



**OFFICIAL NOTICE & AGENDA**  
REGULAR MEETING

**MEETING:** Infrastructure & Facilities Committee  
**DATE/TIME:** Thursday, July 9, 2026, at 5:00 PM  
**LOCATION:** Wausau City Hall — Council Chambers  
407 Grant Street, Wausau WI, 54403

**MEMBERS:**  
Bruce Trueblood (C)                      Matt Hoenecke  
Andrew Wiskowski (VC)                Kristin Slonski  
Michael Martens

- 1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 2 Consideration of the minutes of the preceding meeting(s).**  
**May 14, 2026 Regular Infrastructure and Facilities Minutes**
- 3 Discussion and possible action.**
  - a. Snow plowing policy
  - b. STH 52, E Wausau Ave (N 6th Street to N 18th Street) Transportation Project Plat (TPP) Project ID 6999-00-01
  - c. Approving a preliminary resolution to set a public hearing to vacate the alley bounded by Lake View Drive, Bertha Street, Elmwood Boulevard and Midway Boulevard.
  - d. Approving a sculpture at the south-east corner of 3rd Street and Washington Street.
  - e. Renewal of the Stormwater Memorandum of Agreement with surrounding municipalities.
  - f. Approving a preliminary resolution to set a public hearing to vacate a portion of Liberty Ridge Way
  - g. Developing preliminary engineering plans to implement the Wausau Center Urban Design and Transportation Master Plan
  - h. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street
  - i. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street.
- 4 Discussion.**
  - a. Future agenda items
- 5 Adjournment.**

Bruce Trueblood, Chairperson

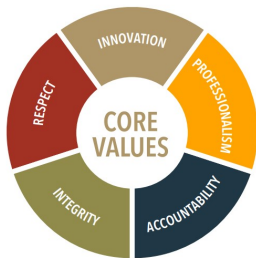
**NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND  
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER**

DATE: 06/26/2026  
TIME: 10:45AM  
POSTED BY: Kristy Stoerzer



This meeting can be viewed on YouTube and Channel 981 on Cable TV

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@wausauwi.gov](mailto:ADAServices@wausauwi.gov) 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.



City of Wausau  
(715) 261-6500 | [clerk@wausauwi.gov](mailto:clerk@wausauwi.gov)  
[wausauwi.gov](http://wausauwi.gov)





**OFFICIAL MINUTES**  
REGULAR MEETING

**MEETING:** Infrastructure & Facilities Committee  
**DATE/TIME:** Thursday, May 14, 2026, at 5:15 PM  
**LOCATION:** Wausau City Hall — Council Chambers  
407 Grant Street, Wausau WI, 54403

**MEMBERS:**  
Michael Martens Bruce Trueblood  
Matt Hoenecke Andrew Wiskowski  
Kristin Slonski

**Members Present:** Bruce Trueblood, Matt Hoenecke, Andrew Wiskowski, Kristin Slonski

**Members Not Present:**

**Members Excused:** Michael Martens

**Present 4, Not Present 0, Excused 1**

Noting the presence of a quorum, the Acting City Clerk called the meeting to order at 05:15 PM.

- 1 Call to Order by the Clerk.**
- 2 Elect Chairperson and Vice Chairperson for the 2026-2028 term of the Infrastructure & Facilities Committee.**

Nominations for Chair:  
Hoenecke nominated Trueblood, Trueblood accepts the nomination.  
Trueblood nominated Wiskowski, Wiskowski accepts the nomination.  
Voting resulted in a tie. Wiskowski withdraws his nomination.  
Motion to close nominations and elect Trueblood as Chair by Wiskowski, second by Slonski. Motion Passed.  
Nominations for Vice Chair:  
Hoenecke nominates Wiskowski, Wiskowski accepts the nomination.  
With no other nominations motion to close nominations and elect Wiskowski as Vice Chair by Hoenecke, second by Slonski. Motion Passed.
- 3 Establish regular meeting date and time for the 2026-2028 term of the Infrastructure & Facilities Committee.**

Motion to approve the regular meeting date and time for every second Thursday of the month at 5pm by Hoenecke, seconded by Wiskowski.
- 4 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**

Trueblood read the public comment statement.  
Tom Linder, 700 W Bridge St, would like to encourage the committee's support of the e-bike regulation. He moved here 8 years ago and found Wausau an uncomfortable city to bike in. However, he found it more problematic to walk on the sidewalks with the increase in e-bike traffic. E-bikes approach very quickly and are startling from behind. This is concerning for the elderly, families with children, and individuals with pets. The e-bike appears out of nowhere and sometimes passes quite close to individuals. Even for motorists, with the speed at which e-bikes go on the sidewalk, motorists are watching for cars. They don't always look for fast approaching e-bikes on the sidewalk. Children riding e-bikes may not be able to control them adequately at the speeds they go at.

Keith Montgomery, 1017 McIndoe St, provided a letter to the committee for the record. He walks on the river walk and agrees with Linder that it is startling the speed that e-bikes go on the trail. He would like to ask that e-bikes be required to have a bell. He said in his experience, almost 100% of bicyclists on the river walk do not tell you they are coming past by verbally announcing their passage on your left. If you are walking the trail with a couple of dogs, you and the dogs are shocked when the e-bikes pass. Speed limit of 15? He feels that a lower limit of 10mph at most, or even 8mph. Suggests painting a line down the center of the path, widening the path, or creating a dedicated bike lane with rumble strips to separate bikes from pedestrians. When the path was created, e-bike technology didn't exist. Updating of the path may be needed to accommodate the new technology.

Danielle Fischer, 1212 Highland Park Blvd, the Highland Park Boulevard area and the Southeast Side Boulevard area have been having meetings with Kraege, in regard to the plowing of the boulevards. She just wanted to confirm that the boulevard plowing will be addressed at the June 11th meeting. Lindman stated, yes that is the intent. A petition has been started about the plowing and having it revert to the old policy.

Mary Brodhead, 1101 Highland Park Blvd, wanted to note that she left a letter for all members of the committee in their mailboxes today, and she added her number to the letter. If any members have questions, they are welcome to reach out to her to discuss this matter. All members in attendance verified they had received the letter.

Tom Linder asked if the E-Bike regulation passes, to look at an intentional plan for informing the public of the regulation and police enforcement of the regulation.

**5 Consent agenda.**

**6 Consideration of the minutes of the preceding meeting(s).**

**April 09, 2026** Regular Infrastructure & Facilities Minutes

Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve **April 9, 2026** Regular Infrastructure & Facilities Minutes. Motion Passed 4-0.

**7 Discussion and possible action.**

- a.** Easement for Elexco, Inc. at 814 N. 1st Street

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve Easement for Elexco, Inc. at 814 N. 1st Street. Motion Passed 4-0.

- b.** Approving Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway. Motion Passed 4-0.

- c.** Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43

Edmundson — bringing this item forward from the bicycle and pedestrian advisory committee, which is overseen by the Wausau MPO (metropolitan planning operation). We coordinate with them on a lot of bicycle and pedestrian

matters. The MPO has made a great effort to create a model ordinance language to create consistency among e-bikes around the region, to make it easier for people when crossing municipal boundaries, which also helps create consistency with the state of Wisconsin statute language. The bicycle and pedestrian advisory committee worked with the Parks Department director since the River Edge Parkway is under parks advisement, and coordinated closely with the police department because enforcement is a critical issue with coordination of e-bikes and pedestrians on trails, but also on our roadways. The definitions are consistent with state statutes. The 15 mph speed limit on the multi use paths helps create consistency. Give the police department clear and direct language for problematic enforcement. Community Service Officers will be present on the river's edge trail during summer months to assist with enforcement. ADA language is also included. The previous code was quite outdated and this would help bring it to date and make it uniform. Slonski noted that there is a requirement for after dusk and before dawn that bikes must be equipped with lights. Is there any requirement for a bell or item that would warn when they are approaching? Edmundson states there is not, there is a requirement that a verbal signal be given. The state recommends but does not require an audible device. So we stayed consistent with the state to match other municipalities moving forward with the ordinance. Registration is no longer required for bikes/e-bikes. It is not considered best practice anymore. Wiskowski asked what the law enforcement strategy was. Captain Pauls and Lieutenant Kurtzhals, safety is the number one concern, enforcement is difficult when it comes to bikes and e-bikes. Education is the biggest issue with getting the information out there, fliers at special events. Wiskowski asked whether e-bikes should be added to drivers' safety with a partnership. Pauls noted the police department does not have anything to do with the drivers' education classes, and they would have to reach out and look at a partnership. Wiskowski asked how enforcement is in the area. Pauls noted that in order to get a ticket for speed, it needs to be clocked using a radar unit and only a certified officer is able to do that, so that is difficult because our CSO's are not able to operate that equipment. If passed, the police department is looking to get officers out onto bicycle paths to do speed enforcement, to make a presence. Wiskowski asked if we could get an update near the end of summer on how this is working and if there are any other recommendations that you would make. Pauls said that could definitely be done. Hoenecke asked about citations for juveniles and what that looks like. Citations can be issued to those over 12 years of age. How are fines determined for tickets in the range of \$50 to \$200? The 1st offense starts at \$50 and will increase with repeat offenses, but determined by the court. Trueblood asked if we are partnering with the school district events. As a city, since they are our ordinances and standards, we should propagate them. Edmundson stated they just adopted a safe route to school program last year. Typically, they are adopted by the city and the school district. The city adopted it right away. Edmundson has been working for about a year to try to get the school district to adopt the program, and they have been very resistant. She feels the first step would be nice to coordinate that. Trueblood stated they receive lots of information at the school district that does not come from the school district. Can we get information to the children, to get it to the parents? Hoenecke stated it's not a question of whether people are oblivious to the standards, it really seems like this is more of a blatant disregard for safety. If you don't have the right culture regarding other people's safety, he doesn't know that requiring a bell would change that. We need a way to properly inform the public of the new regulations and the committee should look at how we can properly inform the citizens of the new regulations.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43. Motion Passed 4-0.

