



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 14, 2021 at 5:15 p.m.
Location:	City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS
Members:	Lisa Rasmussen (C), Lou Larson, Tom Neal, Debra Ryan, Jim Wadinski

AGENDA ITEMS FOR CONSIDERATION

1. Presentation and discussion of Director's Report.
 - Ongoing Environmental Work
 - Construction Projects
 - General Operations
2. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the September 9, 2021 meeting.
 - B. Action on WPS Easement on Airport property at Radtke Point Park for electric service.
 - C. Action on WPS Easement on City property at 1803 Burek Avenue for installing a new pole and burying electrical conductors.
3. Discussion and possible action on final resolution to levy special assessments for 2021 Street Construction Project of 3rd Avenue from Randolph Street to Bos Creek Drive.
4. Presentation on snow plowing process.
5. Discussion of potential locations for new DPW facility or DPW Fleet Maintenance Shop.

Adjournment

LISA RASMUSSEN - Committee Chair

This meeting is being held in person and/or via teleconference (all public participants' phones will be muted during the meeting) by **calling 1-408-418-9388. The Access Code is: 2496 520 2248 The Password is: 101421**

Members of the public who do not wish to appear in person may view the meeting live over the internet on the City of Wausau's YouTube Channel <http://tinyurl.com/WAAMedia>, 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, 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 faxed to the Daily Herald newsroom on 10/08/21 @ 9:00 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

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



TO: Capital Improvement Street Maintenance Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: October 14, 2021

SUBJECT: Director Report

Environmental Work

1. Riverside Park testing - REI, City's Environmental Consultant, prepared a site investigation report and submitted it to the WDNR requesting clarification on what TEQ calculation standards they will use for clean-up levels. City is awaiting a response from the WDNR before a formal remediation plan may be completed.
2. 1300 Cleveland Ave testing – GEI, City's Environmental Consultant, is currently tabulating all of the testing results and will provide the report to the City once complete.
3. Mall Site - REI is working toward closure of this site with the WDNR, expected closure before year end.

Construction Projects

4. Washington Street Improvements – DPW Staff will be installing asphalt and striping parking stalls along Washington St within the next couple of weeks.
5. 3rd Ave - First layer of asphalt placed early the week of 10/11. Site cleanup and raising manholes to take place following the initial paving. Final paving and project completion expected during the week of 10/18.
6. Concrete Repair Project - Project is expected to be completed early the week of 10/11.
7. 12th Ave Sidewalk Project - Project began week of 10/11 and is ongoing.
8. McIntosh St - Curb and gutter placed early the week of 10/11. Fine grading for asphalt prep, remaining concrete work and boulevard restoration to take place following curb and gutter placement. The first layer of asphalt is expected to be placed early during the week of 10/18.

General Operations

9. First phase of leaf pick up is underway and leaf vac trucks are out every day. The leaf pickup schedule is on the city website [LeafPickUp](#) for easy access.
10. The second phase of leaf pickup will begin the week of October 18 and trucks will continue to pick up leaves as necessary until the snow begins to fall.
11. Staff held their annual snow kickoff event on Wednesday, October 6. This was a day of training and new drivers were able to practice with the plow trucks and other equipment with more senior staff providing the training.
12. Inspections has delivered almost 800 weed notices so far in 2021, not a record but definitely many people not in compliance with City ordinance. We are currently working with the City Attorney's office to possibly deliver citations AND bill for abatement in hopes of getting better compliance.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: September 9, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, James Wadinski, Lou Larson, Debra Ryan, Tom Neal (arrived at 5:20 pm)

Also Present: Mayor Katie Rosenberg, Eric Lindman, Allen Wesolowski, TJ Niksich, Nathan Miller, Cord Buckner, Tom Kilian, Tammy Stratz, 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 Rasmussen called the meeting to order.

Director's Report on Public Works

Lindman noted that plans for Washington Street have changed a bit. Washington Street was to change to two-way traffic this year. It was a costly project, so rather than doing that we will provide parking on the south side in the interim. It will go to two-way traffic once development starts.

Larson asked which 3 parcels are being considered for the proposed new facility. Lindman stated 1300 Cleveland, a series of properties along Myron Street by DPW, and the DPW site. Larson would like to take 1300 Cleveland off the list. Years ago Larson talked with Lindman about this being a good spot but at that time Lindman said the facility was staying where it is. Since that time things have changed and Larson believes 1300 Cleveland needs to be removed as Council recently rezoned the property to residential.

At approximately 5:20 pm, Neal entered the meeting.

Larson feels we need to stay focused on what Council did and leave the property zoned residential. In the midst of environmental justice, we do not need to place any more environmental injustices in this area and should wait until the area is remediated to residential standards. He questioned what needed to be done to take this property off the list. He asked if we were going to stay focused on the goal of keeping it residential or be manipulated by the City or other businesses that want the site. Rasmussen explained this committee does not have the authority to put use restrictions on a parcel. Lindman added that an item will be on Council next week regarding the facility study, which includes 1300 Cleveland. He would think Council could vote then to remove the property from the feasibility study. Ryan thought this committee could make a recommendation to keep the property as residential and look at other alternatives. She feels we should look at dealerships that are vacant and already have lifts, a garage, and the space. Rasmussen noted that any facility needs to be able to have space for turning movements of full size fire engines, including the aerial. The plan from Barrientos is very different from a car dealer garage. This committee looks at capital projects in the context of infrastructure. We pick the street projects that get built into the budget. The fleet facility is a 2022 capital project that was ranked by the Capital Improvements Committee. That committee prioritizes the requests and provides recommendations to Finance to incorporate into the 2022 budget. This committee does not reselect or cherry pick the CIP committee recommendations. Ryan asked about the prior fire station and if the City would have been better off to keep it and use for auto and truck repair. Rasmussen said it didn't have the room, which is why they had to rebuild. If an engine was parked inside and the door shut, there wasn't room for an average size person to get between let alone work on it.

Neal reminded the committee that there was robust discussion about the Cleveland Ave property and the reasons behind the discussion. The discussion was related to remediation of pollution. It went to residential zoning not for the sole purpose of residential development but for the purpose of achieving residential level remediation regardless of what might end up going there. The main push was to clean up the land so that people that lived around it would not have to worry about dust or runoff.

Regarding the position vacancies, Ryan would like to see part time employees recruited for snow plowing as we need to have adequate people for plowing. 18 hour shifts have a higher risk for accidents. Rasmussen believes

the #1 problem will not be accidents but that the roads are not getting done when people expect. Alders will have to manage the expectations in their neighborhoods because we will see a dip in service compared to what we are used to. We would struggle to hire part time people if we cannot hire full time. Lindman said we are down 4 plow routes, possibly 5. We have 26 plow routes. On an average snow fall, routes would typically take 8 hours. With the vacancies, there is an additional 40 hours of plowing that has to be absorbed with other routes. The crews take care of the main routes initially then the residential areas. We do not like to have drivers on more than 16 hours at a time. We do not have backup drivers. This many vacancies may result in delays of getting into residential areas until the following day. The level of service may be diminished going through this winter. Rasmussen said with a significant snow event, we will have problems getting people where they need to go and will be met with comments from residents. We cannot just magically produce people to do the work. We will have to manage people's expectations and communicate on the front end that some may wait an entire day for their road to become passable. Seldom traveled streets will have a lot of complaints. Rasmussen questioned if the problem with recruitment was based on the wage scale. If we raise the introductory pay we'll create compression for employees who have been here a while. We need to know what the problem is and may need to look at pay. Mayor Rosenberg thinks it is a good idea to talk about this at HR. As a region we are talking about talent attraction and retention. A stat that surprised her was we have more job openings in the area than we have high school graduates. Rasmussen will reach out to the HR chair and ask her to get with the HR director for analysis of the exact source of the problem with recruitment and retention related to street maintainers. Per Lindman, we have been running into this with the skilled labor force for 2 years now. While we could do better on recruitment, retention seems to be more of a significant issue. We are losing people due to wages. It takes a long time to get to the market rate; 8 plus years. Even if an employee is fully proficient in their position after 4 years, it takes another 4 years to get to market rate. We just lost 2 people on the Utility side over the last month due to this. This is a huge problem because then we are investing a lot of time, money and effort into training other people's employees. A discussion will be held at HR next week. If funding is an issue, Rasmussen would be more apt to consider a fix for these problems rather than full implementation of Option 3.

Larson asked if there was a timeframe regarding the condition of East Thomas Street. Staff is working with DPW to get the storm sewer televised. There is no schedule at this time. We need to investigate if the storm sewer is causing an issue. Larson questioned if there was a way to level out the divots. Wesolowski wants to make sure nothing under the pavement is causing issues first. Once that is determined we can patch.

At approximately 5:40 pm, Neal left the meeting.

Kilian asked if the City or GEI has received the results from the second round of testing. Lindman has not heard from them as of yet. Kilian's recollection is that no matter what goes on 1300 Cleveland, we provided an informal assurance to the community that it would be cleaned up to nonindustrial standards.

CONSENT AGENDA

- A. Approve minutes of the August 12, 2021 meeting**
- B. Action authorizing downtown snow/ice removal**
- C. Action on Easement with Green Acres at Greenwood Hills LLC at 3115 Townline Road**

Larson moved to approve the consent agenda items. Ryan seconded and the motion carried unanimously 4-0.

Discussion and possible action on creating two hour parking stalls on McIndoe Street between North 5th Street and North 4th Street

Wesolowski was contacted by Mary Forer of the Historical Society. If this roadway was still State Highway 52, adding parking would not be ideal. Wesolowski would like to mark the stalls so people get used to cars possibly parking there. He would also like to add some diagonal markings and cross hatching up to the stalls to move traffic over.

Wadinski questioned the number of stalls proposed, if this would be safe with traffic coming around the corner, and if parking should be all the way to 3rd Street. Wesolowski said there is no room for more than three parking

stalls up to 4th Street because of a driveway and the intersection. There was not a request to add stalls between 3rd Street and 4th Street. The stalls are far enough west that the pavement markings Wesolowski described should control the flow coming off the corner.

Larson moved to approve adding three parking stalls as proposed. Ryan seconded.

Miller indicated this would have to be added to the ordinance. An ordinance resolution will be included in a future Council packet.

There being a motion and a second, motion to approve carried unanimously 4-0.

Discussion and possible action on approving street to be considered for CDBG funding

Wesolowski indicated there is a possibility to receive CDBG funding. A public hearing is scheduled for the end of September so we would need to apply for the funds. The packet included a map showing low and moderate income areas. The proposed section of Torney Avenue falls within the qualifying area. Torney was on the list last year but was not chosen. This section begins with Townline and ends with McDonald Street, so it would be more than doing just 1 block of a 6 block street, which is very inefficient. Torney is a narrow street, which makes the money go further because there is not as much asphalt. One item looked at for funding is the number of residents impacted. This stretch has narrow lots so quite a few homes would benefit. The majority of the properties have existing lead lines. The road is rated a 3, which is the lowest rating.

Rasmussen asked if block grants substantially reduce assessments for the residents. Wesolowski stated property owners are not assessed when block grants funds are used. CDBG funds do not cover sewer and water so the utility would have to cover those costs.

Wadinski asked if Torney would still have a narrow sidewalk. Wesolowski indicated the right-of-way is narrow so there is not a lot of room to do much more. The roadway would probably be reconstructed the way it currently exists.

Larson recommended McIntosh last year as it was in poor shape and a truck route. He feels Torney could have easily been chosen last year as it also is in dire need of repair.

Larson moved to approve moving forward with Torney Avenue. Wadinski seconded.

Ryan mentioned how boulevard trees eventually grow to a point where the roots affect sidewalks. She questioned if the Park Department would look at decreasing the number of trees planted to reduce future maintenance costs. Larson noted that this street does not have boulevards.

There being a motion and a second, motion to approve carried unanimously 4-0.

Discussion and possible action on establishing assessment rates for 2022 construction projects

Rasmussen explained assessment rates are set every year. The recommendation is to keep the same rate as last year. Based upon feedback, Wesolowski feels raising the rates would be a tough sell to residents. Bid prices did go up a bit in 2021. We do not know where bid prices will be in 2022. The thought was to keep the assessment rate the same. Given the pandemic, Rasmussen feels it makes sense to have another year with the same rate.

Wadinski moved to approve the assessment rates for 2022 construction projects as proposed. Larson seconded and the motion carried unanimously 4-0.

Discussion and possible action on Easement with Wausau Opportunity Zone Inc. at 301 Washington Street

Rasmussen explained this easement is to add angle parking. Wadinski asked if this is a temporary easement. Wesolowski confirmed it is a temporary easement for parking. The permanent right-of-way will be dedicated to the City when the road is reconstructed.

Larson moved to approve. Wadinski seconded and the motion carried unanimously 4-0.

Construction update for 2021 projects

Niksich said 3rd Avenue continues to be a problem. We are looking at completion in early October, possibly stretching to the second week of October. Curb is completed on the north section and at the Randolph Street intersection. They are currently working on sewer and water services from Randolph Street to Clayton, which will continue through next week. Progress is being made, but it is slow. Rasmussen asked if the section from Clayton to Bos Creek has road base so people can get in and out of their driveways. Niksich replied yes and that area just has some fine tuning to complete. Rasmussen indicated the school district and parents are upset that the project continues. She found out that part of the reason for the 5 week delay was that Jake's took on a State project and let 3rd Avenue sit. Before we get to the 2022 construction season, Rasmussen would like to look at what we charge for liquidated damages. If contractors fail DOT projects, they pay something like \$10,000 a day, which makes our \$1,000 a day look like small potatoes. She would also like to look at the fines we are able to levy when plumbers dig up the street and leave the hole sit for a period of time. 3rd Avenue sat for 5 weeks where nothing happened. This is unacceptable and she would like full penalties charged.

5th Avenue was paved this week. Rosecrans was paved last week. We have struggles with any major reconstruction project but we work through them and both of these projects turned out well. On McIntosh Street the contractor is working on sanitary services and manhole replacement. This project has a mid-October completion date.

The WisDOT Bridge project continues with the painting of the Grand Ave Bridge. Wesolowski noted the Concrete Pavement Repair Project will start next week. This includes work on 1st Avenue from Bridge Street to Union Ave, parts of Union Avenue, and 1st Street by the Eye Clinic. They are scheduled to start Wednesday with the project to take about a month. 1st Avenue will be down to one lane of traffic.

Discussion and possible action on Easement with WPS at 1801 Burek Avenue

This easement is to get utilities into the new Water Plant site. Ryan moved to approve. Seconded by Larson and the motion carried unanimously 4-0.

Adjourn

Larson moved to adjourn the meeting. Wadinski seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:00 p.m.

