderson to perform the cost estimate analysis. They included all the information listed above. To get a better understanding of demolition, a separate contractor Wolverine Construction Based out of Wausau executed a demolition assessment including all areas of the site with the Iron Works Building, portions in the office building, and items in the parking structure.

Barrientos also executed an equipment package that included a pricing outline for all new or replaced pieces of equipment to better understand equipment types going into the facility.

Wolverine Construction

147680 County Road N
Wausau, Wisconsin 54401
7155819430
zach.wolverineconstruction@gmail.com |
<https://www.wolverineconstructionusa.com/contact>



WOLVERINE
CONSTRUCTION
(715) 581-9430

RECIPIENT:

Neil Bierwirth

1100 West Street
Wausau, Wisconsin 54401

Quote #12

Sent on

Jun 30, 2023

Total

\$1,360,950.00

PRODUCT / SERVICE	DESCRIPTION	QTY.	UNIT PRICE	TOTAL
	Dismantling of existing structures specified in plans	1	\$350,000.00	\$350,000.00
	Trucking materials off site	1	\$295,000.00	\$295,000.00
	Dismantling of parking structures walls, roof, excluding skeleton	1	\$270,000.00	\$270,000.00
	Disposal cost	1	\$155,000.00	\$155,000.00
	Exterior amenities removal	1	\$75,000.00	\$75,000.00
	Incidentals 5%	1	\$65,000.00	\$65,000.00
	Testing abatement allowance	1	\$30,000.00	\$30,000.00
	Fencing storm sewer protection	1	\$25,000.00	\$25,000.00
	Trench drain concrete removal	1	\$10,000.00	\$10,000.00
	Interior Demolition Office building	1	\$10,000.00	\$10,000.00
	Permitting and utilities	1	\$5,000.00	\$5,000.00

DISCLAIMER

1/3 of total to schedule 1/3 to start 1/3 upon completion.

Change orders are due upon the time of request.

Subjected to an 18% Late Fee if not paid upon completion of construction.

All work is final non warrantied.

Subtotal	\$1,290,000.00
sales tax (5.5%)	\$70,950.00
Total	\$1,360,950.00

Wolverine Construction

147680 County Road N
Wausau, Wisconsin 54401
7155819430

zach.wolverineconstruction@gmail.com |
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Notes Continued...

Does Not Include

- Any Unspecified Reconstruction
- Removal Anything Not Specified
- Tree Removal
- Hazardous Material
- Toxic Removal
- Contamination Removal
- Any Reclamation
- Excavation or earth moving work

Other Notes

- Any Items Within 25' Of Structure To Be Removed Prior To Work Start
- Plants & Foliage To Stay
- Cars & Pedestrians To Stay Out Of Construction Zone
- Unwanted Items Should Be Removed Prior To Start
- Wolverine Reserves Salvage Rights

Wolverine Holds Harmless Not Responsible

- Subsurface Damaged
- Landscaping Damage
- Non Marked Utilities
- Cracks
- Failure to upkeep reclamation
- Soil conditions
- Unforeseen price increases such as abatement
- Any Rework Non-Warranted Product
- Acts Of God Clause

Signature: _____ Date: _____

Client: City of Wausau
 Architect: Barriento's Design & Consulting
 Location: Wausau, WI

Wausau DPW Repair Garage
 Site: 274,870 GSF
 Repair Garage: 31,191 GSF
 Wash Bays: 5,441 GSF
 Parking Structure Remodel: 31,725 GSF
 2-Story Office Remodel: 7,084 GSF

Date: 08/04/2023
 Project Start: 06/01/2024
 Document Date: 07/28/2023
 Schematic Design