- d. Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System

Slonski asked if there is a second agreement for the opening of other areas? Lenz said this would be a starting point, showing that we are interested in closing. This would be the first agreement so that the railroad knows that the city is in support of the agreement. Then there would be a joint filing between the city and the railroad to the office of the commissioner of the railroads, saying that the railroad does not contest our petition to the OCR. Slonski was concerned that there was no mention of the railroad not objecting to alternative public crossing areas. This is a draft agreement. If there is language that should be added to strengthen our position, we could propose that back to the railroad. It is not specifically tied to the new crossing that is in the hands of the OCR, not the railroad company. Slonski clarified that we are asking the railroad to agree when we go to the OCR. Could we have more definite language in the agreement that they wouldn't object to the new crossing at river edge parkway trails. Lenz said he thinks that could be added and that the attorney's office is currently reviewing it so there may be additional language they recommend that we send back. This is the first draft. Trueblood asked if the crossing south of where we wanted to put the new crossing was a private crossing. Lenz said it was, but that went away when the property was sold. Lenz stated we have been negotiating with the railroad before officially submitting the petition and asked that exact question and others, resulting in this list of five that both parties have sort of preliminarily agreed to. Street closures and alley closures were suggested. Street closures were taken off the table. Alley crossings, two would be closed immediately, the other three are individual property owners, and as the situation is, the owners are essentially trespassing on property to get to their homes. This would actually clear some of that up and the railroad would vacate some of their right of way and give the land to the property owners so they have legal access to their garages and driveways. Slonski motioned to approve with the request that the city attorney look at adding additional language that would obligate the railroad to not object to the river walk crossing.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System. Motion Passed 4-0.

**8 Discussion.**

**9 Adjournment.**

Motion by Alderperson Wiskowski, seconded by Alderperson Slonski, to approve Adjournment. Motion carried. Meeting adjourned at 06:02 PM.

The recording of this meeting may be viewed on  
YouTube [@CityofWausauMeetings](#)



City of Wausau  
(715) 261-6500 | [clerk@wausauwi.gov](mailto:clerk@wausauwi.gov)  
[wausauwi.gov](http://wausauwi.gov)



DRAFT



## Engineering

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Snow plowing policy

### **PURPOSE**

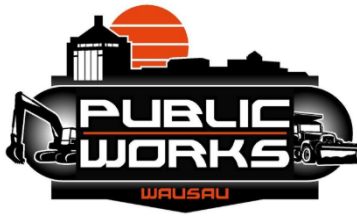
Discussion and possible action on plowing procedures for center boulevard streets

### **BACKGROUND**

Public Works was asked to provide options for consideration on plowing operations for Highland Park Boulevard. Citizens in that area would like snow to be plowed to the center boulevard.

### **RECOMMENDATION**

Plow streets toward the outside. It is the safest and most efficient way to plow. Continue to close the sidewalks in the center boulevard (Highland Park area). The sidewalks in that area are on a hill and will require significant time and material to keep safe.



## Options for Plowing Roads with Center Boulevards

### Center Boulevard Street Plowing Options:

1. Continue plowing the streets to the outside curb.

Plowing is most efficient in this manner. Most city plows are designed to work in this way. Years of research went into plowing methods and designs to create efficient snow removal. All streets are plowed to the right and to the outside curb. Residents do get snow pushed into their driveway approaches and it is typical living in Wisconsin.

2. Plow streets to the center boulevards.

To implement this city wide would significantly increase the time in these routes to remove the snow. Operators cannot drive the wrong way on streets as they would risk being ticketed, we are not exempt from this enforcement. The additional work to clear intersections and round corners would create some additional safety hazards.

3. Pick and choose which streets get plowed to the center.

Being consistent with our plowing operations helps maintain efficiency, continuity and safety within all plow routes. Changes to how routes plow and/or remove snow would be a change in the current policy and would need full council approval as it would have an impact on time, resources and cost.

### Sidewalk plowing in highland park area, with center boulevard sidewalks.

1. Continue to close the sidewalks in the winter. They haven't been opened in years and we do not recall any complaints.
2. Start clearing the sidewalks in this area.

Clearing these sidewalks would add significant time to the sidewalk clearing route. This would be lower priority route.

Agenda Item No.

*STAFF REPORT TO IF COMMITTEE - April 9, 2026*

<b>AGENDA ITEM</b>
Discussion and possible action on plowing procedures for center boulevard streets
<b>BACKGROUND</b>
Public Works was asked to provide options for consideration on plowing operations for Highland Park Boulevard. Citizens in that area would like snow to be plowed to the center boulevard.
<b>FISCAL IMPACT</b>
Plowing towards the outside of streets is the standard and most efficient way to plow a street. Any directive requiring inefficient or additional work will add cost to snow operations.
<b>STAFF RECOMMENDATION</b>
Plow streets toward the outside. It is the safest and most efficient way to plow. Continue to close the sidewalks in center boulevards (highland park area). The sidewalks in that area are on a hill and will require significant time and material to keep safe.
Staff contact: Dustin Kraege

April 21, 2026

Dustin Kraege, Superintendent  
Wausau City Hall  
407 Grant Street  
Wausau, WI 54403

Mary Brodhead  
1101 Highland Park Blvd  
Wausau, WI 54403

Dear Mr. Kraege,

I am writing to you regarding your analysis of snow plowing in our Highland Park Neighborhood. As you may recall, I attended the committee meeting on Thursday the 9<sup>th</sup> of April and spoke with you for a moment after the meeting. As a resident of the Highland Park Neighborhood, I have seen the plowing regimen change in 2023 from putting the snow on the wide grassy boulevard between the lanes to shoving the snow to the opposite sides and piling it up in residents yards and driveways.

Our house has the first driveway a block up the hill from 10<sup>th</sup> street, so the plow gathers up all the snow from the street and a lot of it flows out into our driveway as the plow goes by. This is our personal experience, but I know that all the neighbors have similar situations. The large grassy boulevard remains virtually snow-free all winter while the citizens struggle to keep their driveways clear.

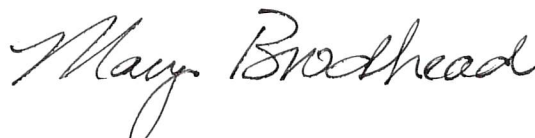
As you do your analysis, I ask that you consider the following:

- The pavement on each side of the boulevard is wider than the average half of a city street so there is more snow to remove than on most city streets.
- The grassy boulevard between the lanes on Highland Park Blvd is very wide and has plenty of room for a winter's worth of snow. The sidewalk has never been cleared anyway, and the neighbors are fine with that as long as the city then uses that space to put snow.
- A point was made at the meeting that if the city plows to our boulevard, then it will have to do that for all boulevards. I think that's a good idea as long as those boulevards can handle the snow load. I can guarantee that the residents of those neighborhoods would welcome that change, too.

Until 2023 the city plowed all the snow to the grassy boulevard. At some point that changed – for the worse in the minds of the residents. I ask that you recommend changing back to the way it was done for decades and plow the snow to the boulevard instead of the yards and driveways. I can be reached at 715-574-7333.

Thank you for all you and your department do to keep Wausau traffic moving safely during and after snowfalls.

Sincerely,  
Mary Brodhead



cc: Eric Lindman, Director Public Works

**From:** Carol Lukens <[Carol.Lukens@wausauwi.gov](mailto:Carol.Lukens@wausauwi.gov)>  
**Sent:** Wednesday, June 24, 2026 12:23 PM  
**To:** Dustin Kraege <[Dustin.Kraege@wausauwi.gov](mailto:Dustin.Kraege@wausauwi.gov)>  
**Subject:** Plowing

Hi Dustin,

Thanks so much for following up and I'm sorry I haven't gotten back to you before this.