AGENDA ITEM
Action on WPS Easement on Airport property at Radtke Point Park for electric service
BACKGROUND
It's my understanding that WPS is requesting this easement to perform work/improvements on existing electrical infrastructure near Radtke Park. Within the past several years, WPS has taken a stance that they won't construct or improve electrical infrastructure without having an easement to do so. They didn't used to require this. I suspect that WPS has realized that without having an easement, WPS is responsible for costs associated with relocating their facilities if the landowner has a project that requires relocation of WPS facilities. This was likely costing them a lot of money for actions that are out of their control. I've reviewed the proposed easement and provided feedback to the City Attorney's Office containing provisions that should be included in the easement in order to comply with FAA standards. Airport Committee has approved the easement and it has been reviewed by our airport engineer with Becher Hoppe to confirm compliance with FAA/BOA mandates.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Approval of the easement is recommended.
Staff contact: John Chmiel 715-845-3400

Document Number

ELECTRIC UNDERGROUND EASEMENT

THIS EASEMENT, made this _____ day of _____, 2021, by the **City of Wausau, a municipal corporation**, located in Marathon County, Wisconsin on behalf of its Wausau Downtown Airport, GRANTOR, conveys a permanent limited easement as described below to **Wisconsin Public Service Corporation**, a Wisconsin corporation, GRANTEE, for the sum of One and No/100 dollars (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and the GRANTOR does hereby give and grant unto the GRANTEE, its successors and assigns, the perpetual right, permission, authority, privilege and easement for the purpose of constructing, installing, maintaining, operating, inspecting, removing, replacing, or abandoning in place, all equipment ("Facilities") necessary or useful for the purpose of transmitting electrical energy for light, heat and power or for such other purpose as electric energy is now or may hereafter be used over, across, within and beneath the certain "Easement Area" as described below and shown on attached Exhibit "A," on land owned by said GRANTOR in the City of Wausau, County of Marathon, State of Wisconsin, described as follows, to-wit:

This space is reserved for recording data

Return to:

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

Parcel Identification Number/Tax Key Number

291-2807-122-0999

Legal Description:

Part of the Parcel described in Deed Documents recorded in Volume D476 on Page 528 and Volume D371, page 318, filed in Marathon County Register of Deeds office; being part of Government Lot 2 of Section 12, Township 28 North, Range 7 East, **City of Wausau, County of Marathon, State of Wisconsin**, as shown on the attached Exhibit "A".

This is not homestead property.

GRANTOR is obligated to meet standards established by the Federal Aviation Administration relating to airport safety and the protection of aircraft landing and taking off from the airport. In order to meet those standards, the GRANTEE agrees, and the rights granted in this easement are hereby limited on the Easement Area as follows:

GRANTEE shall not bring any vehicle or other equipment into, nor conduct repairs, maintenance or other operations within the boundaries of Airport property, except at such times as may be designated for such purposes by an authorized representative of GRANTOR with FAA Form 7460 being filed with the FAA. No such authorized representative of GRANTOR shall unreasonably refuse to designate such times, and such times so designated shall be those reasonably related to the unobstructed taking off, landing and flight of aircraft. Notwithstanding any other provision in this paragraph, however, GRANTEE may upon notification to an authorized representative of GRANTOR, enter, bring any vehicle and equipment into and conduct repair, maintenance and other operations within the Easement Area, in the event of a break, leak or other serious condition in the Facilities constructed in the Easement Area, or in the event of any other emergency situation arising with respect to such Facilities. GRANTEE shall have the right to go upon GRANTOR's property outside the Easement Area for the purpose of gaining access to the Easement Area in the event direct access to the Easement Area is not possible in accordance with the provisions of this paragraph.

GRANTEE shall not permit, and shall prevent, any use of the Easement Area that would interfere with or adversely affect the operation or maintenance of the Wausau Downtown Airport.

GRANTEE will not permit or suffer the use of the Easement Area in such a manner as to create any electrical or electronic interference with radio communications between any air navigational or aviation communications installation upon or in the vicinity of the airport property and aircraft, or to make it difficult for an aircraft pilot to distinguish between airport lights and others, or as to otherwise impair an aircraft pilot's visual perception in the

vicinity of the airport, or as to otherwise endanger the landing, taking off, or maneuvering of aircraft in the vicinity of the Airport. Grantee is responsible for its facilities leading up to the meter and Grantee's use of the easement area. Grantor is responsible for any application of power utilized through Grantor's equipment or application of power derived from Grantor's access points to said power.

GRANTEE shall have the right to trim or remove any trees or brush within the Easement Area which in its judgment may interfere with or endanger said Facilities.

So long as the underlying airport property is used for airport purposes, GRANTEE shall not place, nor permit the placement of, any poles, surface markers or surface structures of any kind upon the Airport property except for the above ground equipment associated with the underground electric lines. These approved above ground equipment shall not penetrate airport airspace surfaces, result in gathering of people, nor contain critical electrical infrastructure for surrounding communities. No building, tree, or other substantial or permanent structure shall be placed upon the Easement Area by the GRANTEE.

GRANTEE will not replace or relocate any existing Facilities within the Easement Area without the prior written approval of the GRANTOR, such approval not to be unreasonably withheld. Equipment may not encroach into protected airspace except in emergencies.

GRANTEE shall, after constructing, installing, maintaining, operating, inspecting, removing, or repairing the intended utility services or Facilities within the Easement Area, restore the Easement Area to the same condition, once the outside weather conditions are appropriate, that existed prior to such work including replacement of ground cover, terrain shape and contours, drainage pattern and vegetation. All work in the Easement Area will be performed in a proper workmanlike manner, and during the progress of the work, GRANTEE will properly safeguard users of the airport from such work.

GRANTOR reserves unto itself, its successors and assigns, for the use and benefit of the public, a right of flight for the passage of aircraft over the ground and in the air space above the surface of the real property herein described, together with the right to cause on said ground and in said air space such sound as may be inherent in the operation of aircraft, now known or hereafter used, for navigation of or flight in said air space and for use of said air space and ground for landing on, taking off from, or operating at the Wausau Downtown Airport.

GRANTEE hereby releases GRANTOR from all debts, claims, demands, damages, actions and causes of action whatsoever which may result from the easement granted hereunder by the GRANTOR, and further agrees to indemnify and hold GRANTOR harmless from all debts, claims demands, damages, actions and causes of actions which may arise as a result of GRANTEE's use and occupation of the Easement Area, except as otherwise arising as a result of the negligence or willful misconduct of GRANTOR.

The covenants and agreements herein contained shall be binding upon the parties hereto and their respective heirs, administrators, executors, successors, and assigns and shall run with the land. No failure or delay of either party in enforcing its rights hereunder shall act as a waiver thereof, nor shall any single or partial exercise thereof preclude any other or further exercise thereof or the exercise of any other right set forth herein. This Easement may be executed in several counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

IN WITNESS WHEREOF, GRANTOR has hereunto set its hand and seal the day and year first above written.

CITY OF WAUSAU, a municipal corporation
in the State of Wisconsin

BY: _____
Katie Rosenberg, Mayor

ATTEST:

BY: _____
Mary Goede, Deputy City Clerk

ACKNOWLEDGEMENT

STATE OF WISCONSIN)
) SS
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2021, the above named, Katie Rosenberg, Mayor, and Mary Goede, Deputy City Clerk, for the City of Wausau, known to me to be the persons who executed the foregoing instrument on behalf of said GRANTOR and acknowledged the same.

Notary Public, Wisconsin

My commission expires: _____

This instrument drafted by: Nathan K. Miller,
Assistant City Attorney for the City of Wausau,
407 Grant Street, Wausau WI 54403

Exhibit A

EASEMENT DESCRIPTION

A 12 FOOT WIDE EASEMENT, BEING 6 FEET ON BOTH SIDES OF THE FOLLOWING DESCRIBED CENTERLINE, BEING PART OF A PARCEL DESCRIBED IN DEED DOCUMENTS RECORDED IN VOLUME D476 ON PAGE 528 AND VOLUME D371, PAGE 318, FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; BEING PART OF GOVERNMENT LOT 2 OF SECTION 12, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 12; THENCE SOUTH $01^{\circ}55'53"$ EAST, COINCIDENT WITH THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 12, 2631.54 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 12; THENCE SOUTH $01^{\circ}55'48"$ EAST, COINCIDENT WITH THE EAST LINE OF SAID GOVERNMENT LOT 2, 1279.81 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF RADKE STREET AND THE POINT OF BEGINNING OF SAID CENTERLINE; THENCE NORTH $88^{\circ}05'37"$ WEST, 17.50 FEET; THENCE NORTH $02^{\circ}24'06"$ EAST, 83.00 FEET; THENCE NORTH $20^{\circ}47'43"$ WEST, 20.00 FEET TO THE POINT OF TERMINATION OF SAID CENTERLINE.

THE INTENT OF THIS EASEMENT IS TO HAVE THE SIDE LINES ON BOTH SIDES OF SAID CENTERLINE SHORTENED OR ELONGATED TO SAID WEST RIGHT-OF-WAY LINE OF RADKE STREET AND SAID EAST LINE OF GOVERNMENT LOT 2. SAID EASEMENT CONTAINS 1,446 SQUARE FEET, 0.033 ACRES, MORE OR LESS. SAID EASEMENT IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

UNPLATTED LANDS
DEED DOC. VOL. D476, PG. 528 AND VOL. D371, PG. 318
OWNED BY CITY OF WAUSAU
MUNICIPAL AIRPORT
PIN: 29128071220999

EASEMENT AREA

1,446 SQ. FT.
0.033 ACRES

NORTH 1/4 CORNER
SEC. 12, T28N, R7E

EAST LINE
NORTHWEST 1/4

CENTER 1/4 CORNER
SEC. 12, T28N, R7E

EAST LINE
GOV'T LOT 2

P.O.T.

$N20^{\circ}47'43"W$
20.00'

BUILDING
6'

$N02^{\circ}24'06"E$
83.00'

$N88^{\circ}05'37"W$
17.50'

PROPERTY
LINE

$S01^{\circ}55'53"E$
2631.54'

1279.81'

UNPLATTED LANDS
OWNED BY JOHN STOKKA
PIN: 28128071249934

CENTERLINE OF
EASEMENT

$S01^{\circ}55'48"E$

P.O.B.

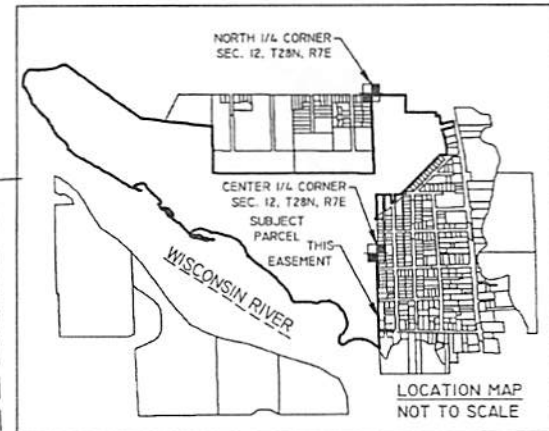
LOT 1
CSM #6396
VOL. 24, PG. 14
OWNED BY WAYNE & JOAN
SCHEIDER
PIN: 28128071249913

RIGHT-OF-WAY
ALLEY - 12'

42.3'

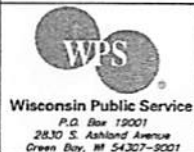
RADKE STREET

RIGHT-OF-WAY



SCALE: 1" = 50'

- NOTE:
1. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE EAST LINE OF THE NORTHWEST 1/4 OF SECTION 12, TOWNSHIP 28 NORTH, RANGE 7 EAST, MEASURED TO BEAR SOUTH $01^{\circ}55'53"$ EAST.
 2. SIDE LINES OF EASEMENT DO NOT EXTEND INTO EXISTING BUILDING.



SEC. 12, T28N, R7E
CITY OF WAUSAU
MARATHON COUNTY

WORK ORDER NO.
3269972

WPS EASEMENT:
EXHIBIT "A"

REAL ESTATE NO.
1058103

DRAFTED BY:
MJS

DATE:
9-14-2021

REVIEWED BY:
JLR



PIN: 29128071220999

3269972 Easement Description

A 12 foot wide easement, being 6 feet on both sides of the following described centerline, being part of a parcel described in Deed Documents recorded in Volume D476 on Page 528 and Volume D371, page 318, filed in the Marathon County Register of Deeds office; being part of Government Lot 2 of Section 12, Township 28 North, Range 7 East, City Of Wausau, Marathon County, Wisconsin, more particularly described as follows:

Commencing at the North 1/4 corner of said Section 12; thence South 01°55'53" East, coincident with the East line of the Northwest 1/4 of said Section 12, 2631.54 feet to the center 1/4 corner of said Section 12; thence South 01°55'48" East, coincident with the East line of said Government Lot 2, 1279.81 feet to a point on the West right-of-way line of Radke Street and the point of beginning of said centerline; thence North 88°05'37" West, 17.50 feet; thence North 02°24'06" East, 83.00 feet; thence North 20°47'43" West, 20.00 feet to the point of termination of said centerline.

The intent of this easement is to have the side lines on both sides of said centerline shortened or elongated to said West right-of-way line of Radke Street and said East line of Government Lot 2.

Said easement contains 1,446 square feet, 0.033 acres, more or less.

Said easement is subject to easements, restrictions, and rights-of-way of record.

Exhibit A

Agenda Item No.
2C

STAFF REPORT TO CISM COMMITTEE – October 14, 2021

AGENDA ITEM
Action on WPS Easement on City property at 1803 Burek Avenue for installing a new pole and burying electrical conductors
BACKGROUND
WPS is requesting an easement to install a new pole and underground electrical conductors at 1803 Burek Ave. This is part of their project for replacement of overhead high voltage lines in the area.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the easement. This area will be used as a driveway with landscaping and no structure will be built in this area in the future.
Staff contact: Eric Lindman 715-261-6745

VILLAGE OF
MAINE

BUREK AV

1803



E CAMPUS DR

1741

1744

1737

ELECTRIC UNDERGROUND EASEMENT

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

Part of Certified Survey Map No. 350, Recorded in the Marathon County Register of Deeds Volume 2 of Certified Survey Maps on Page 100, being part of the Southwest Quarter of the Southwest Quarter (SW 1/4-SW 1/4) of Section 13, Township 29 North, Range 7 East, **City of Wausau, County of Marathon, State of Wisconsin**, as shown on the **attached Exhibit "A"**.