Item Description	QTY	UOM	Total Unit Price	Grand Total
02 - Existing Conditions	75,441.00	GSF	\$13.34	\$1,006,645
03 - Concrete	75,441.00	GSF	\$44.57	\$3,362,279
04 - Masonry	75,441.00	GSF	\$4.02	\$303,104
05 - Metals	75,441.00	GSF	\$31.56	\$2,381,063
06 - Wood, Plastics, and Composites	75,441.00	GSF	\$3.99	\$300,702
07 - Thermal and Moisture Protection	75,441.00	GSF	\$33.07	\$2,494,782
08 - Openings	75,441.00	GSF	\$27.12	\$2,045,901
09 - Finishes	75,441.00	GSF	\$5.88	\$443,874
10 - Specialties	75,441.00	GSF	\$0.29	\$21,787
11 - Equipment	75,441.00	GSF	\$7.03	\$530,000
12 - Furnishings	75,441.00	GSF	\$0.44	\$33,350
14 - Conveying Equipment	75,441.00	GSF	\$0.94	\$70,600
21 - Fire Suppression	75,441.00	GSF	\$3.97	\$299,673
22 - Plumbing	75,441.00	GSF	\$10.14	\$765,332
23 - HVAC	75,441.00	GSF	\$15.51	\$1,169,724
26 - Electrical	75,441.00	GSF	\$17.10	\$1,290,324
27 - Communications	75,441.00	GSF	\$4.58	\$345,355
28 - Electronic Safety and Security	75,441.00	GSF	\$9.29	\$700,971
31 - Earthwork	274,870.00	GSF	\$8.74	\$2,403,423
32 - Exterior Improvements	274,870.00	GSF	\$5.53	\$1,519,303
33 - Utilities	274,870.00	GSF	\$6.22	\$1,708,470
50 - Testing & Inspection	75,441.00	GSF	\$1.46	\$110,000
55 - Scaffolding	75,441.00	GSF	\$1.06	\$80,000
56 - Fence & Barriers	75,441.00	GSF	\$0.32	\$24,000
57 - SWPPP	75,441.00	GSF	\$0.29	\$22,085
58 - Field Engineering	75,441.00	GSF	\$1.26	\$95,000
59 - Construction Clean/Waste Management	75,441.00	GSF	\$2.26	\$170,384
60 - Final Clean	75,441.00	GSF	\$0.37	\$27,728
Subtotal	75,441.00	GSF	\$314.50	\$23,725,857
Rate	Item Description		Cost/GSF	Total

- % Tax



Client: City of Wausau
 Architect: Barriento's Design & Consulting
 Location: Wausau, WI

Wausau DPW Repair Garage
 Site: 274,870 GSF
 Repair Garage: 31,191 GSF
 Wash Bays: 5,441 GSF
 Parking Structure Remodel: 31,725 GSF
 2-Story Office Remodel: 7,084 GSF

Date: 08/04/2023
 Project Start: 06/01/2024
 Document Date: 07/28/2023
 Schematic Design

Rate		Item Description	Cost/GSF	Total
-	%	Estimate Mark Up	-	-
-	Isum	LS Adjustment	-	-
-		Subtotal	314.50/GSF	23,725,857
1,556,085.00	Isum	General Conditions	20.63/GSF	1,556,085
-		Subtotal	335.12/GSF	25,281,942
0.15	%	Building Permit	0.62/GSF	46,862
-		Subtotal	335.74/GSF	25,328,804
0.95	%	KA General Liability	3.93/GSF	296,792
-		Subtotal	339.68/GSF	25,625,596
1.10	%	Subcontractor Default Insurance	3.46/GSF	260,984
0.15	%	Warranty	0.47/GSF	35,589
-		Subtotal	343.61/GSF	25,922,169
5.00	%	KA Construction Contingency	15.72/GSF	1,186,293
-		Subtotal	359.33/GSF	27,108,462
5.00	%	Project Design Progression Contingency	15.72/GSF	1,186,293
-		Subtotal	375.06/GSF	28,294,755
2.00	%	Project Escalation	6.29/GSF	474,517
-		Subtotal	381.35/GSF	28,769,272
5.00	%	Design Fee	20.71/GSF	1,562,064
-		Subtotal	402.05/GSF	30,331,336
3.00	%	KA Construction Fee	12.06/GSF	909,940
-		Subtotal	414.12/GSF	31,241,276
75,441.00	GSF	Total Estimate	414.12/GSF	31,241,276