The comments at the last meeting were basically the same as what you heard - that because of the narrowness of each lane on the boulevard street and how it is plowed, folks end up getting a lot of snow a couple of feet out into the street and then have to snow blow that as well as sidewalks and driveways in order to get out of their driveways. Otherwise, they end up having to back up onto big piles of snow near the curb and don't have enough room. They're concerned about the safety issues of not being able to get out of their driveways and/or get out without backing into or hitting someone.

Another elderly woman, Sara Prihoda, emailed me the following:

I'm enclosing a picture of the time that we had slush from much rain and ice that got pushed into our driveways. The picture is somewhat dark, as it was early in the morning. However, the ice was packed up 2 to 3 feet in my driveway. This caused major safety issues for me, in that if I needed to get out of my driveway - it would've been impossible. My neighbors had to help me chop my way out in order to leave the house. It took a good hour or more to do so.

The city was previously plowing away from our driveways towards the center boulevards and we request that this be reinstated. This has become a hardship for those of us living on city boulevards. (I've attached the photo she sent me.)

Lastly, I believe some folks on the SES were gathering signatures on a petition and I think they were going to submit it for the packet.

If you have any other questions, Dustin, please let me know. I am truly grateful for your willingness to work on this with the residents.

Carol M. Lukens  
District 1 Alder  
City of Wausau  
715-261-6831





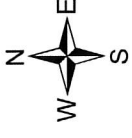
Mount View Blvd - 0.49 Miles    Elmwood Blvd - 0.49 Miles    Midway Blvd - 0.49 Miles    Oakwood Blvd - 0.49 Miles



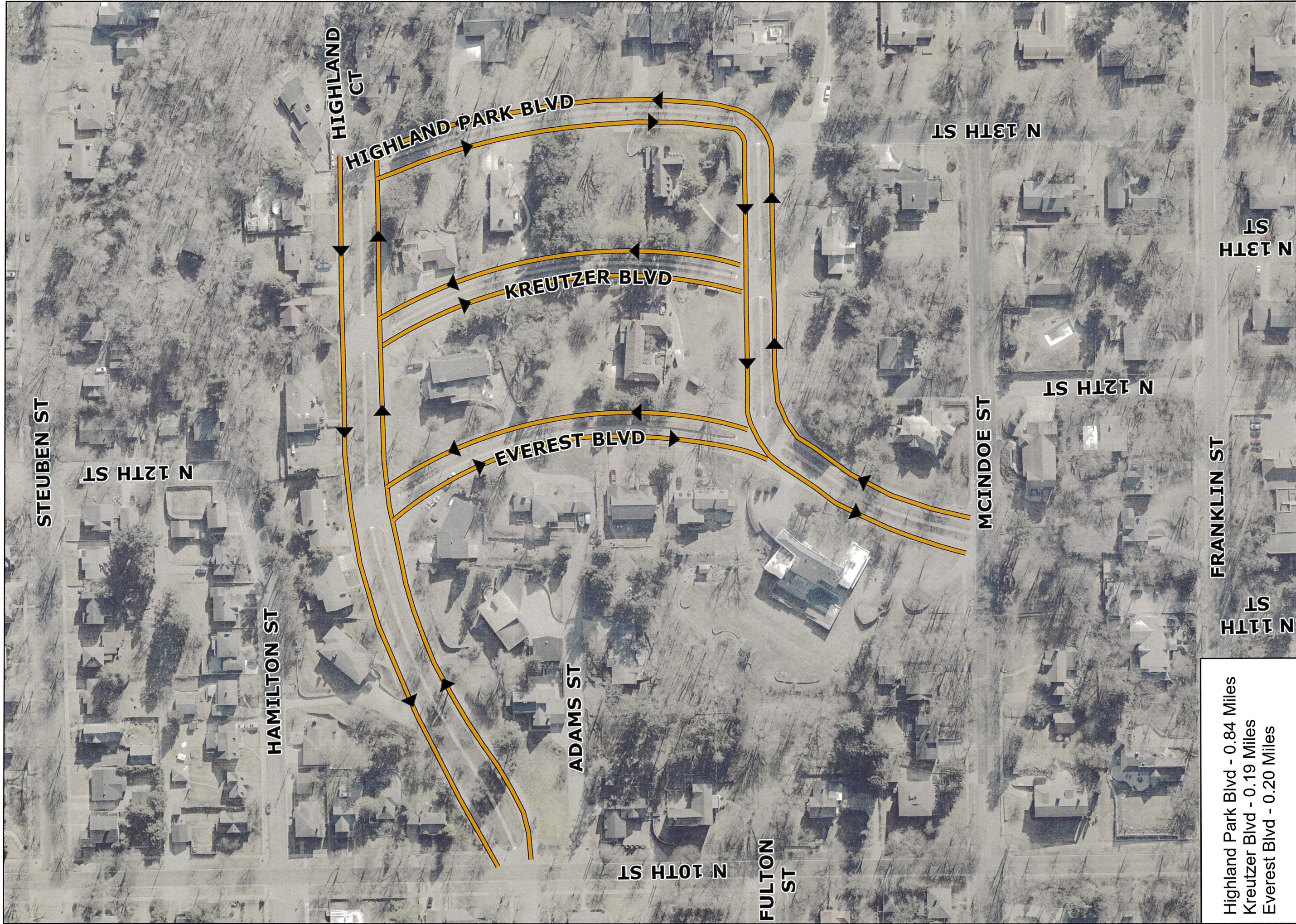
- NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau Engineering Dept.
  2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.
  3. Map features are GIS, Orthorectified, etc.
  4. Parcel features developed from Marathon County land records.

## BOULEVARD ROADS

City of Wausau



Map Date: May 05, 2026



Highland Park Blvd - 0.84 Miles  
 Kreuzer Blvd - 0.19 Miles  
 Everest Blvd - 0.20 Miles

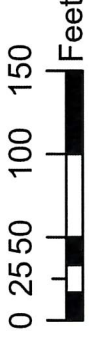


Department of Public Works  
 GIS Division  
 407 Grant St Wausau WI 54403  
 (715) 261-6740 gis@mail.ci.wausau.wi.us

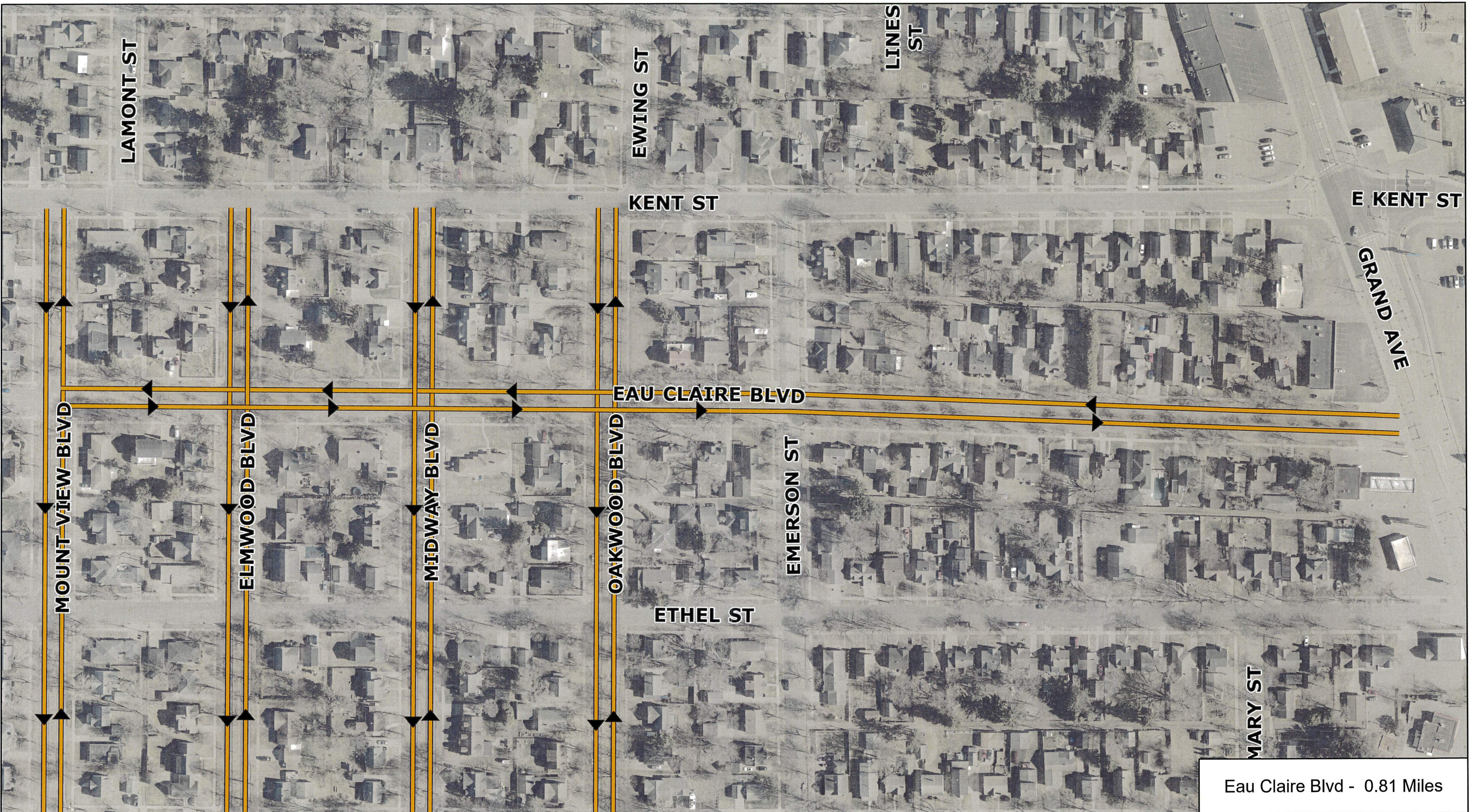
- NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau Engineering Dept.
  2. This map was compiled and developed by the City of Wausau in collaboration with the County GIS. The City of Wausau and Marathon County GIS share responsibility for the accuracy of the information contained herein.
  3. Map features developed from several sources such as GPS, Ortho Imagery, etc.
  4. Parcel features developed from Marathon County land records.