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

Parcel Identification Number (PIN)
29129071330997

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

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

[REMAINDER OF PAGE LEFT BLANK]

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

City of Wausau, a Municipal Corporation

Corporate Name

Sign Name

Print name & title

Sign Name

Print name & title

STATE OF _____)
COUNTY OF _____)SS

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____

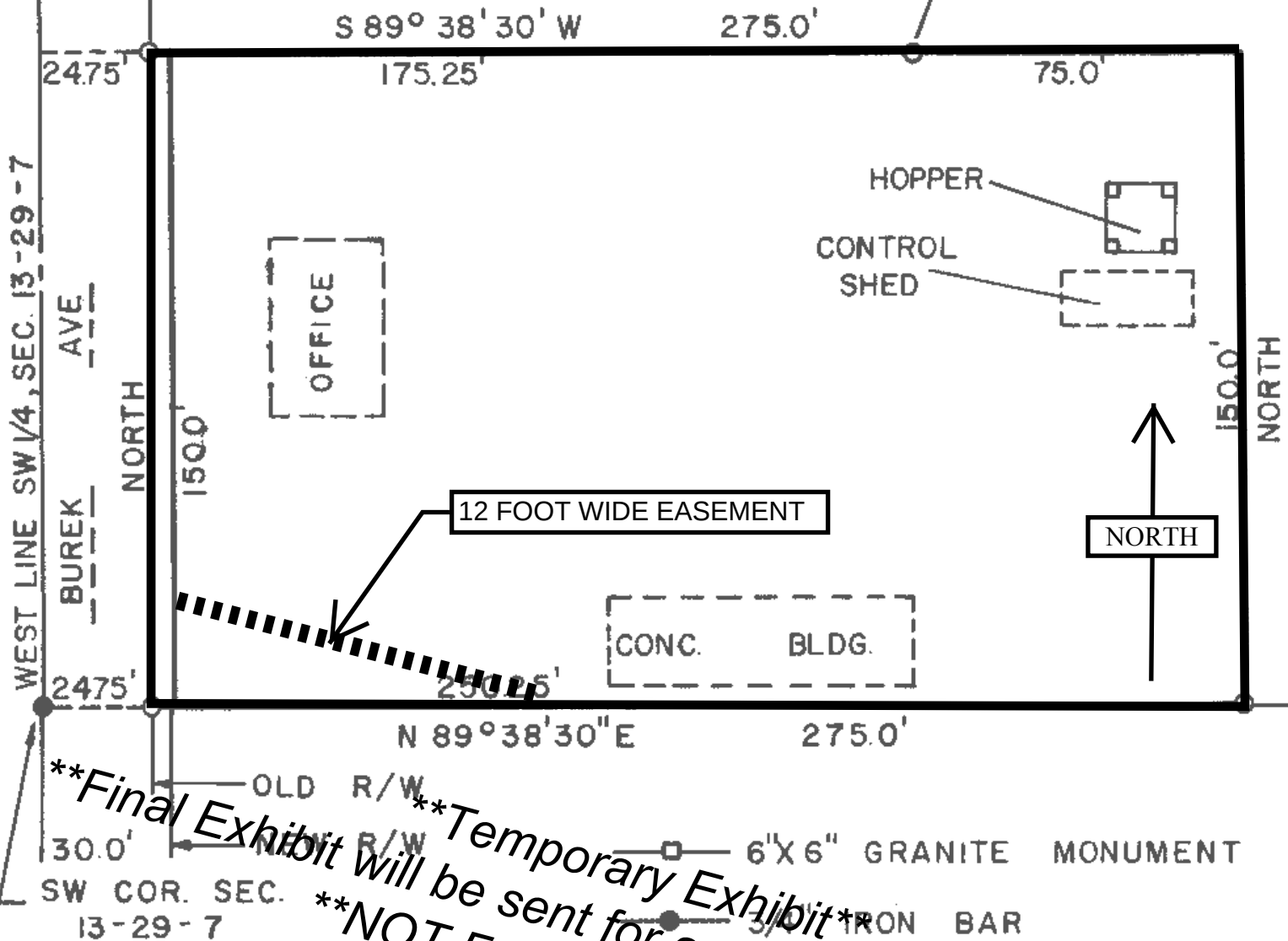
City of Wausau, a Municipal Corporation, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name _____
Print Name _____

Notary Public, State of _____
My Commission expires: _____

This instrument drafted by: Katherine Troudt
Wisconsin Public Service Corporation

Date	County	Municipality	Site Address	Parcel Identification Number
October 6, 2021	Marathon	City of Wausau	1803 Burek Ave	29129071330997
Real Estate No.	WPSC District	WR#	WR Type	I/O
1059505	Wausau-61	3276341	ERU	22500661EC

TEMPORARY EXHIBIT "A"NOT TO SCALE
FOR REFERENCE ONLYRAVEL
SET C
0' WEST

****Final Exhibit will be sent for approval at a later date****
****Temporary Exhibit****
****NOT FOR RECORDING****

I, Edwin R. Abendroth, Registered land surveyor,
 That I have surveyed, divided and mapped the
 South 150.0 feet of the Southwest 1/4 of the South
 Township 29 North, Range 7 East, City of Wausau
 That I have made such survey, land division
 Eugene Splitt.

That such plat is a correct representation
 of the land surveyed and the subdivision thereof

That I have fully complied with the provisions of
 Wisconsin Statutes and the subdivision regulations
 surveying, dividing, and mapping the same.

Dated this 10th day of August, 1971.

AGENDA ITEM
Discussion and possible action on final resolution to levy special assessments for 2021 Street Construction Project of 3 rd Avenue from Randolph Street to Bos Creek Drive
BACKGROUND
In the fall of each year, the Common Council adopts resolutions to levy special assessments for street construction projects. Special assessments for 2021 street construction projects to be levied this year include North 3 rd Avenue from Randolph Street to Bos Creek Drive. Typically, streets are assessed the same year they are reconstructed. Due to the delays in the construction of 3 rd Avenue it is being considered to push the assessments out to 2022.
FISCAL IMPACT
Estimated special assessments of \$143,000.
STAFF RECOMMENDATION
Staff recommends forwarding the resolution to the Common Council to levy the special assessments on 3 rd Avenue, delaying the assessments to 2022.
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**

Levying Special Assessments for 2021 Street Construction Project – 3rd Avenue from Randolph Street to Bos Creek Drive

Committee Action:

Fiscal Impact: Estimated construction cost \$1,019,655; estimated special assessments \$143,000

File Number: 21-0104

Date Introduced: November 9, 2021

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: \$1,019,655</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: \$1,019,655 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, on January 12, 2021, a preliminary resolution was adopted for the proposed public street construction project which included 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, on the following street during 2021:

North 3rd Avenue from Randolph Street to Bos Creek Drive

WHEREAS, the Engineer's report was filed in the office of the City Clerk; a public hearing was held February 3, 2021 for the project; and the Board of Public Works reported upon the hearing to the Capital Improvements and Street Maintenance Committee regarding the comments of those who appeared at said hearing; and

WHEREAS, the Capital Improvements and Street Maintenance Committee did recommend to the Common Council that the project be constructed during 2021, and the Common Council accepted the

Committee's report at its meeting of February 23, 2021 and ordered that the project be advertised for bid; and

WHEREAS, bids were received by the Board of Public Works and the low bidder was awarded the street construction project and

WHEREAS, the reconstruction of 3rd Avenue from Randolph Street to Bos Creek Drive took longer than anticipated and was not completed by the contractor in a timely manner; and

WHEREAS, your Capital Improvements and Street Maintenance Committee, at their October 14, 2021 meeting, discussed and approved delaying levying special assessments until 2022 due to the untimely completion of the project; and

WHEREAS, the street construction project special assessments for each property affected are attached hereto and made a part hereof;

NOW THEREFORE, BE IT RESOLVED,

1. That payment for said public improvements shall be made through an assessment against the real estate property described above.
2. That the assessments be and are hereby levied in the amount set forth above.
3. That such levy is made by the exercise of the City's police powers.
4. That the assessments are hereby determined to be fair and equitable, allocated amongst the property on a reasonable basis, and are in the public interest.
5. That any interested property owner may contest all or any part of such assessment in the manner provided in Section 3.24.020 of the Wausau Municipal Code.
6. That the special assessments shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2022, the special assessment will be placed on the 2022 real estate tax bill and be due in full on or before January 31, 2023. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for a payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2022, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2022 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 2022 real estate taxes **OR**

- B. Payment of the first one-fifth of the assessment with the 2022 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% (the 2021 rate was 1.9908%) beginning February 1, 2023, on the unpaid balance. 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, 2022, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2022 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 2022 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2022 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% (the 2021 rate was 1.9908%) beginning February 1, 2023, on the unpaid balance. 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). Regardless of how real estate taxes are paid, special assessments must be paid on or before January 31, 2023. No payments can be applied to real estate taxes if special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states that 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) general property taxes.

BE IT FURTHER RESOLVED that this final assessment resolution shall be published as a Class I notice in the official City newspaper; and

BE IT FURTHER RESOLVED, the Clerk shall cause to be mailed a copy of this resolution and a statement of the final assessment against the property to every property owner whose name appears on the assessment roll, whose post office address is known or can with reasonable diligence be ascertained.

Approved:

Katie Rosenberg, Mayor

AGENDA ITEM
Discussion of potential locations for new DPW facility or DPW Fleet Maintenance Shop
BACKGROUND
City hired Barrientos to review locations for the placement of a new facility maintenance shop. The original contract was restricted to an area around the existing site due to budget expectations put on staff that limited reviewing other sites city wide. The council determined they wanted staff to look city wide for other possible locations for building a maintenance facility and/or moving the entire Streets Division to a new location. Attached are maps of several locations that were identified and also a list of the criteria that will be used to determine the best location. Staff will work with Barrientos to narrow down possible locations based on the criteria.
FISCAL IMPACT
Included in current contract.
STAFF RECOMMENDATION
For committee information.
Staff contact: Eric Lindman 715-261-6745

WAUSAU DEPARTMENT OF PUBLIC WORKS

PRELIMINARY SITE EVALUATION

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 provided conceptual layouts for proposed facilities at the current site. In June 2020, Barrientos Design provided a *Phased Conceptual Design Package* analyzing a three-phase buildout plan for proposed facilities on the current site with cost estimates for the first two phases.

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.

SCOPE OF CURRENT STUDY

This *Alternate Site Concept Study* will further develop previous study analysis with the understanding that additional space is needed to operate the Department of Public Works efficiently in the long term. It also takes the recommendations of the *Fleet Management Study Report* into consideration, separating the Motor Pool Division from other operations, with a stand-alone Repair Garage.

This study is currently ongoing and consists of two parts. Part One is described in the following pages. It diagrams the optimal plans for the Repair Garage and DPW Garage and an optimal plan for The Department of Public Works yard as a whole. Part One also includes a concept plan on the existing site.

Part two of this study will analyze potential alternative sites for The Department of Public Works yard. A site selection criteria is included for direction in selecting sites to analyze. Several potential sites are highlighted as possible options to analyze.

Barrientos design will test-fit plans at up to six sites. **Feedback on which sites to analyze is encouraged at this time**, with consideration of the site selection criteria.

PART ONE

Optimal Space plans

Part One diagrams the optimal plans for the Repair Garage and DPW Garage and an optimal plan for The Department of Public Works yard as a whole. Also included is a concept plan on the existing site.

UPDATED FACILITY PLANS

REPAIR GARAGE

As recommended in the *Fleet Management Study Report* the Motor Pool Division should be housed in separate building than the rest of the Department of Public Works to best operate efficiently. Previous plans were reviewed with the Public Works Superintendent and Mechanics Staff and altered to an optimal conceptual layout.

The Repair Garage would house the Motor Pool Division for:

- 13 Staff (currently 9)
- 8 Heavy Duty Repair Bays (currently 6)
- 2 Light Duty Repair Bays
- 1 Welding Bay
- 1 Machining Bay

Total SF: 28,000 (with 2,700 SF Mezzanine)

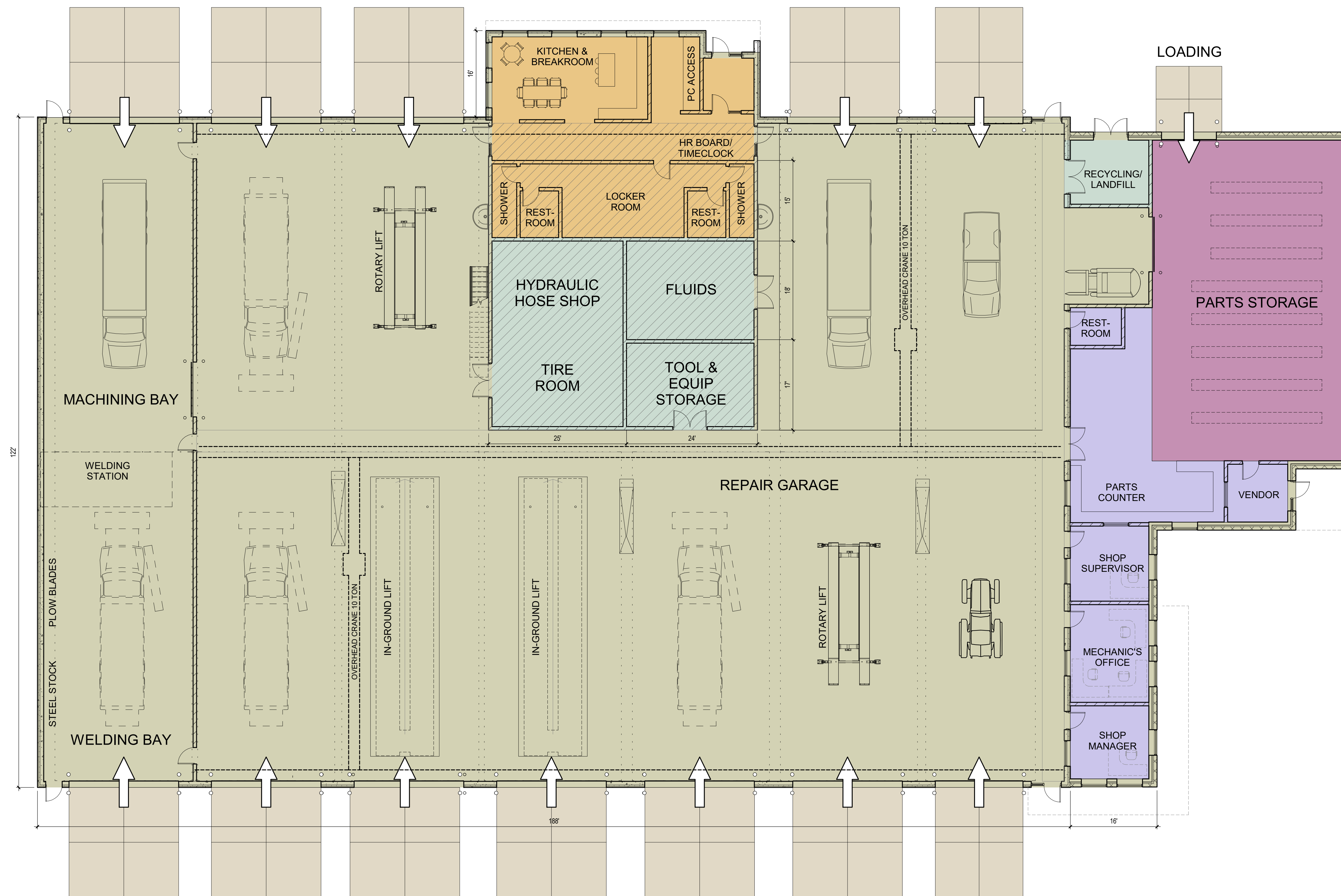
DPW MAIN GARAGE

The remaining Department of Public Works facilities would be housed in a main facility. Planning for such a new facility breaks down into four primary DPW component operations: administration and crew, parking garage, shops, and wash bays.