Wausau Maintenance Facility Equipment List

■ Stays at DPW - Need New
■ Do not own Yet
■ Could bring - Prefer New

Equip. #	Equipment Type	Make/Model	Dimensions (D x W x H)	Quantity	Location	Power Req.	Air Req.	Plum. Req.	Notes / Description	Cost
1	Bolt Bin	Durham Mfg. #T9F252028	12" x 33 3/4" x 42"	10	Parts Storage	No	No	No	Global Ind. Website. 72 Compartments. Open Front.	\$2,739.50
2	Lock out Tag Out Cabinet	Global Industrial #T9F237635BK	18" x 36" x 78 1/4"	1	Shop Floor Wall	No	No	No	Global Ind. Website. 3 Lock System, 3-4 Shelves	\$406.95
3	Flammable Cabinet	Global Industrial #T9F116053	18" x 43" x 44"	3	Shop, Mounted to different walls	No	No	No	Global Ind. Website. Safety Yellow w/ 1 shelf.	\$2,754.00
4	Mobile Welding Table	Little Giant #T9FB3135013	60" x 60" x 34"	1	Welding Shop	No	No	No	Global Ind. Website. Wheels w/ stopper. 2 shelves. 3600 lb cap.	\$880.00
5	Large Drill Press	Jet #T9FB0230741	17 3/4" x 22 3/4"	1	Welding Shop	1 HP,115/230V, 1Ph	No	No	Global Ind. Website. Floor Standing. 12 Speeds	\$1,729.00
6	Floor Mounted Grinding Wheels	Baldor-Reliance #T9FB443642		1	Welding Shop Against Wall	7.5 HP, 460V 3PH. 50/60HZ	No	No	Global Ind. Website. Stand sold separately.	\$7,554.00
7	Large Mobile Stick Welder	MillerMatic MaxStar #907682	19.5" x 8.6" x 13.6"	1	Welding Shop	120-480V, 1-3Ph, 1-210 A	No	No	Connects to any input power while maintaining best DC Stick welding performance in its class	\$3,665.00
8	Large Mobile MIG Welder	MillerMatic #951926	26 1/4" x 13 3/4" x 19"	1	Welding Shop	208/240/460/575V, 1-3Ph 20-400 A	No	No	Includes Running Gear Package. Welds up to 1/2" aluminum, stainless and mild steel.	\$7,999.00
9	Storage Bin for Large Pins	TBD	TBD		Welding Shop on wall	No	No	No		
10	Storage for Welding wire / rods	TBD	TBD		Welding Shop Against Wall	No	No	No		
11	Shelf for Tool Bits and C-Clamps	TBD	TBD		Welding Shop on wall	No	No	No		
12	Large Vise	Wilton 159V #T9FB503916	18" x 18.5" x 34"	1	Welding Shop Floor Mounted	No	No	No	Global Ind. Pedestal Base, fits 1745, 1750, 2050, 1755, 1760, 2060.	\$609.99
13	Large Tool Storage Shelf	TBD	TBD	3	Tool Room	No	No	No		
14	Tool Storage Peg Boards	Home Depot #109099	48" x 24"	16	Tool Room	No	No	No	Home Depot. Wall Control Standard storage kit	\$195.84
15	Washer & Dryer	Home Depot #WA50R5200AW #DVE45B6300P	31" x 27" x 39"	2	Storage Room	Yes	No	Yes	Home Depot. Set of 2. Samsung	\$2,712
16	Fluid Storage Cabinet	#T9F237635BK	18" x 26" x 72"	3	Bulk Fluids Room	No	No	No	Global Ind. Steel Storage Cabinet.	\$1,220.85
17	Used Oil Dry Storage	#5700102N95703	33" x 33" x 51"	1	Bulk Fluids Room	No	No	No	National Tank Outlet. 120 gallon used oil tank.	\$1,657.99
18	Oil and Coolant Waste Barrels	TBD	TBD	TBD	Bulk Fluids Room	No	No	No		
19	Hand Washing Sinks	Bradley: WF2704	35" x 40" x 54"	4	Welding Shop, Main Shop	No	No	Yes	Bradley Website. Half Bowl, foot activated	\$7,244.00
20	Hydraulic Hose Work Bench	Little Giant #T9FB298927	30" x 60" x 34"	2	Hydraulic Hose Shop	No	No	No	Global Ind. 10,000 lb capacity. Fixed Height	\$1,502.00
21	Hydraulic Fitting Storage Bins	TBD	TBD	4	Hydraulic Hose Shop	No	No	No		
22	Shop benches	Little Giant #T9FB298927	30" x 60" x 34"	2	Hydraulic Hose Shop	No	No	No	Global Ind. 10,000 lb capacity. Fixed Height	\$1,502.00
23	Electrical Wire Storage	TBD	TBD	1	Parts Dept.	No	No	No		
24	Recharge Station for tools	TBD	TBD	4 Outlets	Tool Room	No	No	No		
25	Wheel Chock Station	Vestil #T9F988024	7.5" x 13" x 6.5"	4	Mounted Shop Wall	No	No	No	Wheel Chock Holder	\$123.80
26	Milling Machine	Grizzly #G0797	85" x 100" x 88"	1	Welding Shop Against Wall	220V or 440V 3Ph, 60 Hz	No	No	Grizzle Industrial Inc., Vertical Mill with Power Feed and DRO	\$11,360.00
27	Small Tire Balancing Machine	Rotary R180PRO	30" x 53" x 66"	1	Mezzanine	110V 1PH 60Hz	No	No	Rotary. 44" Max tire diameter. Auto Wheel dimension sonar and laser rim scanner	\$10,809.00
28	Heavy Tire Balancing Machine	Rotary R540RLTD Truck 2D	26" x 69" x 40"	1	Mezzanine	110V 1PH 60Hz	No	No	Rotary. 51"Max tire diameter. Electronic balancer with microprocessor	\$10,305.00
29	Small Tire Balancing Machine	Rotary R1150	N/A	1	Mezzanine	220V 1PH 60 Hz	No	No	Rotary. Focused on Light Trucks. Max tire diameter 45". Max tire width of 15".	\$15,230.00
30	Heavy Tire Balancing Machine	Rotary R511	N/A	1	Mezzanine	220V 1PH 60 Hz	No	No	Rotary. Max tire diameter 64" Max tire width of 36". Chuck rotation speed 8	\$15,839.00
31	Tire Racks	Montel Rack&Roll 8MA	TBD	6	Mezzanine	No	No	No		
32	Parts Racks	Montel SmartSpace 2MA	TBD	6	Parts Storage	No	No	No		
50	Cargo Lift	Wildeck Mechanical VRC	72" x 72" x 72"	1	Shop Floor by Mezz Stair	480 VAC, 3Ph, 60 Hz	No	No	Full Mesh Cage Cargo Lift. 2000 lb capacity. Doors on both sides	\$49,878.00
51	Vehicle Exhaust System 1. Overhead Reel System	Halcon Lubricants	Overhead on Rail	1	Shop Near Ceiling	Yes	Yes	No	Mounted reel system above shop floor.	\$91,750.00
52	Vehicle Exhaust System 2 Individual Hose Reels	AQC Dust Collection & Source Capture	39" x 32" x 34"	8	Shop, Mounted to crane columns	115V, 1Ph, 60 Hz	No	No	Individual Hose Reels for Exhaust System. Mounted to Swivel extension boom.	\$52,896.00