## BOULEVARD ROADS

City of Wausau



Map Date: May 05, 2026



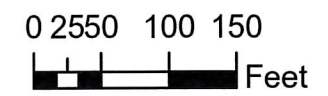
Eau Claire Blvd - 0.81 Miles



- NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau Engineering Dept.
  2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.
  3. Map features developed from several sources such as GPS, Ortho Imagery, etc.
  4. Parcel features developed from Marathon County land records.

## BOULEVARD ROADS

City of Wausau



Boulevard Roads



CITY OF WAUSAU

WINTER STREET MAINTENANCE

POLICY

Revised November 2023

Adopted January 23, 2024

# TABLE OF CONTENTS

	<u>Page</u>
PART I – PURPOSE AND OVERVIEW	4
A. Purpose of Winter Maintenance Policy	4
B. Snow and Ice Storms	4
C. DPW Alerting Procedures	5
D. Personnel Responsibilities	5
E. Emergencies	5
F. Snow Emergencies	6
PART II – PRIORITIES AND LEVEL OF SERVICE	
6	
A. Arterial Streets	7
B. Collector Streets	7
C. Local Streets and Parking Lots	7
D. Residential Only Streets	7
E. Sidewalks	8
PART III – SNOW AND ICE CONTROL	8
A. Plowing	8
B. Salting	8

C. Sanding	9
	<u>Page</u>
PART III – SNOW REMOVAL	9
A. Overview	9
B. Goals	10

## PART I

### PURPOSE AND OVERVIEW

#### **A. PURPOSE OF WINTER MAINTENANCE POLICY**

The City of Wausau Department of Public Works (DPW) is the governmental agency responsible for winter snow and ice mitigation. The Department's goal is to provide a timely and efficient response to winter storm conditions.

The Department of Public Works is guided by the directives of the Common Council through this Winter Maintenance Policy designed to establish the priorities and level of service the department will provide.

The intent of this policy is not to provide inflexible mandates, but rather to provide general policy statements intended to guide operational decisions.

The Common Council, through the Capital Improvements and Street Maintenance Committee, may review and/or make changes to the Winter Maintenance Policy at any time.

#### **B. SNOW AND ICE STORMS**

Wausau, Wisconsin is located at the 45<sup>th</sup> parallel, halfway between the Equator and the North Pole. Three of the four seasons, fall, winter, and spring can produce snow and ice storms resulting in slippery streets and hazardous driving conditions.

Ice storms are often fast developing, resulting from a combination of rain, and falling temperatures. Once temperatures drop below 32°F, precipitation can glaze streets in minutes. The response will be to apply sand or salt on curves, hills, and intersections.

Snowstorms are much more common than ice storms. According to the National Weather Service, Wausau's 30-year average for annual snow fall is 59.6".

Each snowstorm has its own characteristics, which may include:

1. The intensity of the storm, ranging from heavy snow to light flurries.
2. The type of snow, whether wet or dry.
3. The amount of wind, which can produce drifting snow and clogged streets long after the snow has stopped falling.
4. The temperature, which influences the effectiveness of sand and salt.
5. The timing of the snowstorm, which may determine how traffic is affected and dictate the type of snowplowing activity.

**C. DPW ALERTING PROCEDURES**

The Department of Public Works recognizes its responsibility to assist the public by either anticipating or reacting to changing weather conditions as quickly and efficiently as possible. For that reason, there is a supervisor or lead person on call 24 hours a day, seven days a week.

In addition to local weather broadcasts and alerts, staff monitors vendor supplied specialized weather forecasting information, and receives updates from the National Weather Service Forecast Office.

During normal off-duty hours at DPW, the Wausau Police Department will contact the on-call person at DPW whenever street conditions become hazardous. DPW will then investigate whether the hazardous conditions exist in isolated areas or city wide and determine the appropriate response.

**D. PERSONNEL RESPONSIBILITY**

Snow and ice storms present a threat to public health, safety, and welfare. To reduce these threats, DPW staff are expected to respond for duty when called. This includes nights, weekends, and holidays. Normal work schedules may be adjusted to respond to changing weather conditions including but not limited to:

1. Starting Early
2. Staying Late
3. Changing or Staggering Shifts

Federal Motor Carrier regulations recommend that staff is limited by hours of service except during snow emergencies. For the safety of our drivers and other motorists, plow drivers will be limited to no more than 12 hours on duty and 10 hours driving, after which time they should be given 8 hours off to get proper rest before returning to work during normal winter operations.

During long duration storms, priority streets will be maintained by night shift staff or by staggering the plowing crews.

**E. EMERGENCIES**

Public Works responds to many types of emergencies. In the interest of public safety there are times when operations will need to operate outside of established levels of service or priorities.

Emergencies are defined as follows, but not limited to:

1. Immediate need for Police, Fire, or Emergency Medical Assistance. If crews must leave the public right of way to respond to an emergency, public works may provide necessary assistance such as opening a driveway or parking area to provide access.
2. Isolated problem areas where access is urgently needed before other areas are handled.
3. Icy conditions due to a water main break, accidents, or vegetation and other types of debris blocking streets or access.

Any time there are emergencies, Public Works will adjust our operations to assist.

#### **F. SNOW EMERGENCY**

The Director of Public Works is authorized to declare a “Snow Emergency” when winter weather conditions require it. Typical reasons would be large snow accumulations or ice storms. Declarations can occur any time severe weather has happened or is highly likely to happen.

During snow emergencies, parking is restricted on all city streets. While a snow emergency declaration may be inconvenient and frustrating to residents, it affords Public Works the opportunity to plow the streets curb to curb in a timely manner, thus reducing the amount of snow and ice buildup on streets. During snow emergencies DPW drivers are authorized to be on duty for 16 hours and 14 hours driving, before being sent home for 8 hours to rest.

## PART II

### PRIORITIES AND LEVEL OF SERVICE

To promote operational awareness, priority and level of service, goals have been established for the various street classifications within the City. The purpose of these goals is to guide winter maintenance operations.

Factors such as service level expectations, responsible use of deicer chemicals, road safety, traffic levels, and industry “best practices” are just some of the criteria considered in the development of these goals. The City will strive to meet these goals. It is important to understand that the time it may take to achieve them will be dependent upon weather

conditions, accidents, equipment down time, and other factors such as vacancies, staff sick or medical leave, vacations, emergency needs of Police and Fire or other departments.

All streets fall into one of the following classifications: arterial, collector, local, and residential only. The priority plowing map is posted on the City's website. The accumulation expectations and timing of the winter storm will normally dictate when plowing operations will begin.

To make the most efficient use of available resources, the City has established priorities to determine the type of ice control that is going to be used as well as the order of snow control operations if resources need to be limited.

**A. ARTERIAL STREETS**

Arterial streets have the highest levels of traffic. Connecting highways, and the main streets in the city make up these streets. The City's priority plowing map includes these streets.

The goal for winter maintenance of arterial streets is to plow through storms maintaining 24-hour coverage. Apply salt to maintain minimal snow or ice buildup after the storm.

**B. COLLECTOR STREETS**

Collector streets are highly traveled streets and those designated to aid in moving traffic out of local and residential areas during storms. The City's priority plowing map includes these streets as well.

The goal for winter maintenance of collector streets is to plow during storms when possible and clear as quickly as possible after the storm ends. Maintain a significant portion of bare pavement, especially in the wheel tracks. Apply salt or sand depending on route to achieve pavement or traction goals.

**C. LOCAL STREETS AND PARKING LOTS**

Local streets tend to only have traffic from within the neighborhood. These streets are not on the City's priority plowing map. Parking lots include only lots owned by the City.