The Department of Public Works Garage would house:

- 28 Heavy, 20 Medium, 24 light vehicles in heated parking
- A Carpentry Shop
- A Sign Shop
- 2 Wash Bays (1 Automatic, 1 Manual)

Total SF: 81,500



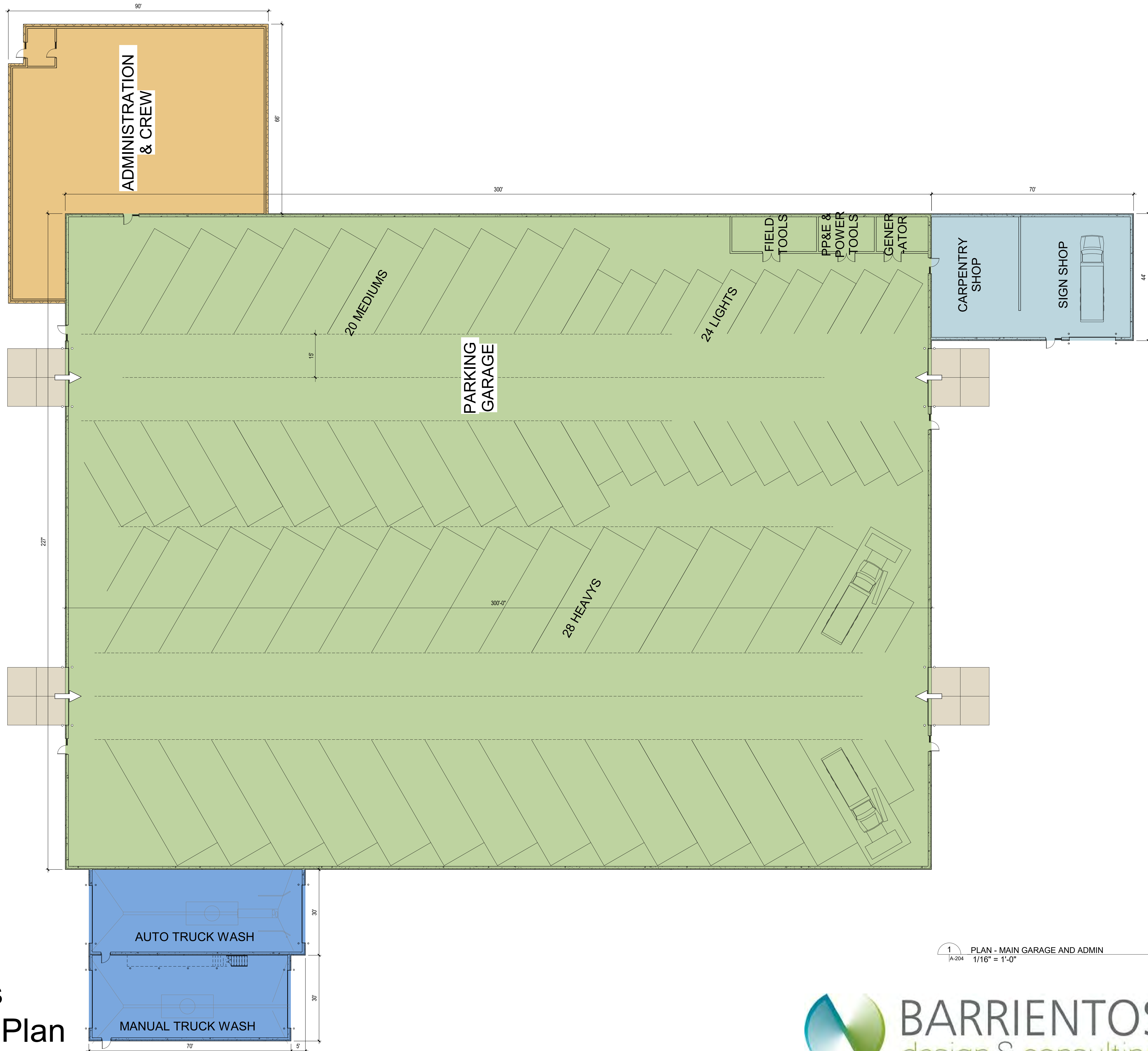
20,800 S.F.		REPAIR
1,700 S.F.		CREW
1,900 S.F.		STORAGE
2,100 S.F.		PARTS
1,500 S.F.		OFFICES
28,000 S.F.		TOTAL
2,700 S.F.		MEZZANINE

1 PLAN - REPAIR GARAGE
1A-203 1" = 10'-0"

Wausau Public Works DPW/ Repair Garage Plan

10.7.21

68,000 S.F.		PARKING GARAGE
6,500 S.F.		ADMIN. / CREW
2,700 S.F.		SHOPS
4,300 S.F.		WASH BAYS
81,500 S.F.		TOTAL



Wausau Public Works DPW/ Repair Garage Plan

10.7.21

1 PLAN - MAIN GARAGE AND ADMIN
1/16" = 1'-0"



Wausau Public Works DPW/ Repair Garage Plan

10.7.21

CONCEPT A

Concept A utilizes the current site on Myron St. along with the purchase of four additional parcels along Myron St. This option accommodates both the Main Garage and the Repair Garage buildings on one site. In addition, it utilizes building 2 and the current salt shed.

- Would require the purchase of four parcels along Myron St.
- Existing Building 2 and the Salt Shed would remain.
- Would require demolition of other Wausau Facilities
- Would require demolition of structures on acquired parcels
- Significant infill required to raise the yard above the floodplain (approximately 4' above current level)
- Significant stormwater drainage piping at old creek bed
- Retention Bioswale/ pond required for new building footprints
- New Brine tank shed
- New Scale and fuel station
- New Sand Shed

Total site acres: 16.0

Total useable acres: 14.5

Benefits

- Having the Main Garage and Repair Garage on the same site is optimal for operations
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- The site is in a floodplain and new buildings would require significant infill
- There is poor existing fill (possibly landfill material) in ground that would need to be analyzed and possibly remediated
- An old creek runs through the site so substantial stormwater drainage would be required
- Although all facilities would fit on site, the traffic flow and yard storage are not optimal
- There is minimal room for future building/ storage needs

Long term plans on the current site should further analyze soil remediation, foundation suitability, and floodplain levels.



SUMMARY:

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

1 1. SITE LAYOUT - MYRON ST
1/4"=200' 1"=50'-0"

Wausau Public Works DPW/ Repair Garage Plan

10.7.21

PART TWO

Alternate Site Selection

Part two will analyze a series of potential sites for relocating The Department of Public Works yard. It aims to find the most suitable site options for a long-term placement of the Public Works facilities.

Site Selection Criteria

Referencing the prior studies that analyzed Wausau's facility needs, building sizes were determined and an Optimal Site Plan was developed. The optimal site plan allots 19.5 acres in order to suit the long-term needs of the Public Works Department.

A proper site location for a long-term facility is vital to the success of the department's work. Factors such as proximity to service-area, fit with neighboring properties, and access to arterial roads and utilities should be thoughtfully considered.

The following criteria are listed in order of importance.

Criteria:

- 19 + acres
- Access to Main (Arterial) Roads and Bridges
- Proximity to Service-Area Center (see map)
- Within City limits or on edge of City limits to be annexed-in
- Good fit with neighboring properties
- Cohesive with City's long-term masterplan
- City Utilities (water and sewer)
- Access roads without steep inclines
- A site without wetlands
- A Site with flat Topography
- Proper Zoning or ability for Zoning Change

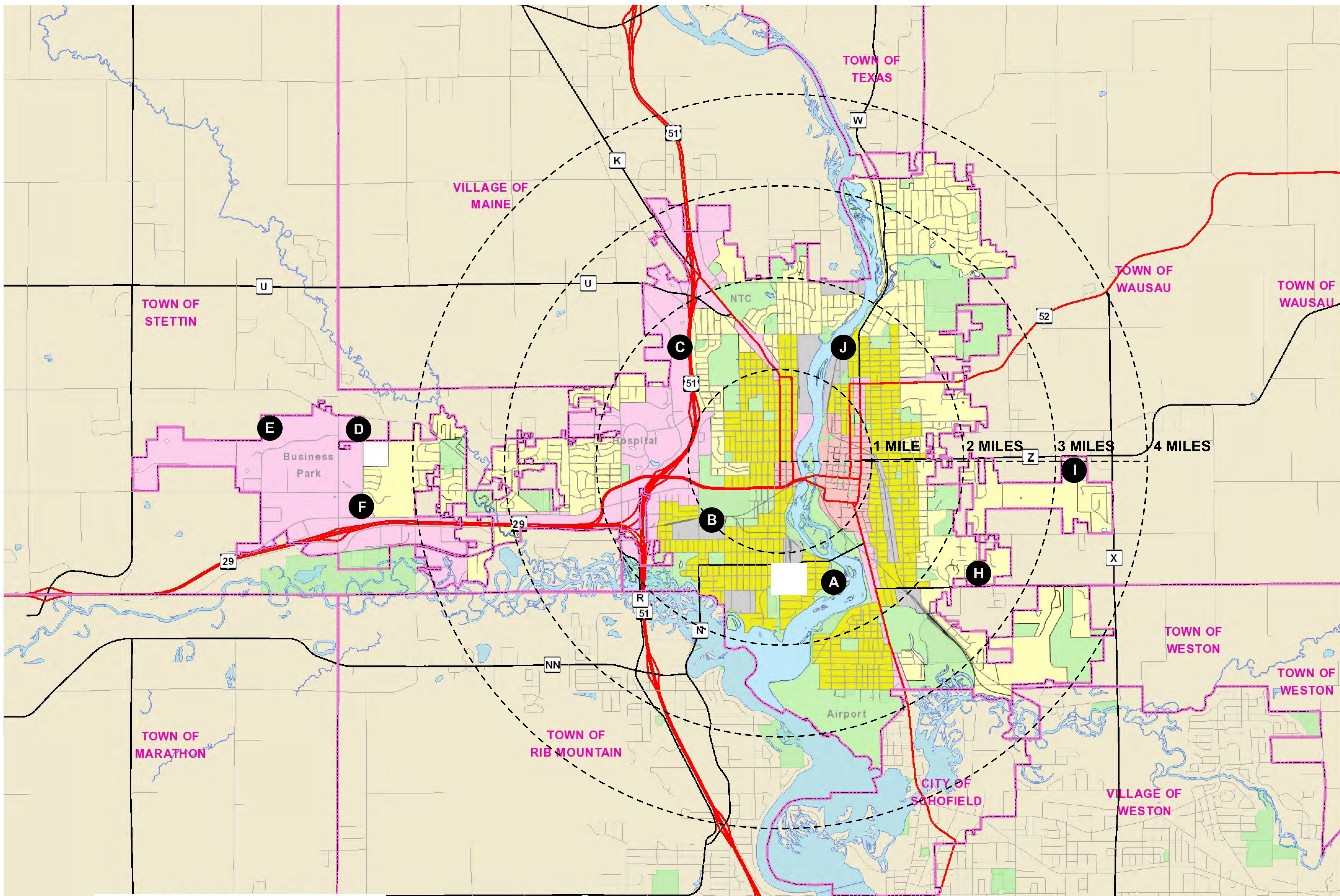
Sites

The following preliminary sites are selected for aligning with the above criteria. Site statistics and GIS data are gathered on each site. The table on the following page outlines the selection criteria for each site. Further benefits and drawbacks are described for each site.

Sites:

- A: Existing Department of Public Works (Myron St.)
- B: Current County Highway Department (West St.)
- C: Westwood Drive
- D: Settin Drive
- E: International Drive
- F: Stewart Ave
- 
- H: County Road N
- I: County Road Z (Franklin St.)
- J: County Materials Corp (Winton St.)

Barrientos design will test-fit plans at up to six sites. Feedback on which sites to analyze is encouraged at this time, with consideration of the site selection criteria.



Legend

- Park - City
- Park - County

Future Land Use

- City Center
- Legacy Industrial
- Public / Open Space
- Railroad
- Suburban Commercial and Industry
- Suburban Residential
- Urban Residential

Wausau Public Works DPW/ Repair Garage Plan

10.7.21

Site Selection Criteria Ranking

City of Wausau Department of Public Works

	A	B	C	D	E	F
	Existing DPW Site	Current County HWY Dept. (West St.)	Westwood Drive	Settin Drive	International Drive	Stewart Ave
Rating 3 = Best, 2 = Ok, 1 = Poor						
Sufficient Site Size (19 + acres)	2.0	2.0	3.0	3.0	3.0	3.0
Distance to Service Areas	3.0	3.0	3.0	1.0	1.0	1.0
Access to Main Arterial Roads/ Bridges	3.0	3.0	2.0	1.0	1.0	2.0
No Floodplain or Wetlands	1.0	3.0	3.0	2.0	2.0	1.0
Access Road without steep inclines	3.0	3.0	2.0	3.0	3.0	3.0
Sufficiently flat Site Topography	3.0	3.0	3.0	3.0	2.0	1.0
Fit with Neighboring Properties & City Masterplan	3.0	3.0	3.0	2.0	3.0	3.0
Existing Zoning Conformance	3.0	3.0	2.0	1.0	3.0	3.0
Extra Site Development Costs	1.0	1.0	3.0	3.0	1.0	1.0
Total Ranking	22.0	24.0	24.0	19.0	19.0	18.0

H	I	J
County Road N	County Raod Z	County Materials Corp (Winton St.)
3.0	3.0	1.0
3.0	2.0	2.0
3.0	3.0	2.0
3.0	3.0	3.0
1.0	1.0	3.0
3.0	3.0	3.0
1.0	3.0	1.0
1.0	2.0	3.0
3.0	3.0	1.0
21.0	23.0	19.0

A: Existing Department of Public Works (Myron St.)

The existing site is described in Part One.