53	Bulk Fluids New System.	Halron Lubricants	Attached to Crain Column	1	Shop, Mounted to Crane Columns	Yes	Yes	No	Includes Pulse System	\$231,246.00
54	Used Oil System	Halron Lubricants	Throughout Shop	1	Throughout Shop	Yes	Yes	No	Waste Oil Drop Off Stations & Used Oil Storage System.	\$22,825.00
55	ADA Platform Lift	Access Elevator Inc.	53" x 55" x 168"	1	Office Building	Yes	No	No	ADA Platform lift to go into the office building. Door on front and back. No pit necessary	\$33,909.00
56	Vehicle Platform Lift	Stertil Koni USA Sky-250	47.5" x 102.5"	1	Shop Floor	Yes	Yes	No	Platform for tires has a width of 30". Lift Capacity of 78,000 lbs.	\$120,665.00
57	4 Post Vehicle Lift	Rotary Lift RFL 25	22'5" x 12'5"	1	Shop Floor	Yes	Yes	No	4-Post Vehicle Lift. 25,000 lb capacity.	\$40,287.00
58	2 Post Vehicle Lift	Rotary Lift SPO 16	11'6" x 12'	1	Shop Floor	Yes	Yes	No	2-Post Vehicle Lift. 16,000 lb capacity	\$23,813.00
34	Metal Band Saw	Ellis MFG Comp. #1800	30" x 66" x 30"	1	Welding Shop Against Wall	1HP 110/220V Single Phase	No	No	Ellis Mitre Band Saw. 55-115-230 FPM Blade speed.	\$4,695.00
35	Mobile Torch Setup	Thoroughbred GasPony3 #TB-GP3	28" x 32" x 40"	2	Welding Shop	No	No	No	Mobile Torch Setup. Good for all Trucks. 12 Piece Set	\$1,939.98
36	Metal Stock Shelf	ULINE Racks Racks H-3846	40" x 80" x 96"	6	Welding Shop & Mezzanine	No	No	No	Cantilever Racks for steel stock storage. Capacity of 7500 lbs	\$8,760.00
37	Metal Chop Saw	Evolution #EVOSAW380	12" x 22" x 24"	1	Welding Shop	Yes	No	No	14" Steel Cutting Chop Saw.	\$372.23
38	Medium Drill Press	Dayton 400H52	18" x 15" x 80"	1	Welding Shop	120V 1PH	No	No	Floor Drill Press. Fixed to floor. 240 RPM - 3200 RPM	\$754.66
39	Medium Plasma Cutter on Cart	Millermatic #907583	14" x 24" x 18"	1	Welding Shop	230/208V 1PH	No	No	Cart was not included. MillerMatic 2050 is not in production anymore. Could purchase on other website	\$3,499
40	Metal Flat Stock Shelf	ULINE Racks H-3846	40" x 80" x 96"	6	Welding Shop & Mezzanine	No	No	No	Single Sided. Cantileve rack.	\$8,760.00
41	Medium Metal Lathe	South Bend SB1039F	90" x 44" x 63"	1	Welding Shop	220V, 3PH 60HZ	No	No	16 Speed Lathe with Fagor DRO. 14" x 40"	\$21,690
42	Medium Floor Mounted Grinding Wheel	Jet 577102K	19" x 19" x 24.5"	2	Welding Shop	115V, 1Ph 60 Hz	No	No	JET Bench Grinder. For 8 in Max 36/60 Grindign Wheel Grit	\$1,264.00
43	Brake Lathe	BendPak RL-8500	62" x 49" x 36"	1	Welding Shop	115-230 VAC 60 Hz, 1 Ph	No	No	Combination Disc/Drum Brake Lathe with Bench & Standard Tooling.	\$7,995.00
44	Rack for 5-gallon fluid buckets	MGM Targets Bucket Rack	60" x 40" x 16"	1	Bulk Fluids Room	No	No	No	Vertical storage for 5-gallon buckets	\$509.53
45	Torch/Welding Bottle Storage Rack	Global Industrial #T9F270219	43" x 34" x 41"	2	Shop, near service door	No	No	No	Forkliftable Cylinder Storage Caddy. 8 Cylinders	\$1,316.00
46	55-Ton Hyd. Press	Global Industrial #T9FB643100	26" x 61.5"H	1	Welding Shop	No	No	No	50 ton PSI. Bed plates and bearing shield included. Shock-Absorbant glycerin gauge.	\$4,277.00
47	Oil Filter Crusher and Filter Barrel	BendPak RP-20FC	17" x 17" x 29"	1	Bulk Fluids Room	No	No	No	Oil filter Crusher wit hStand / 10-Ton Capacity	\$1,650.00
48	Mobile Oil Change Buggy		TBD							
49	Rack Shelves for Blade Storage		TBD							
Equipment Total:										\$842,790.32