The goal for winter maintenance of local streets and parking lots is to plow within 24 hours of the end of the storm. Snow and ice buildup are expected and will be sanded at intersections, curves, and hills.

**D. RESIDENTIAL ONLY STREETS**

Residential only streets typically only have traffic from the residents who live on that street. Dead ends and cull de sac's fall into this category.

The goal for winter maintenance of residential only streets is to plow them within 24 hours of the end of the storm. Snow and ice buildup is expected, and will be sanded at intersections, curves, and hills.

**E. SIDEWALKS**

The City maintains roughly 19 miles of sidewalk that falls on City owned property, or the City has agreed to maintain.

The goal for winter maintenance of sidewalks is to plow them within 72 hours of the end of the storm. This matches what is expected of property owners. Normally salt is not used on sidewalks because of damage to concrete and vegetation. Some snow and ice buildup are expected and will be addressed as needed. Extra effort is placed on mechanical removal and in most situations, will be done before the 72 hours. Heavily used sidewalks such as along Grand Avenue are prioritized over less used sidewalks.

**PART III**

**SNOW AND ICE CONTROL OPERATIONS**

**A. PLOWING**

Plowing or mechanical snow removal can involve plowing, sweeping, and blowing snow from streets, lots, and sidewalks. Plowing is labor and equipment intensive. Mechanical removal is a preferred method for clearing snow because it reduces the amount of chemicals required to meet our pavement goals.

Plowing or other methods of removal may commence any time snow has accumulated or is starting to accumulate. Early removal reduces the amount of snow that can build up, further reducing the amount of chemicals needed.

**B. SALTING**

Salting is the application of solid or liquid chemical products to aid in maintaining bare pavement by preventing or removing snow and ice buildup. The City uses modern equipment and techniques designed to reduce the amount of chemicals required.

Salting operations may commence prior to or during storms to meet pavement goals.

\*\*Salt is not applied to all streets because it is harmful to waterways.

**C. SANDING**

Sanding is the application of an abrasive substance for the purpose of increasing traction. Sand does contain a small amount of salt to keep it from freezing into solid chunks. Sand is applied to areas requiring more traction such as intersections, curves, and hills.

Sanding operations may commence during or after storms to increase traction.

\*\*Sand is not applied to all areas with snow or ice buildup because it contains salt that can be harmful to waterways.

**PART IV**

**SNOW REMOVAL OPERATIONS**

**A. OVERVIEW**

After “significant accumulation” of snow has developed, either through a large snowfall event or successive snow falls, snow removal operations are initiated in accordance with established practice, safety considerations, or anticipation of weather conditions such as additional snow or spring thaw.

Snow removal operations consist of loading snow into trucks and hauling it to a site where it is pushed into piles and left to thaw in the spring.

The purpose of snow removal is to reduce the issues associated with large snowbanks.

**B. GOALS**

The goal of snow removal is to maintain proper visibility and parking space in designated areas of the City. To make room for future snow accumulation and reduce the flood risks associated with spring thaw.

## SES Streets

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
Kent St.	17' 9"	NA
Emerson St.	17'	NA
Eau Claire Blvd. wo blvd	17' 9"	NA
Ethel St.	17' 9"	NA
Bertha St.	17' 9"	NA
Pied Piper Ln.	18' 6"	NA
Lake View Dr.	17' 9"	NA
Midway Blvd.	16' 9"	11'
Oakwood Blvd.	16' 9"	11'
Elmwood Blvd.	16' 9"	11'
Mount View Blvd.	16' 9"	11'
Eau Claire Blvd.	16' 6"	11'

<u>Intersection</u>	<u>Diameter</u>
Mount View & Bertha	73'
Pied Piper & Bertha	65'
Emerson & Bertha	61'

## Hospital

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
Wildwood Ln.	17' 9"	NA
Polzer Dr.	15' 5"	NA
N. 28th Ave.	25'	19' 9"

<u>Intersection</u>	<u>Diameter</u>
N. 28th & Wildwood	80'

## Station 3

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
S. 36th Ave.	17' 9"	NA
S. 32nd Ave.	17' 9"	NA
Stewart Ave.	28' 9"	17'

<u>Intersection</u>	<u>Diameter</u>
Stewart & S. 36th Ave.	85'

## Highland Park Streets

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
N. 13th St.	14' 9"	NA
McIndoe St.	16' 3"	NA
n. 10th St.	S. 13' 6", N. 12'	NA
Fulton St.	14' 9"	NA
Franklin St.	16' 9"	NA
Adams St.	12' 9"	NA
Highland Park Blvd.	16' 9"	South 22' 6" w/sidewalk, East 13' w/sidewalk, North 32' 6" w/sidewalk
Everest Blvd.	16' 9"	13' w/ sidewalk on one side of Blvd.
Kruetzer Blvd.	16' 9"	13' w/sidewalk

<u>Intersection</u>	<u>Diameter</u>
South Kruetzer & Highland Park	73'
North Everest & Highland Park	77'
South Everest & Highland Park	80'

## Marathon Park

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
S. 6th Ave.	15'	NA
S 7th Ave.	13' 9"	NA
Stewart Ave.	36'	7'

<u>Intersection</u>	<u>Diameter</u>
Stewart & N. 7th	76'

## Others

<u>Street Name</u>	<u>Amount plowed to curb</u>
Rosecrans St.	16' 6"
Sherman St.	16' 3"
Plumer St.	17' 9"
Dunbar St.	17' 9"
Washington St.	15'
Park Ave.	16' 6"
Turner St.	15'
W. Knox St.	17' 9"
Bopf St.	16'

Comments from citizens about why street should be plowed to the center boulevards.

1. Public Works plowed it that way for decades; we should continue to do that based on past practice. The neighborhood was happy with it.
2. It is too hard to move the snow from their driveways because some of their residents are elderly or have mobility issues.
3. It is too much snow to move because their streets and intersections are larger than others, so residents get more snow than most.
4. The sidewalks didn't get cleared in Highland Park and they should if we aren't plowing to the center.
5. Taxes are high so we should offer better service for residents.
6. The amount of money it would cost to plow into the center versus the outside, is a small amount compared to the overall budget, so it should be plowed that way.
7. The boulevards in Highland Park are wide and can hold all winter snow for the season.
8. It will cost more to plow the sidewalks in Highland Park than what it saves to plow to the outside of the street.

<u>Equipment</u>	<u>Rental Rate</u>
Wheel Loader	\$178/hr
Loader Plow	\$244/month
Municipal Tractor	\$82/hr
Plow	\$114/month
Broom	\$47/hr
Skid Steer	\$205/hr
Plow	\$114/Month
Broom	\$47/hr



## Engineering

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** 22-0804 STH 52, E Wausau Ave (N 6th Street to N 18th Street) Transportation Project Plat (TPP) Project ID 6999-00-01

### **PURPOSE**

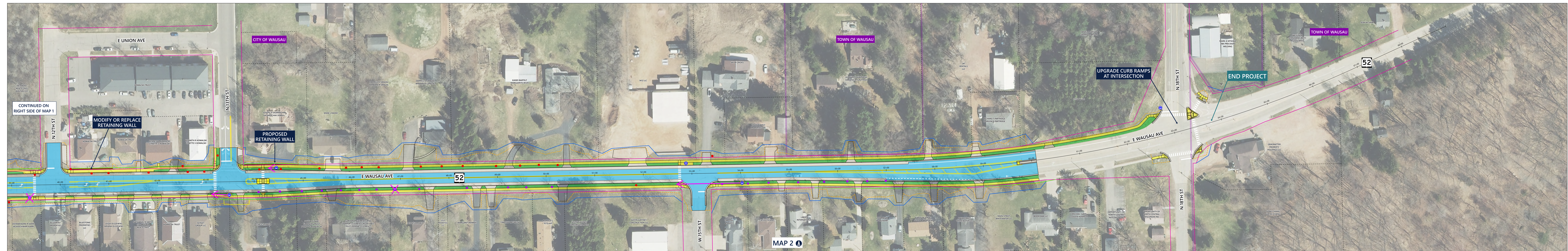
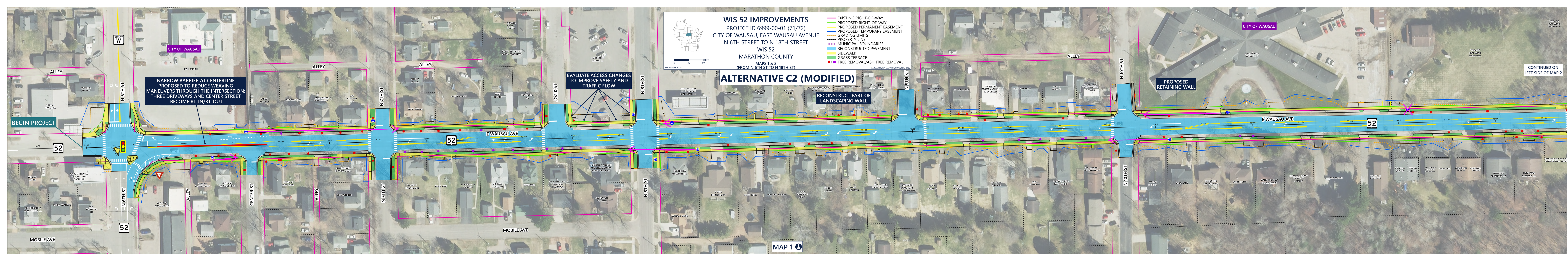
The purpose of this item is to approve the Transportation Project Plat (TPP) for East Wausau Avenue (STH 52). The TPP defines real estate needs along the project. Real estate needs are in the form of easements and takings. Easements are temporary uses during construction such as grading or landscaping. Real estate takings are permanent purchases that become right of way.