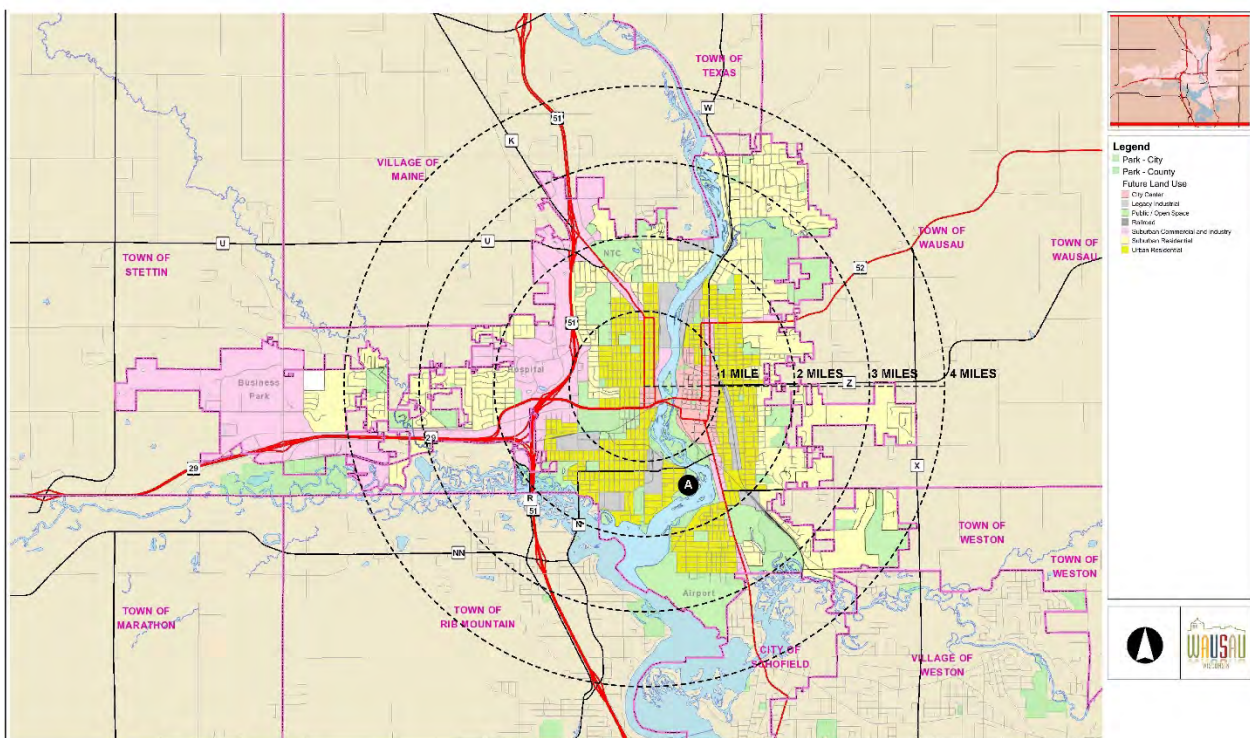
- City owned
- Brownfield Site
- 16.0 Acres

Benefits

- Centrally located site
- Having the Main Garage and Repair Garage on the same site is optimal for operations
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- The site is in a floodplain and new buildings would require significant infill
- There is poor existing fill (possibly landfill material) in ground that would need to be analyzed and possibly remediated
- An old creek runs through the site so substantial stormwater drainage would be required
- Although all facilities would fit on site, the traffic flow and yard storage are not optimal
- Minimal room for future building/ storage needs



B: Current County Highway Department (West St.)

The Current County Highway site is being vacated by the Highway Department in the next 3-5 years. The site would require purchase of the property to the East of the Highway Department. Selective demolition would be required, however reuse of some existing facilities could be considered.

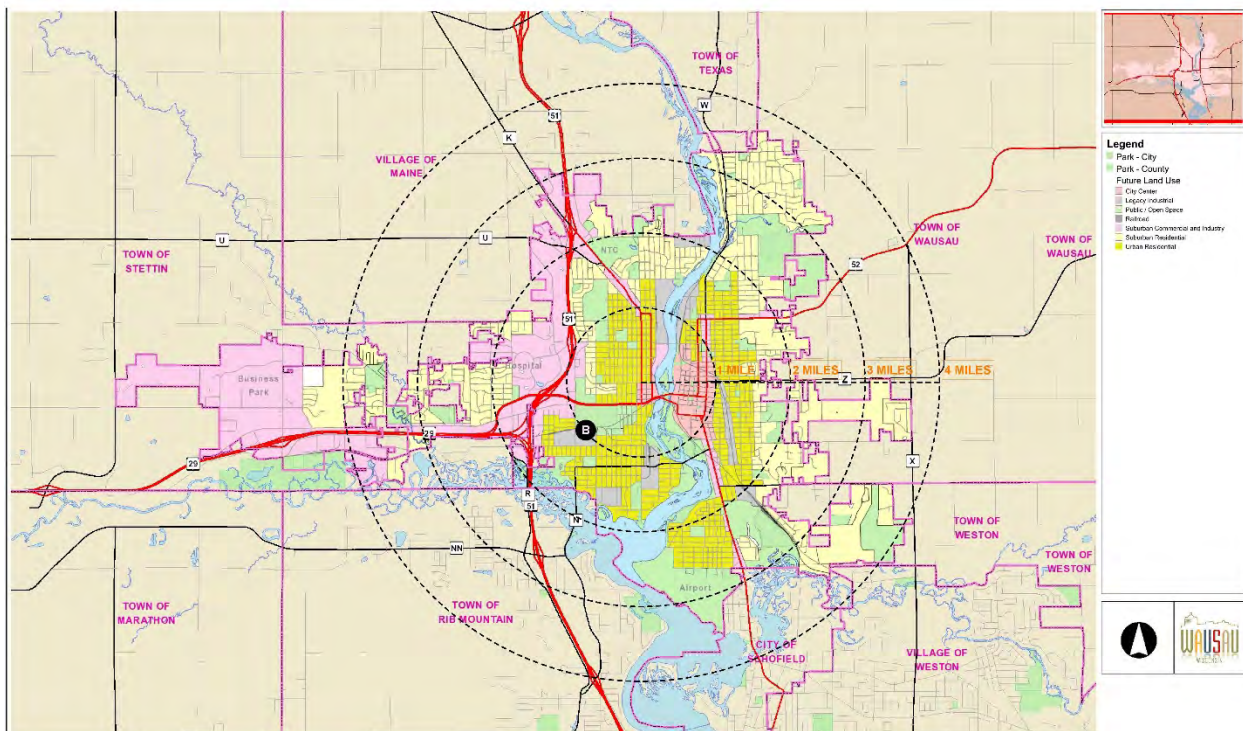
- Public entity owned
- Brownfield Site
- 16.7 Acres

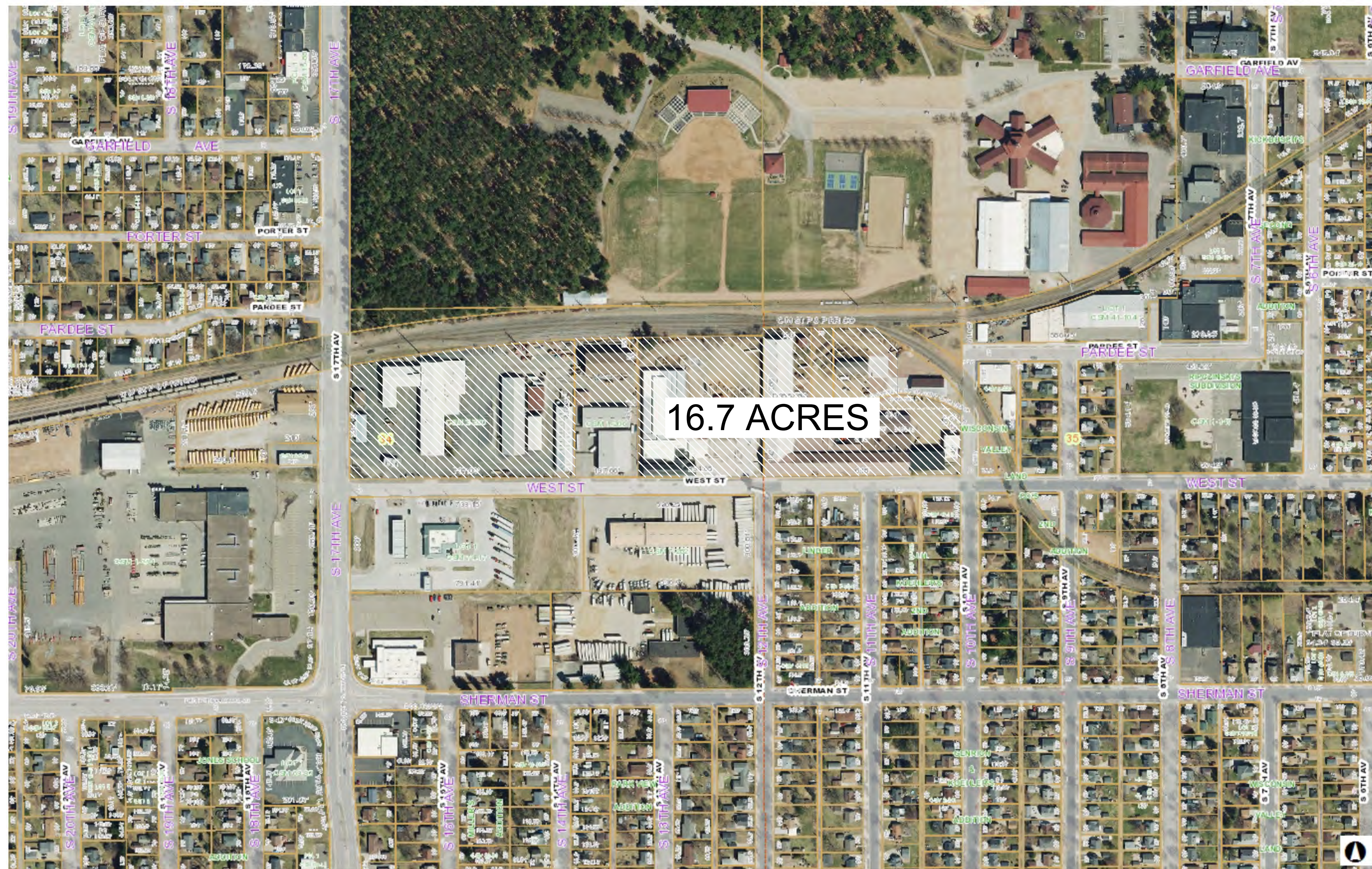
Benefits

- Centrally located site
- Similar building uses as existing owner
- Reuse of some existing buildings/structures
- Multiple access points

Drawbacks

- Some Demolition Required
- Coordination with current tenant vacating
- Minimal room for future growth





Legend

- Road Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities
- 2020 Orthos Countywide
- Red: Band_1
- Green: Band_2
- Blue: Band_3

Notes

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Wausau Public Works DPW/ Repair Garage Plan

10.7.21

C: Westwood Drive

This site is a greenfield property with the proper size to fit the optimal plan. It borders interstate 51 and has a four-lane access road with routes to the north and south of the city. The site topography is suitable and drains to an existing retention pond at the north-east.

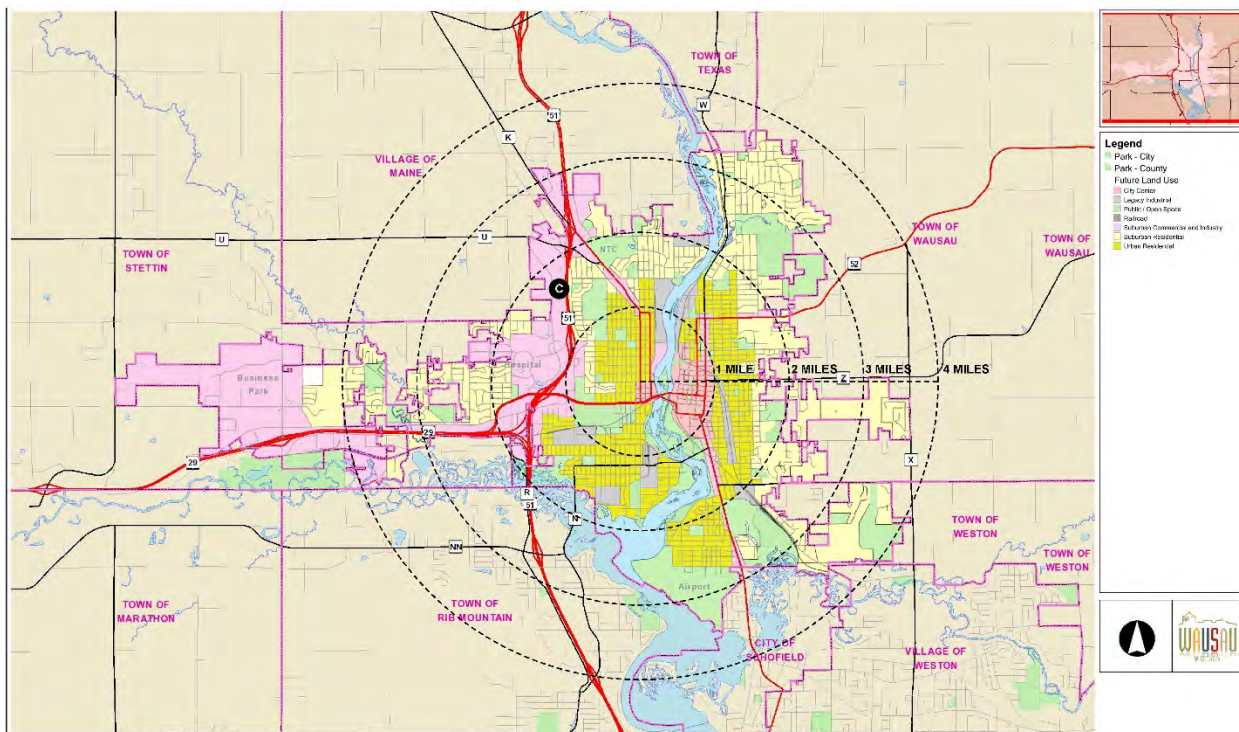
- Privately owned
- Greenfield Site
- 23.3 Acres