Sustainability Development

Understanding the dedication and plan by the city of Wausau by 2050, this facility intends to highlight sustainability features to best develop. Barrientos inquired about solar panels, natural light, and pieces of equipment to best control the facility.

Solar Panels and the use of energy derived from sunlight is a perfect option when designing a repair facility. Much of the roof is flat or can be tilted to accommodate solar development. With this design, Barrientos sloped the southern half of the roof to access sunlight. Solar panels would be installed on the entire southern half of the facility. This provides almost 13,000 SQ dedicated for solar generation. Further development would include determining how much energy is sought to be generated from solar. If this facility were to produce much more energy than what is used from solar, it would return to the grid and the city would lose money for its generation as the city would receive a credit from WPS that would be less of a value than if immediately used onsite. If solar was installed to generate 70-75% of the facilities' energy usage, this could directly be used by the facility immediately, saving the city and facility thousands of dollars on energy costs. This is to be determined at a future phase.

Natural light is one of the keyways of saving energy. Daylighting minimizes the amount of artificial light and reduces electricity and HVAC (heating, ventilation, and air conditioning) costs. Electrical lighting produces a lot of heat, whereas natural lighting generates hardly any heat if it is properly controlled. This facility will utilize Ryttec Fill Vision coiling doors. This allows for natural light to immerse the facility and provide quick access to the shop by its fast doors. Using the slope of the southern roof and the flat northern roof, this presents an opportunity to develop a clear story above the shop with windows allowing natural light into the facility throughout the day.

Conclusion

The Repair Facility at 1100 West Street will be a great investment for the city of Wausau. Its allocation for sustainability, service to the fleet for years to come, and development of an underused site will greatly benefit the city and act as a beacon for development. By focusing on what the city needs, addressing sustainability, and accounting for future development, this facility will serve the city for years to come. Taking an old industrial site and renovating it to become a leader in development for the city will allow growth, interest, and advancement for future DPW vehicles, service, and serviceability.