### **BACKGROUND**

STH 52 (East Wausau Avenue) is a connecting highway in the City of Wausau. The Wisconsin DOT is responsible for the reconstruction of this roadway because it is a connecting highway. The reconstruction is schedule for 2029.

### **RECOMMENDATION**

Staff recommend approving the TPP.



CONTINUED ON LEFT SIDE OF MAP 2

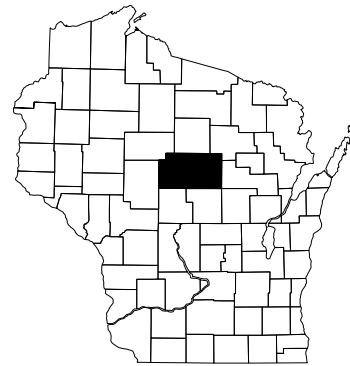
# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET

## 6999-00-21

### C WAUSAU, EAST WAUSAU AVENUE

N 6TH STREET TO N 18TH STREET

### STH 52 MARATHON COUNTY



#### CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE	---	ELECTRIC POLE		NON-COMPENSABLE	
PROPERTY LINE	---	TELEPHONE POLE			
LOT, TIE & OTHER MINOR LINES	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
SLOPE INTERCEPT	---	ACCESS RESTRICTED BY ACQUISITION			
CORPORATE LIMITS	---	NO ACCESS (BY STATUTORY AUTHORITY)			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	NO ACCESS (NEW HIGHWAY)			
TEMPORARY LIMITED EASEMENT AREA	---	PARCEL NUMBER		UTILITY NUMBER	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	PARALLEL OFFSETS			
TRANSMISSION STRUCTURES	---				
BUILDING TO BE REMOVED					
BRIDGE					
CULVERT					

#### CONVENTIONAL ABBREVIATIONS

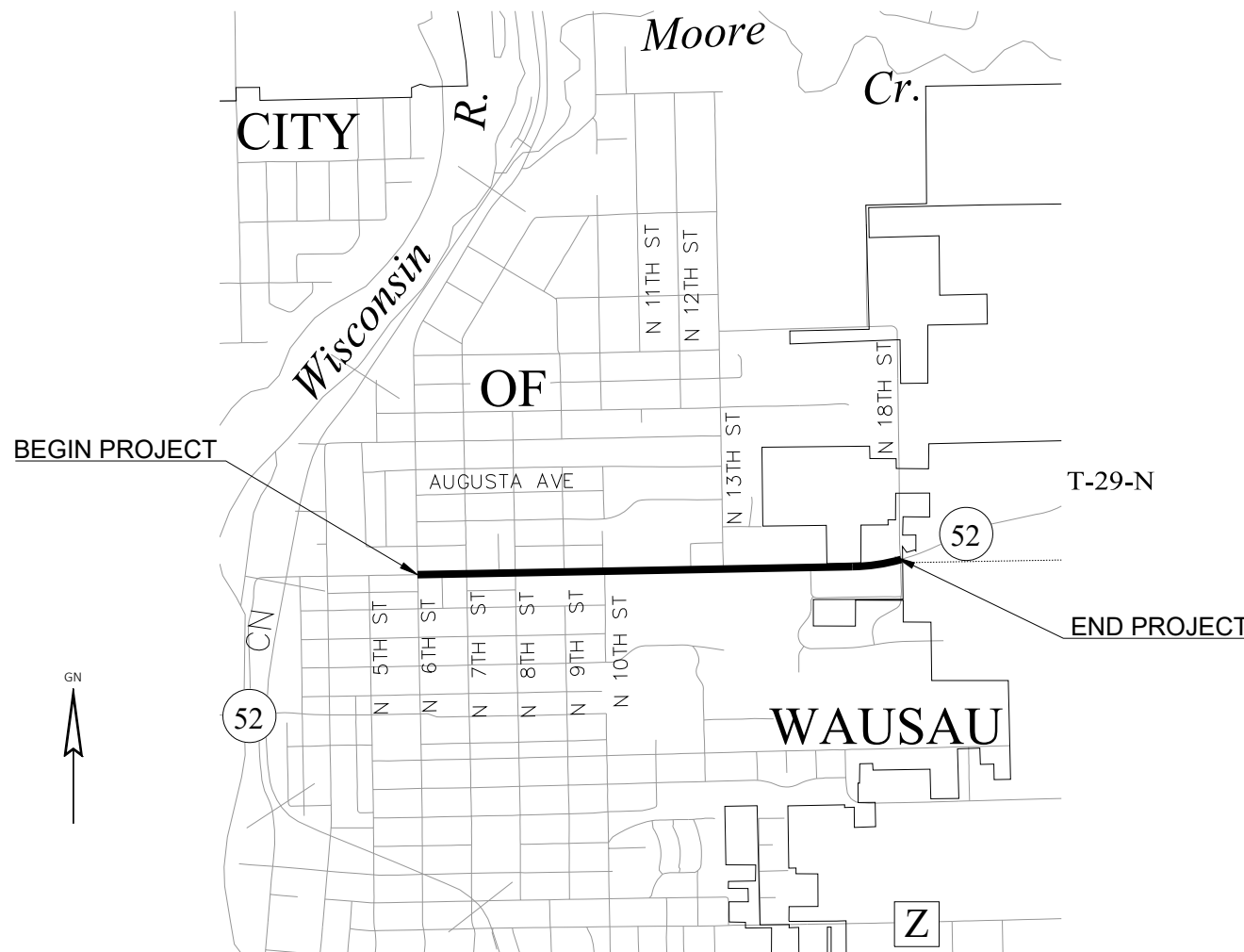
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS (100')	
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM		
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED EASEMENT	TLE
GRID NORTH	GN		
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

#### CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

#### CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	⊠



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6999-00-21

#### NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLES) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 6999-00-21 - 4.01  
SHEET 2 OF 2  
AMENDMENT NO:

# TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.01

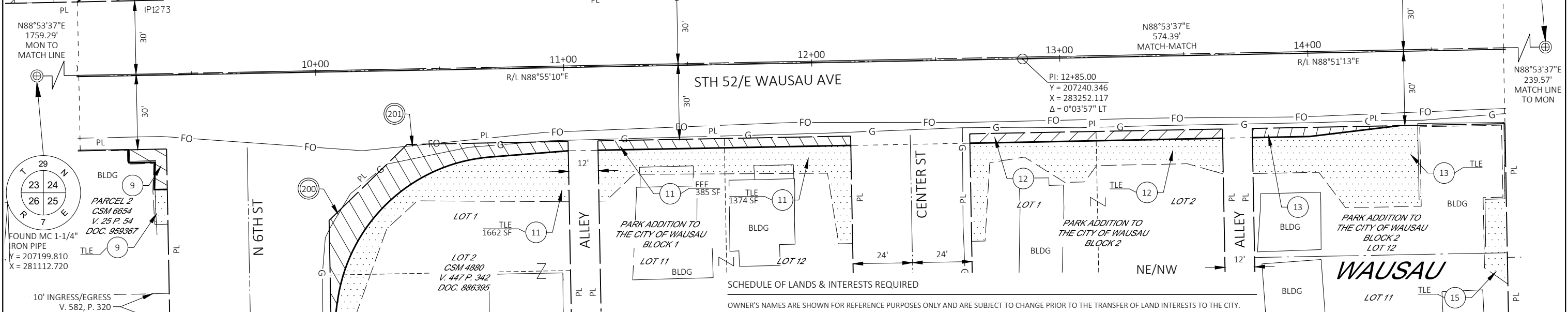
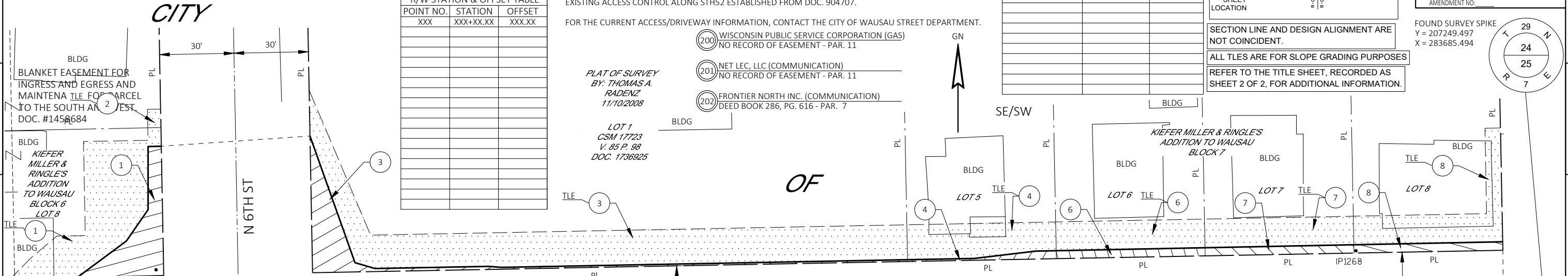
THAT PART OF LOT 8, BLOCK 6, AND LOTS 5, 6, 7, AND 8, BLOCK 7, OF KIEFER MILLER & RINGLE'S ADDITION TO WAUSAU, PART OF LOT 1 CSM 17723 LOCATED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 24, ALSO THAT PART OF LOTS 11 AND 12, BLOCK 1, AND LOTS 1, 2, 11, AND 12, BLOCK 2, OF PARK ADDITION TO THE CITY OF WAUSAU, PART OF LOT 2 CSM 4880, AND PART OF PARCEL 2 CSM 6654 LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1268	207274.087	283386.456	1" IRON PIPE
IP1273	207266.438	282902.805	3/4" IRON ROD