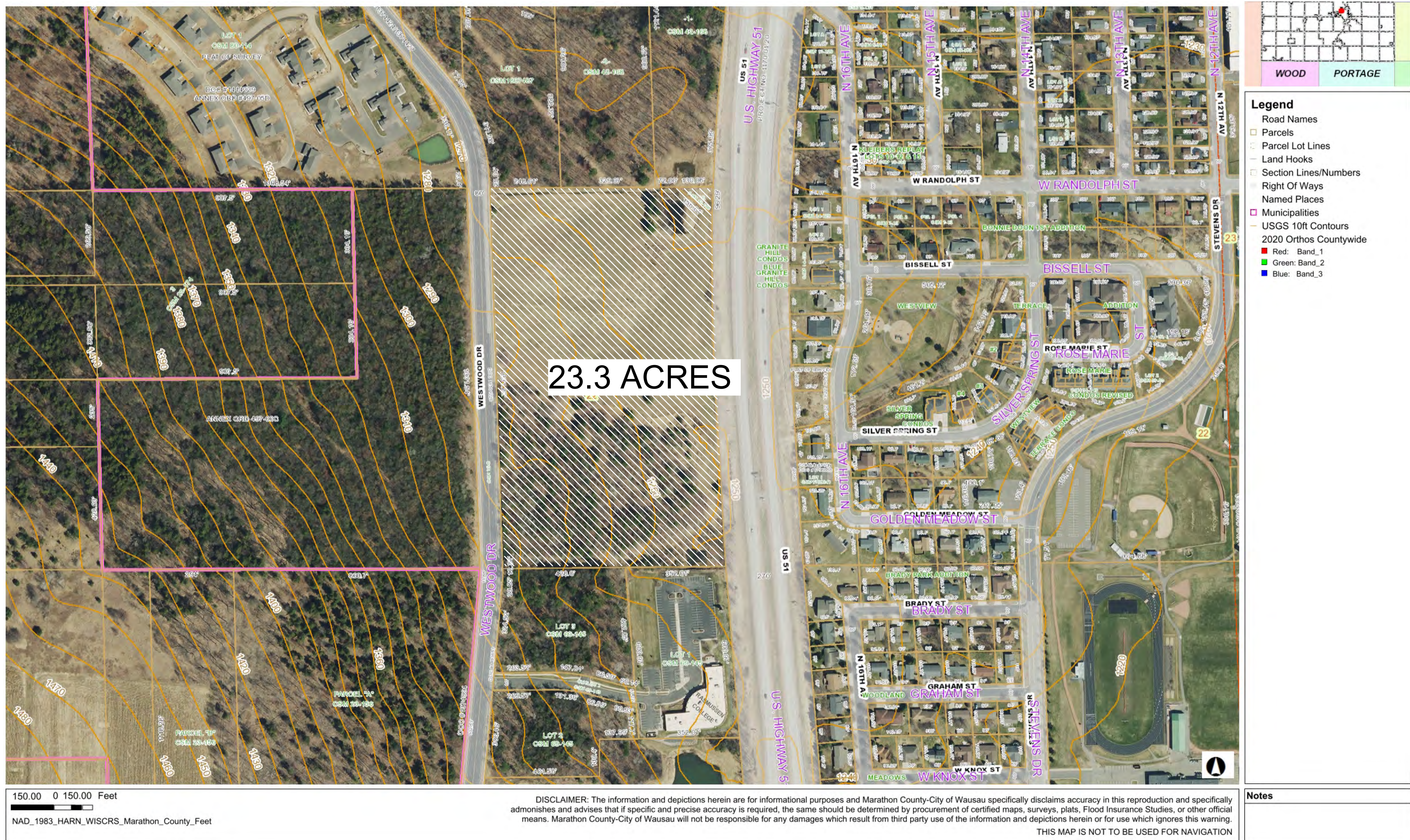
Benefits

- Centrally located site
- Adequate space for optimal plan
- Good access road/routes
- Good topography with existing retention pond

Drawbacks

- Land must be acquired
- Access road to the south has some incline





Wausau Public Works DPW/ Repair Garage Plan

10.7.21

D: Settin Drive

The Settin Drive site was considered for the County Highway Department. It was determined suitable for them, although small for their operations, it has adequate space for the City. It is on a narrow country road that would need to be partially re-paved for heavy equipment. The site has some wetland distinction on GIS.

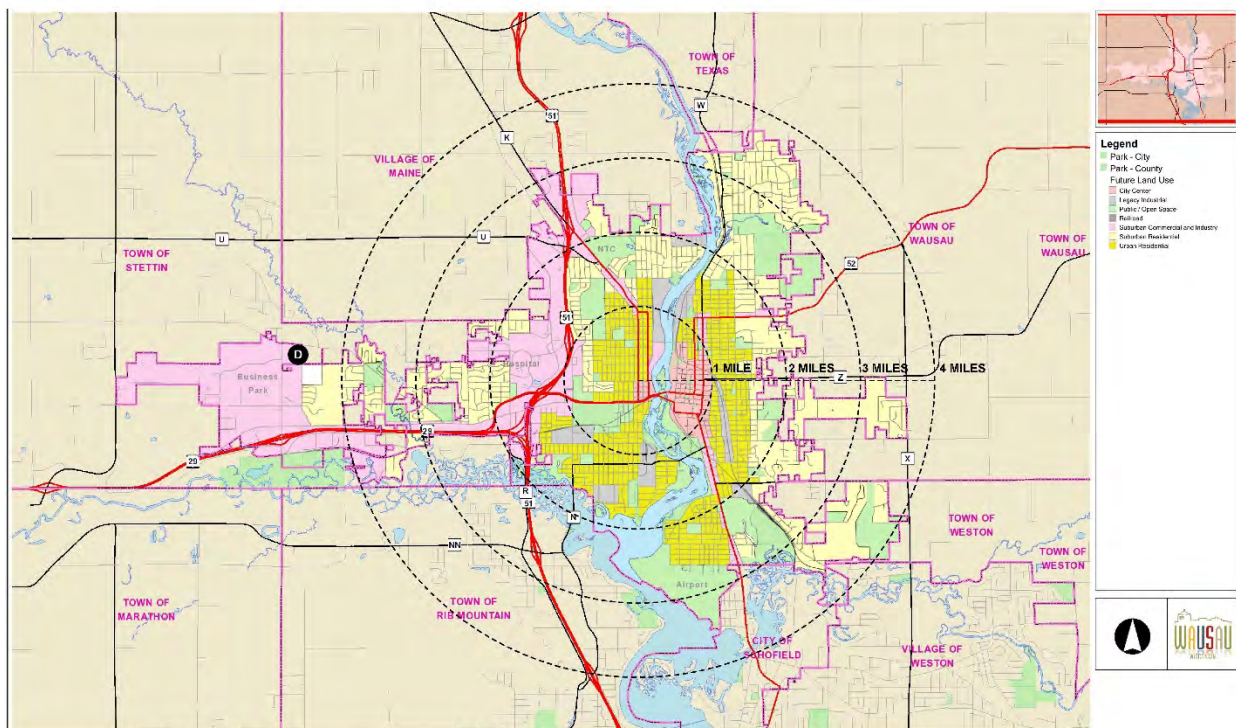
- Privately owned
- Greenfield Site
- 22.0 Acres

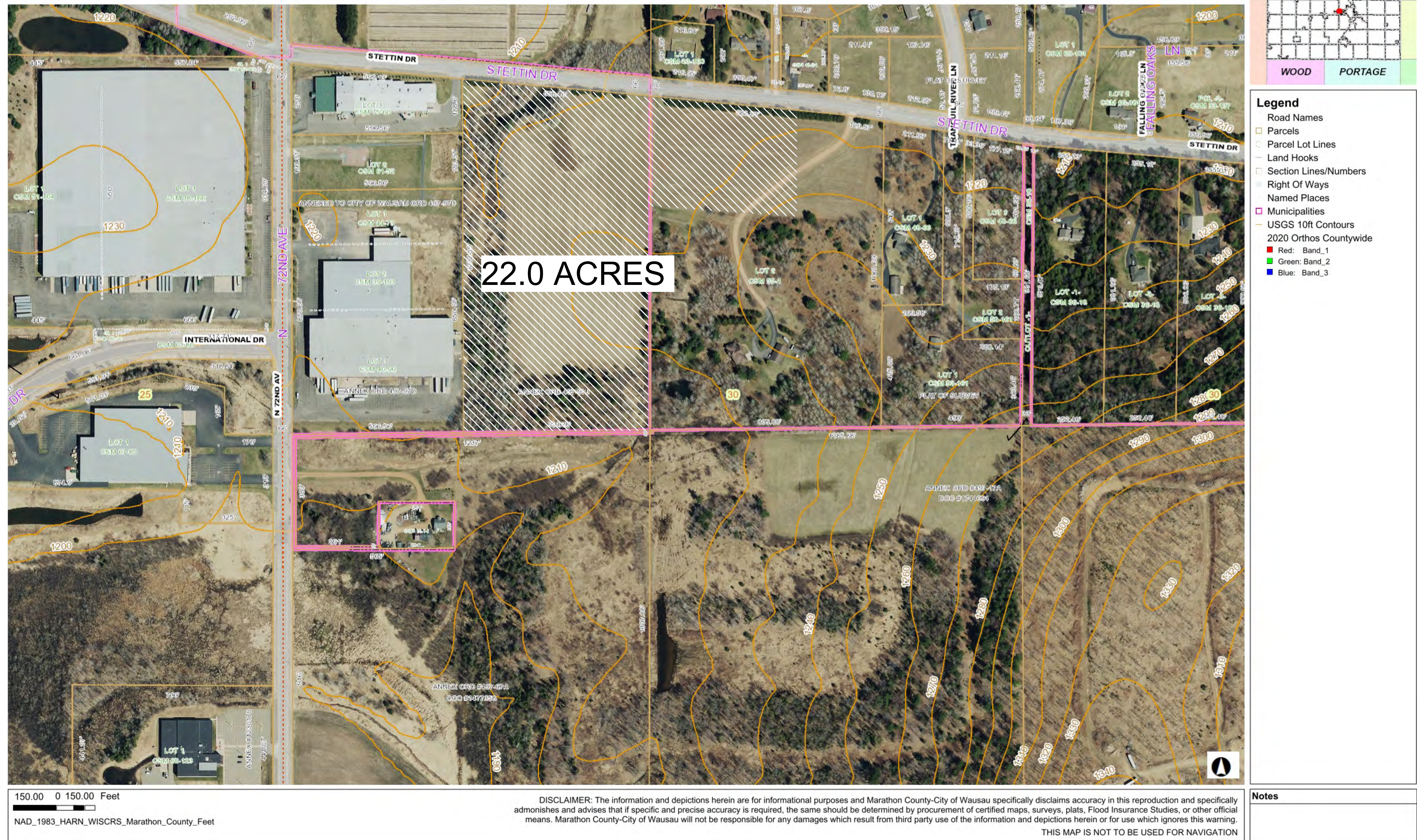
Benefits

- Adequate space for optimal plan
- Site neighbors new business district

Drawbacks

- Far from service area
- Land must be acquired
- Some wetland distinction
- Access road would require improvement





Wausau Public Works DPW/ Repair Garage Plan

10.7.21

E: International Drive

This site is city owned land in the new business district. It is heavily wooded and has some topography and wetland distinctions that would challenge it's development. It is the furthest site from the service area, but it has substantial space to accommodate the optimal plan.

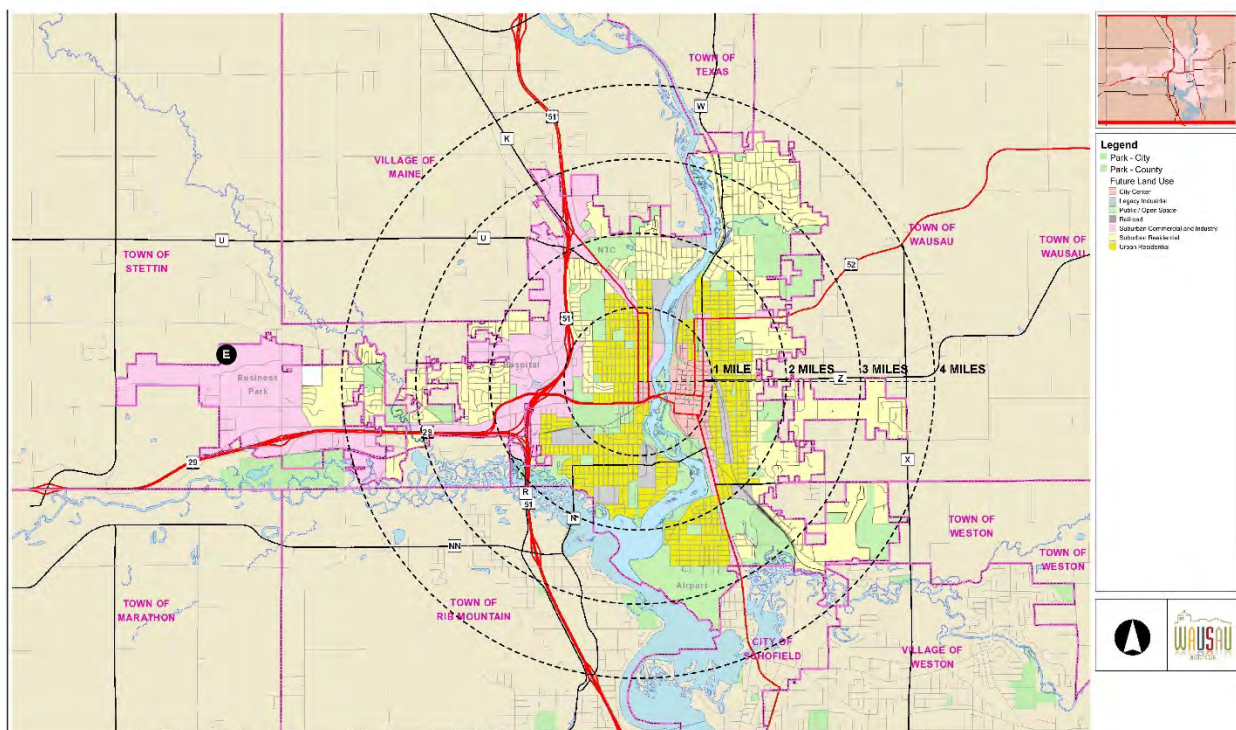
- City owned
- Greenfield Site
- 20.0 Acres

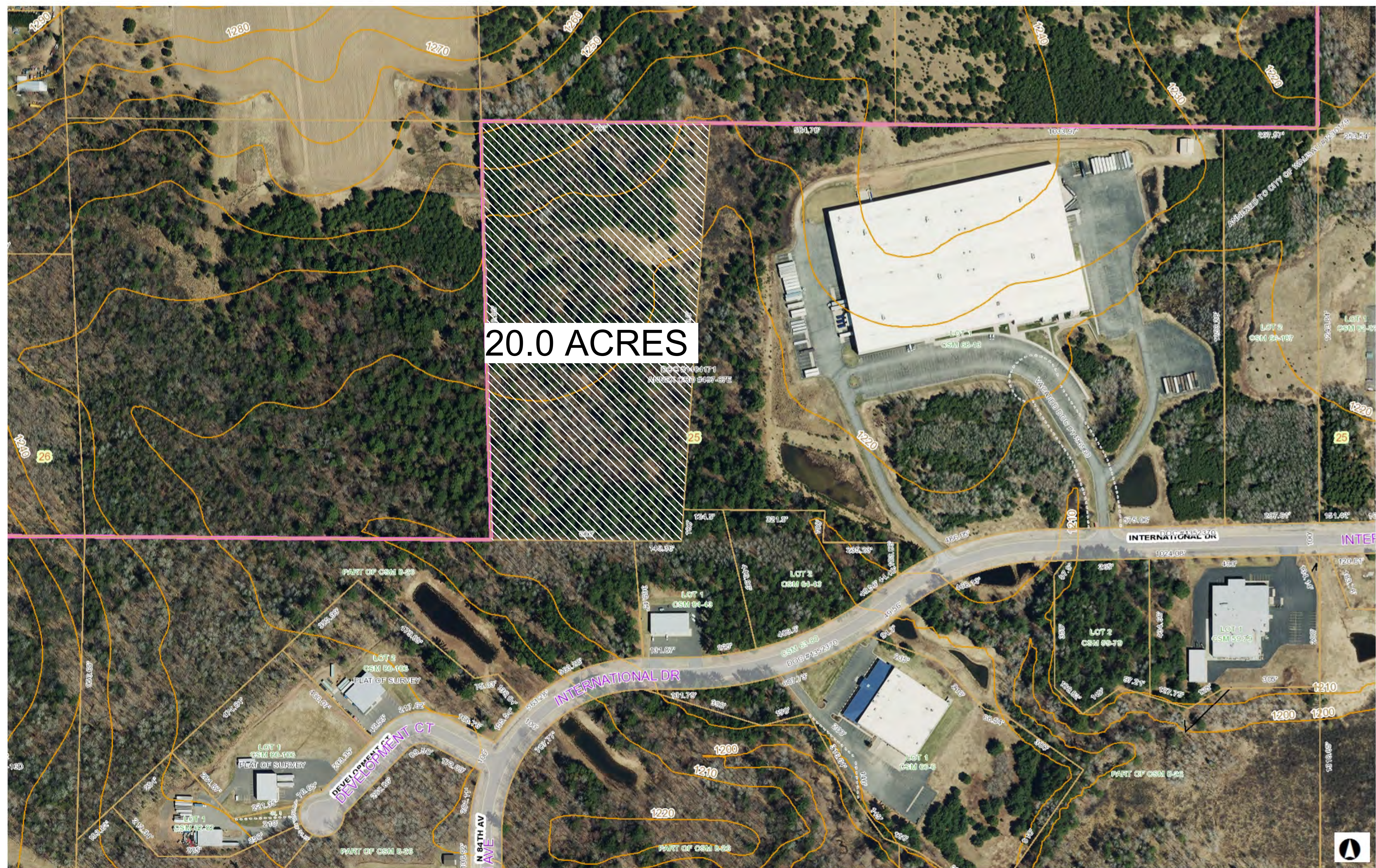
Benefits

- Adequate space for optimal plan
- Located in new business district

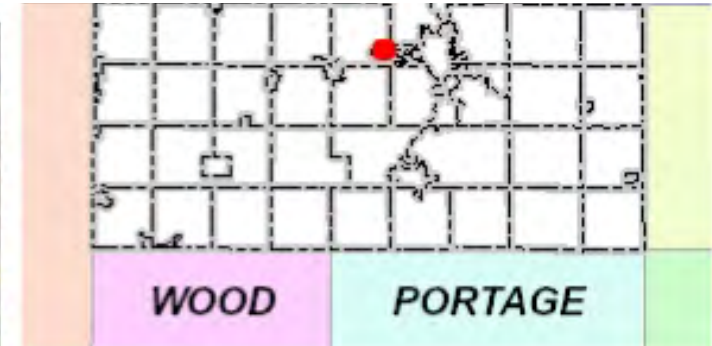
Drawbacks

- Far from service area
- Some wetland distinction
- Heavily wooded land with some site topography





20.0 ACRES



- Legend**
- Road Names
 - Parcels
 - Parcel Lot Lines
 - Land Hooks
 - Section Lines/Numbers
 - Right Of Ways
 - Named Places
 - Municipalities
 - USGS 10ft Contours
 - 2020 Orthos Countywide
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3

150.00 0 150.00 Feet
NAD_1983_HARN_WISCRS_Marathon_County_Feet

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Notes

Wausau Public Works DPW/ Repair Garage Plan

10.7.21



F: Stewart Ave

This site is city owned land along Stewart Avenue. Although it is on a good access route into the city it is far from the service area. It has substantial wetlands that would require DNR approvals, substantial underground piping, and infill of site.

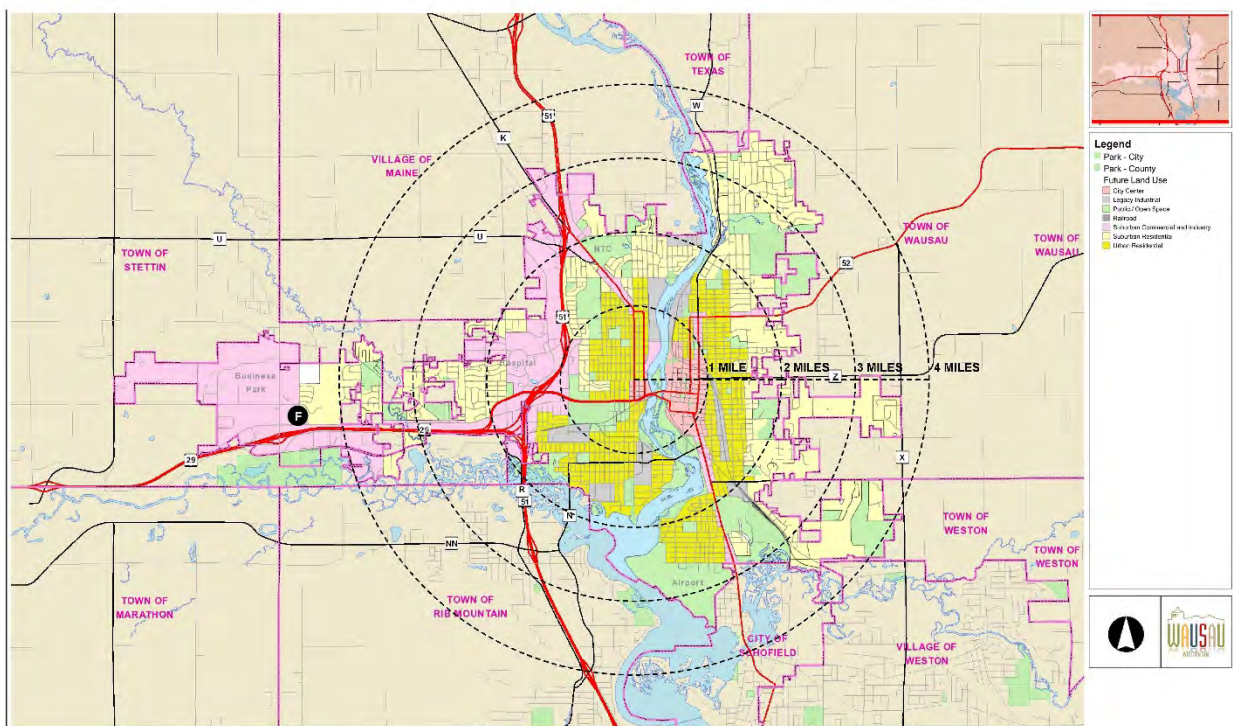
- City owned
- Greenfield Site
- 21.7 Acres

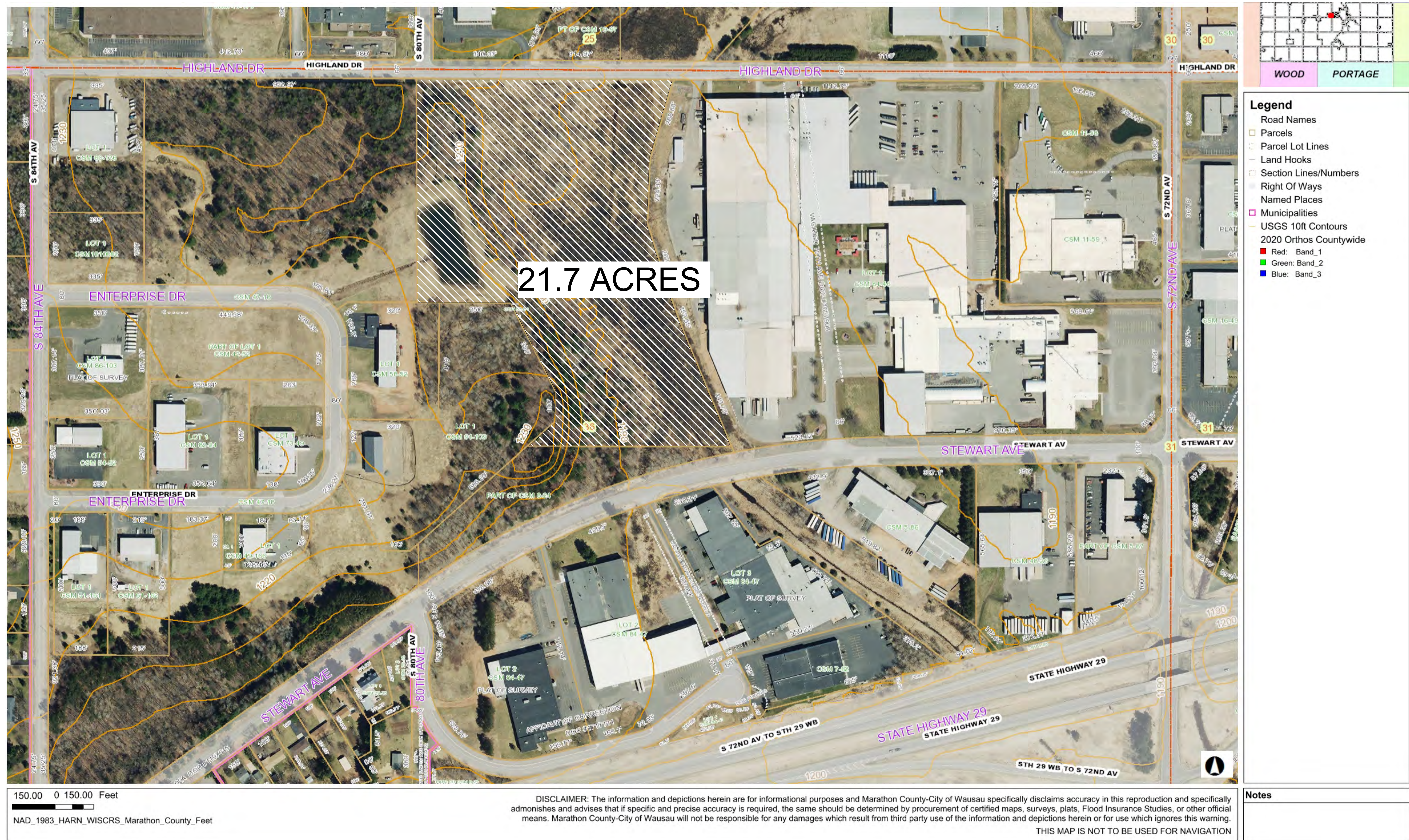
Benefits

- Adequate space for optimal plan
- Along good access route to city

Drawbacks

- Far from service area
- Majority of site is wetland
- Substantial site development costs





Wausau Public Works DPW/ Repair Garage Plan

10.7.21

H: County Road N

The site along County Road N has substantial size and good topography for the optimal plan. However, two major drawbacks are the aggressively inclined access road and that the parcel sits in an area surrounded by residential development. It would require a zoning change that would be contested by neighbors and it does not align with the City's masterplan.

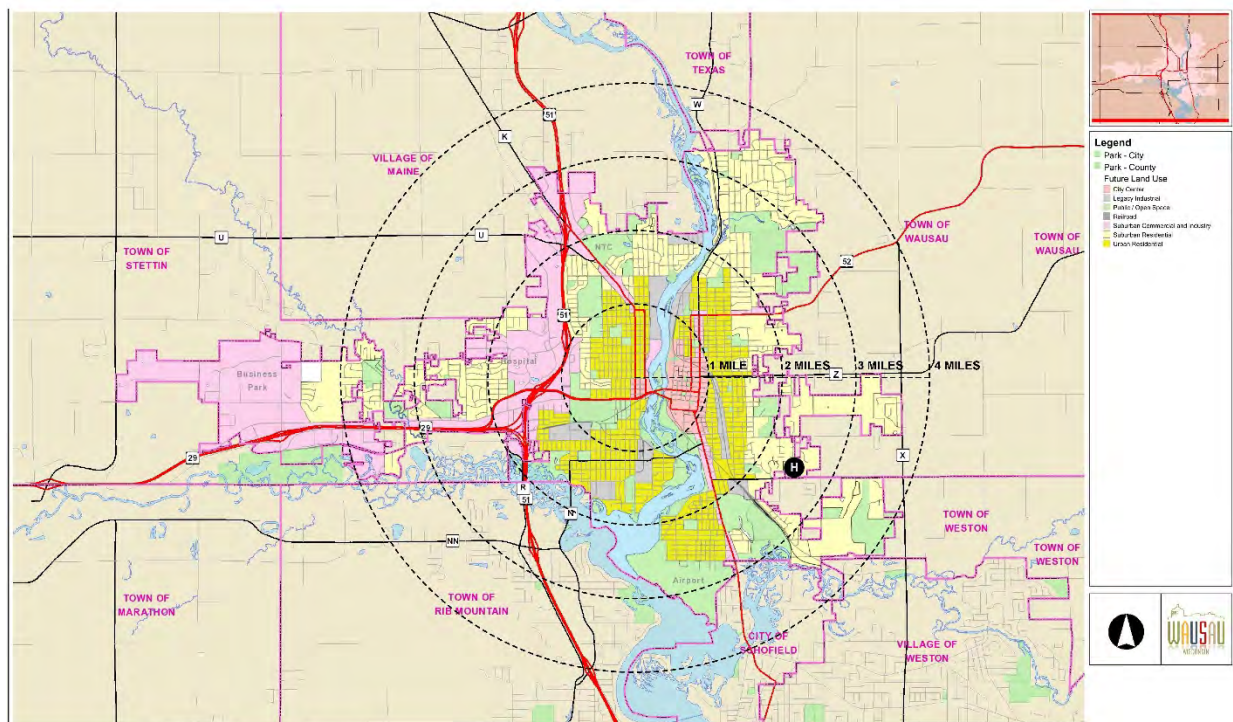
- Privately owned
- Greenfield Site
- 34.0 Acres