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS
201	NET LEC, LLC (COMMUNICATION)	RELEASE OF RIGHTS
202	FRONTIER NORTH INC. (COMMUNICATION)	RELEASE OF RIGHTS

TLE STATION & OFFSET TABLE POINT NO.	STATION	OFFSET	INTERESTS REQUIRED	R/W SF REQUIRED	TLE SF	
TLEXXX	XXX+XX.XX	XXX.XX		NEW	EXISTING	TOTAL
1			FEE/TLE	625	---	625
2			TLE	---	---	40
3			FEE/TLE	705	---	705
4			FEE/TLE	95	---	95
6			FEE/TLE	195	---	195
7			FEE/TLE	199	---	199
8			FEE/TLE	203	---	203
9			FEE/TLE	136	---	136
11			FEE/TLE	1525	---	1525
12			FEE/TLE	383	---	383
13			FEE/TLE	151	---	151
15			TLE	---	---	86

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED	TLE SF
1	S.J. KEMP PROPERTIES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	625	1478
2	DENNIS R. LUDTKE	TLE	---	40
3	KWIK TRIP, INC., A WISCONSIN CORPORATION	FEE/TLE	705	3536
4	ELIZABETH KIMMINS, A MARRIED PERSON AS HER INDIVIDUAL PROPERTY, AND JUSTIN ZASTROW, A SINGLE PERSON, AS JOINT TENANTS	FEE/TLE	95	795
6	SARAH GOREE	FEE/TLE	195	696
7	TINES PROPERTY MANAGEMENT, LLC	FEE/TLE	199	693
8	AJS HOLDINGS LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	203	907
9	WADS ENTERPRISE LLC	FEE/TLE	136	93
11	SHINER STRATEGIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	1525	3036
12	LEANN M. SWEDOWSKI	FEE/TLE	383	1290
13	JEFFREY S. WILL AND RHONDA M. WILL AS TRUSTEES OF THE JEFFREY S. WILL AND RHONDA M. WILL JOINT REVOCABLE TRUST DATED OCTOBER 9, 2007	FEE/TLE	151	1862
15	COTSWOLD, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	86

**emcs**

I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY

**TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.02**

THAT PART OF BLOCK D, OF KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, LOCATED IN THE SE1/4 OF THE SW1/4, AND THAT PART OF BLOCK E, AND BLOCK F, OF KIEFER MILLER & RINGLE'S SECOND ADDITION TO WAUSAU, LOCATED IN THE SW1/4 OF THE SE1/4, ALL IN SECTION 24, ALSO THAT PART OF LOTS 1, 2, AND 3, BLOCK 17, OF KIEFER MILLER & RINGLE'S ADDITION TO WAUSAU, LOCATED IN THE NE1/4 OF THE NW1/4, AND THAT PART OF LOTS 4, 5, 6, 7, AND 8, BLOCK 17, OF KIEFER MILLER & RINGLE'S ADDITION TO WAUSAU, LOCATED IN THE NW1/4 OF THE NE1/4, ALL IN SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1258	207286.485	283984.933	3/4" IRON ROD, BENT
IP1259	207283.587	283864.525	1-1/4" IRON PIPE
IP1266	207279.273	283685.690	60D NAIL

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

**NOTES:**

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

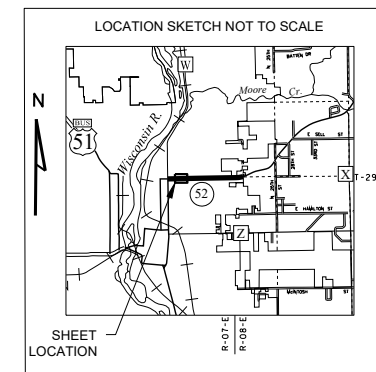
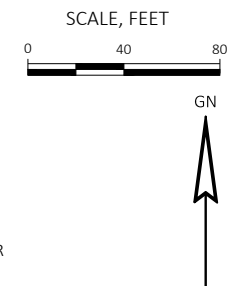
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 52: KIEFER MILLER AND RINGLE'S ADDITION TO WAUSAU, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 7TH ST: KIEFER MILLER AND RINGLE'S ADDITION TO WAUSAU, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

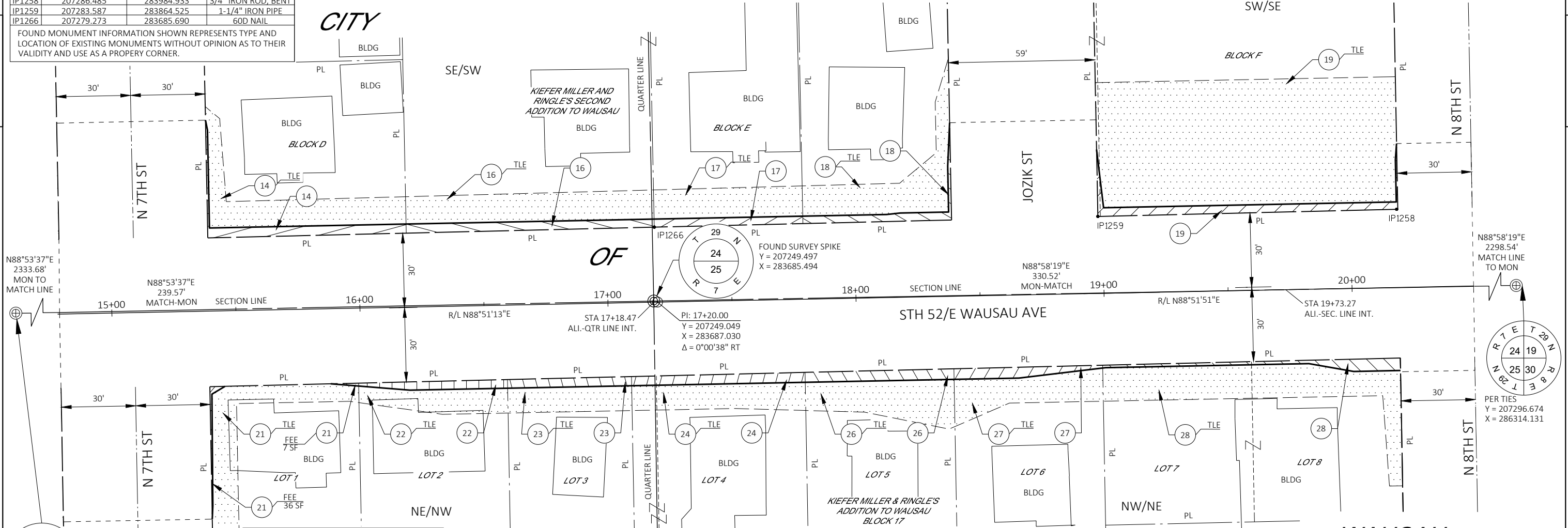
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR JOZIK ST: DOC. 415414, DOC. 461133, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 8TH ST: KIEFER MILLER AND RINGLE'S ADDITION TO WAUSAU, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23-4.02  
AMENDMENT NO. \_\_\_\_\_



FOUND MC 1-1/4" IRON PIPE  
Y = 207199.810  
X = 281112.720

**BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.**

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
N 1/4 SEC. XX-XXX	X XX°XX'XX" X	XXXX.XX'
100-101		