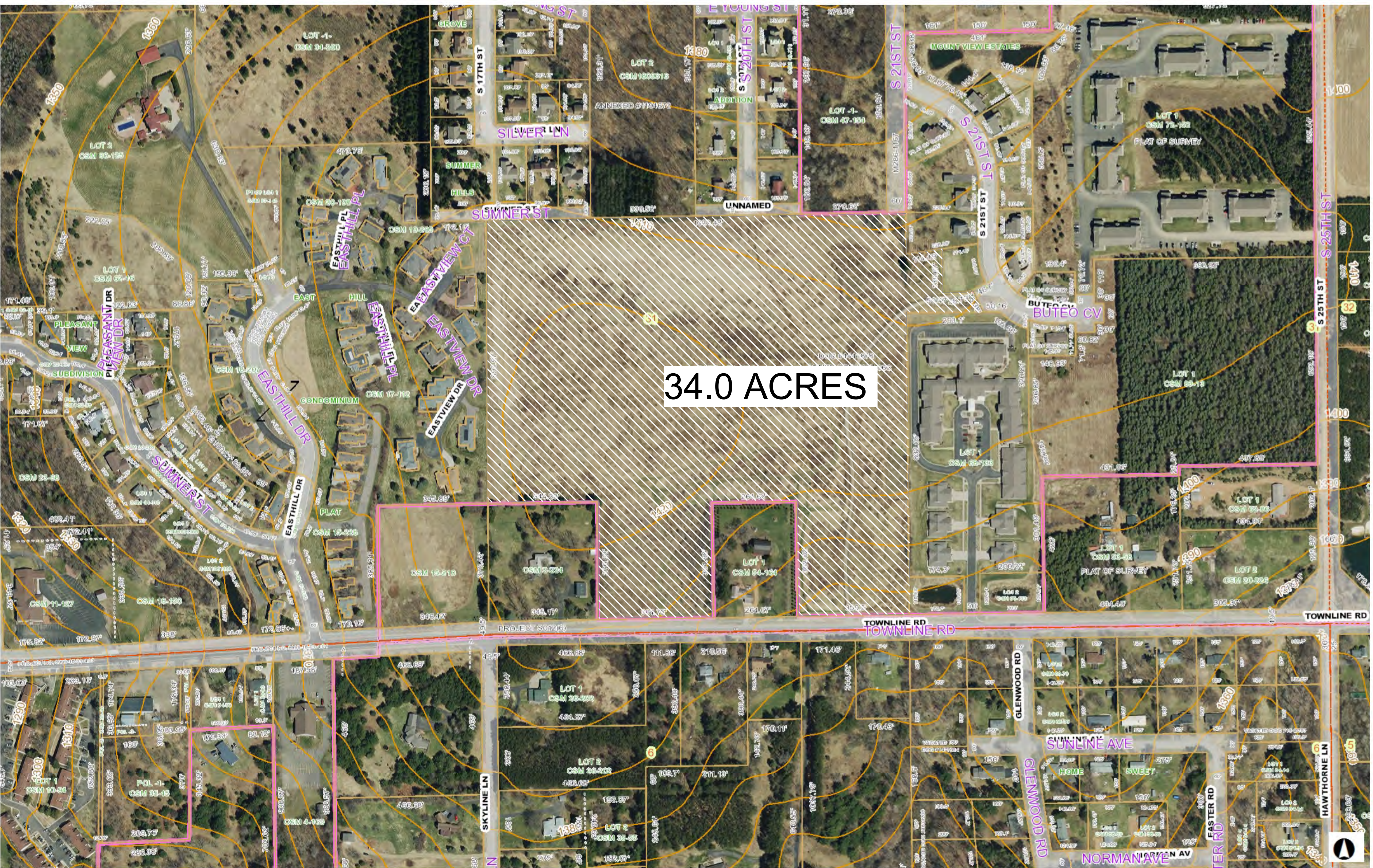
Benefits

- Adequate space for optimal plan
- Good topography

Drawbacks

- Substantially inclined access road
- Surrounded by residential development
- Land would require contested rezoning approval





150.00 0 150.00 Feet
 NAD_1983_HARN_WISCRS_Marathon_County_Feet

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WOOD PORTAGE

Legend

- Road Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities
- USGS 10ft Contours
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Notes

I: County Road Z (Franklin St.)

The site along County Road Z has substantial size and good topography for the optimal plan. Although County Road Z has good access to the city, it has substantial inclines that challenge heavy truck traffic. The site is far from the service.

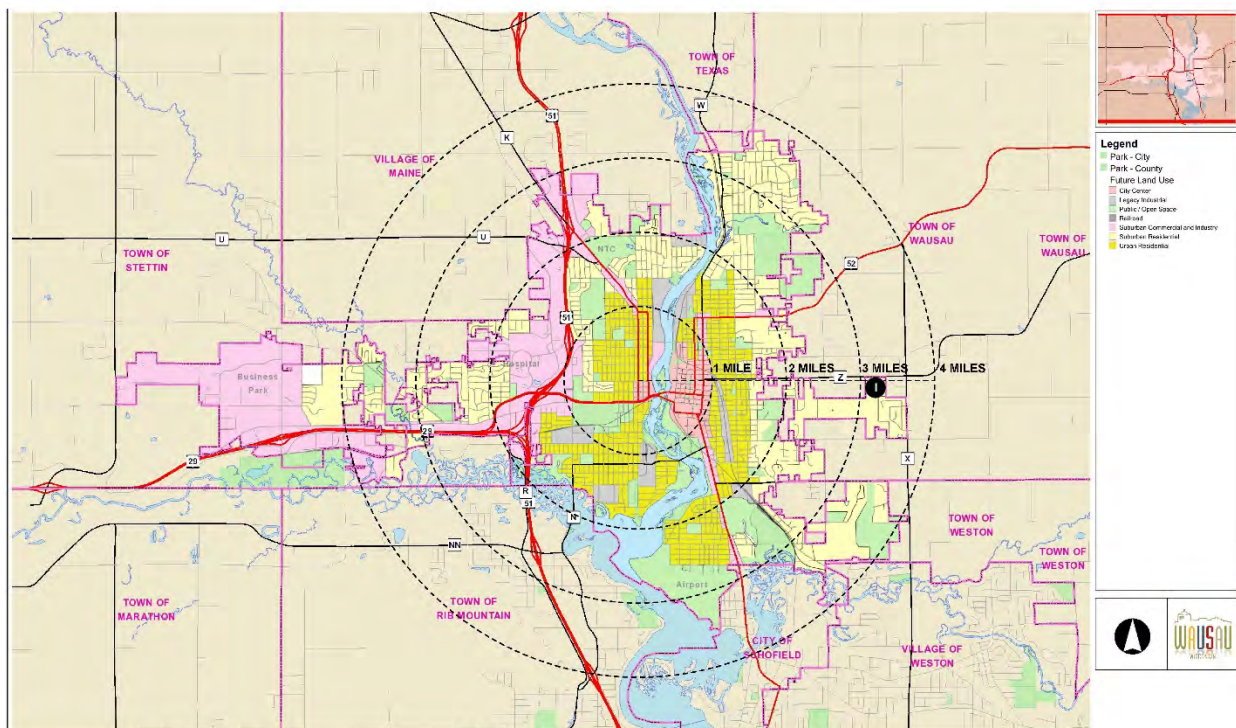
- Privately owned
- Greenfield Site
- 39.3 Acres

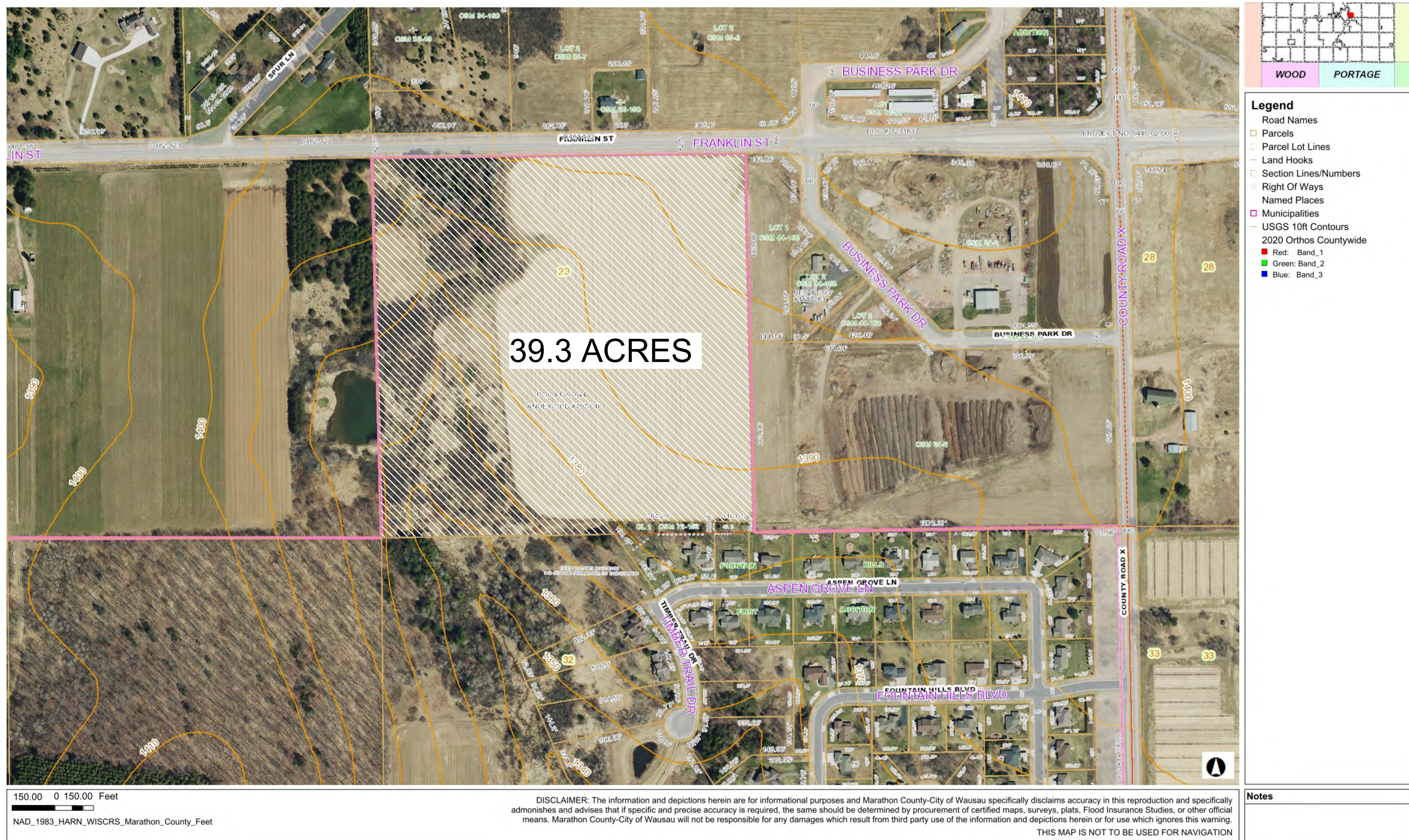
Benefits

- Adequate space for optimal plan
- Good topography

Drawbacks

- Substantially inclined access road
- Far from service area
- Land would require rezoning





Wausau Public Works DPW/ Repair Garage Plan

10.7.21

J: County Materials Corp (Winton St.)

The former County Materials Corporation site is in the center of the service area. However, it is not sufficient size for the Department of Public Works.

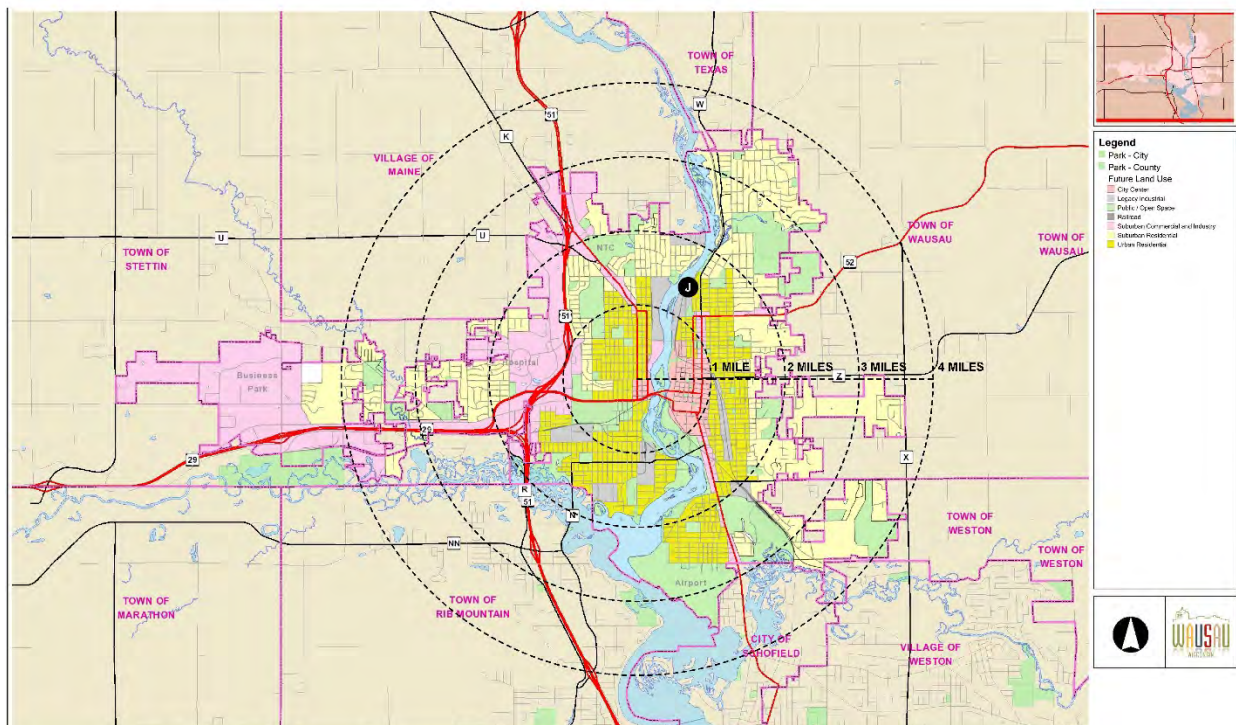
- Privately owned
- Greenfield Site
- 12.0 Acres

Benefits

- Good topography

Drawbacks

- Not adequate size for yard
- May not align with masterplan
- Obstacles to site development include demolition and railroad





150.00 0 150.00 Feet
 NAD_1983_HARN_WISCRS_Marathon_County_Feet

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WOOD PORTAGE

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Notes

Wausau Public Works DPW/ Repair Garage Plan

10.7.21

Site Selection Criteria Ranking

City of Wausau Department of Public Works

	A	B	C	D	E	F
	Existing DPW Site	Current County HWY Dept. (West St.)	Westwood Drive	Settin Drive	International Drive	Stewart Ave
Rating 3 = Best, 2 = Ok, 1 = Poor						
Sufficient Site Size (19 + acres)	2.0	2.0	3.0	3.0	3.0	3.0
Distance to Service Areas	3.0	3.0	3.0	1.0	1.0	1.0
Access to Main Arterial Roads/ Bridges	3.0	3.0	2.0	1.0	1.0	2.0
No Floodplain or Wetlands	1.0	3.0	3.0	2.0	2.0	1.0
Access Road without steep inclines	3.0	3.0	2.0	3.0	3.0	3.0
Sufficiently flat Site Topography	3.0	3.0	3.0	3.0	2.0	1.0
Fit with Neighboring Properties & City Masterplan	3.0	3.0	3.0	2.0	3.0	3.0
Existing Zoning Conformance	3.0	3.0	2.0	1.0	3.0	3.0
Extra Site Development Costs	1.0	1.0	3.0	3.0	1.0	1.0
Total Ranking	22.0	24.0	24.0	19.0	19.0	18.0

H	I	J
County Road N	County Raod Z	County Materials Corp (Winton St.)
3.0	3.0	1.0
3.0	2.0	2.0
3.0	3.0	2.0
3.0	3.0	3.0
1.0	1.0	3.0
3.0	3.0	3.0
1.0	3.0	1.0
1.0	2.0	3.0
3.0	3.0	1.0
21.0	23.0	19.0