R/W STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
XXX	XXX+XX.XX	XXX.XX

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX

**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
14	ERICK WERMAN	FEE/TLE	337	---	337	1068
16	CODY R. HANSEN	FEE/TLE	346	---	346	1139
17	JUDITH N. BEIER	FEE/TLE	187	---	187	718
18	IOLA PROPERTIES, INC	FEE/TLE	215	---	215	1023
19	LAMB'S FRESH MARKET, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	430	---	430	6068
21	MARTIN D. HANNEMANN	FEE/TLE	43	---	43	957
22	MOUA YANG, SOLE PROPRIETOR	FEE/TLE	181	---	181	531
23	AL J. SCHUBRING AND JUDY A. SCHUBRING, HIS WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	180	---	180	500
24	MICHELLE C. GAFFORD, UNMARRIED	FEE/TLE	270	---	270	719
26	JESSE K. IMM	FEE/TLE	248	---	248	881
27	PAUL KRUKOWSKI AND KATHERINE KRUKOWSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	206	---	206	757
28	MICHAEL R. CANNON AND LINDA J. CANNON IRREVOCABLE TRUST	FEE/TLE	250	---	250	1754

**WAUSAU**

I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY

TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.03

THAT PART OF CSM 9935, BLOCK G, AND BLOCK H, OF KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, LOCATED IN THE SW1/4 OF THE SE1/4, SECTION 24, ALSO THAT PART OF BLOCK L, AND BLOCK M, OF KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, LOCATED IN THE NW1/4 OF THE NE1/4, SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

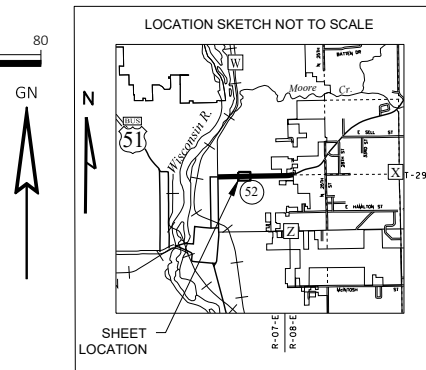
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 52: CSM 9935, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 8TH ST: CSM 9935, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

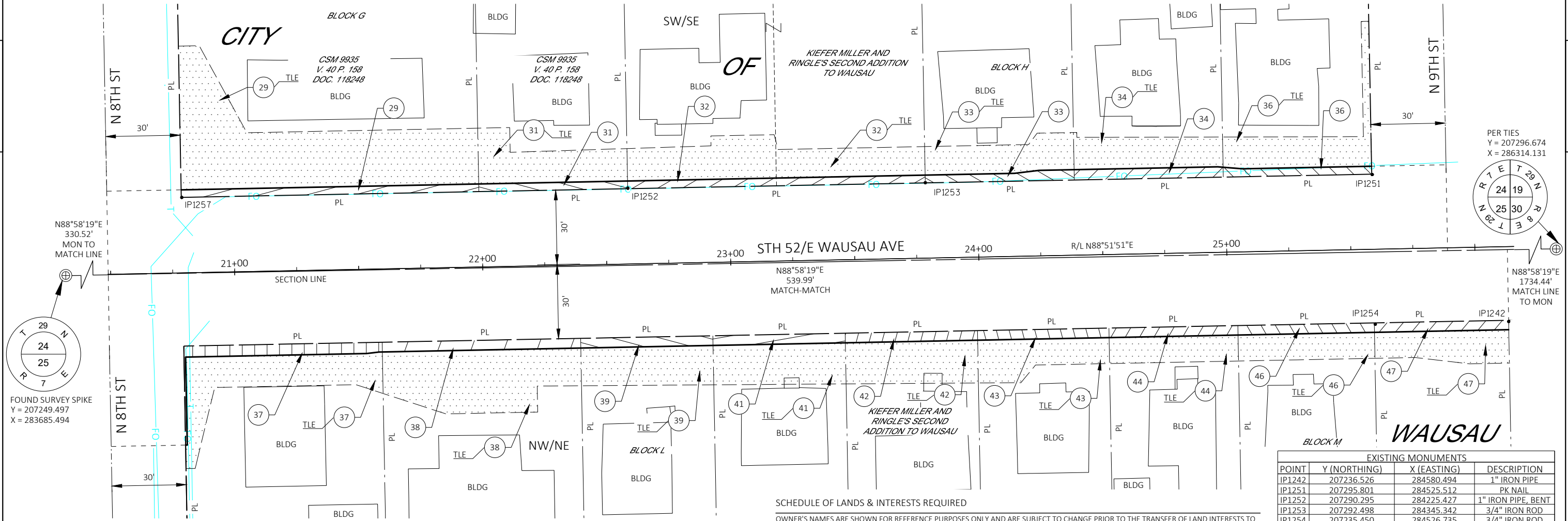
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 9TH ST: CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

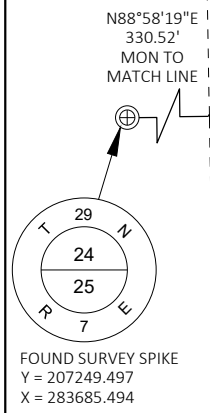
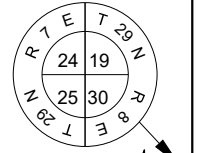
SCALE, FEET



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23-4.03  
AMENDMENT NO. \_\_\_\_\_



PER TIES  
Y = 207296.674  
X = 286314.131



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
29	POKHARALI REAL ESTATE LLC, AS VENDEE UNDER LAND CONTRACT FROM FAST FUEL MART LLC, A WISCONSIN LIMITED LIABILITY COMPANY DATED MARCH 30, 2023	FEE/TLE	368	---	368	3327
31	DAVID P. SMITH, A SINGLE PERSON	FEE/TLE	186	---	186	893
32	ANDREW L. FISHER, A SINGLE PERSON	FEE/TLE	376	---	376	1598
33	822 E. WAUSAU AVENUE FAMILY TRUST	FEE/TLE	209	---	209	745
34	EZEKIEL ERNST-MANTEUFEL	FEE/TLE	251	---	251	754
36	DYLAN SCHIRO AND KATELYN SCHIRO, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	195	---	195	885
37	EMMERICH & ASSOCIATES INC.	FEE/TLE	376	---	376	1257
38	BLAZE T. KLEINSCHMIDT	FEE/TLE	313	---	313	1745
39	ALLEN BEILKE, AS INDIVIDUAL PROPERTY	FEE/TLE	208	---	208	830
41	MARGARET HAWLEY	FEE/TLE	207	---	207	867
42	KEITH P. BAUR (PURCHASER) BY LAND CONTRACT FROM DANIEL C. BAUR (VENDOR), AS TRUSTEE OF THE BAUR REVOCABLE TRUST DATED FEBRUARY 4TH, 2015	FEE/TLE	206	---	206	903
43	HARLON DALE WOLFE	FEE/TLE	204	---	204	695
44	MARA L. HOLLMAN, A SINGLE PERSON	FEE/TLE	199	---	199	546
46	JACK E. KEMPS AND PATRICIA KEMPS, HIS WIFE, JOINT TENANTS	FEE/TLE	209	---	209	577
47	FREDERICK R. RAYMOND, III AND JENI L. RAYMOND, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	205	---	205	649

POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1242	207236.526	284580.494	1" IRON PIPE
IP1251	207295.801	284525.512	PK NAIL
IP1252	207290.295	284225.427	1" IRON PIPE, BENT
IP1253	207292.498	284345.342	3/4" IRON ROD
IP1254	207235.450	284526.735	3/4" IRON ROD
IP1257	207286.588	284045.593	1" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

TLE STATION & OFFSET TABLE			R/W STATION & OFFSET TABLE			R/W COURSE TABLE		
POINT NO.	STATION	OFFSET	POINT NO.	STATION	OFFSET	COURSE	BEARING	DISTANCE
TLEXXX	XXX+XX.XX	XXX.XX	XXX	XXX+XX.XX	XXX.XX	N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'
						100-101		

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675  
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY

**TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.04**

THAT PART OF LOTS 7, 8, 9, 10, 11, AND 12, BLOCK 1, OF CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., LOCATED IN THE SW1/4 OF THE SE1/4, SECTION 24, ALSO THAT PART OF CSM 297, AND BLOCK M, AND BLOCK N, OF KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, LOCATED IN THE NW1/4 OF THE NE1/4, SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

**NOTES:**

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

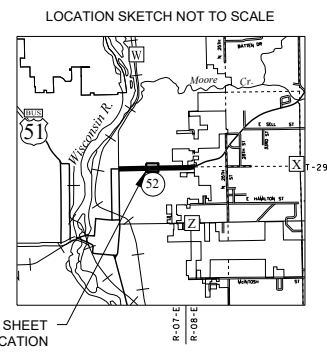
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 52: CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, PLAT OF SURVEY BY: MATTHEW E. HOGLUND 7/8/1999, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 9TH ST: CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., AND EXISTING CENTERLINE.

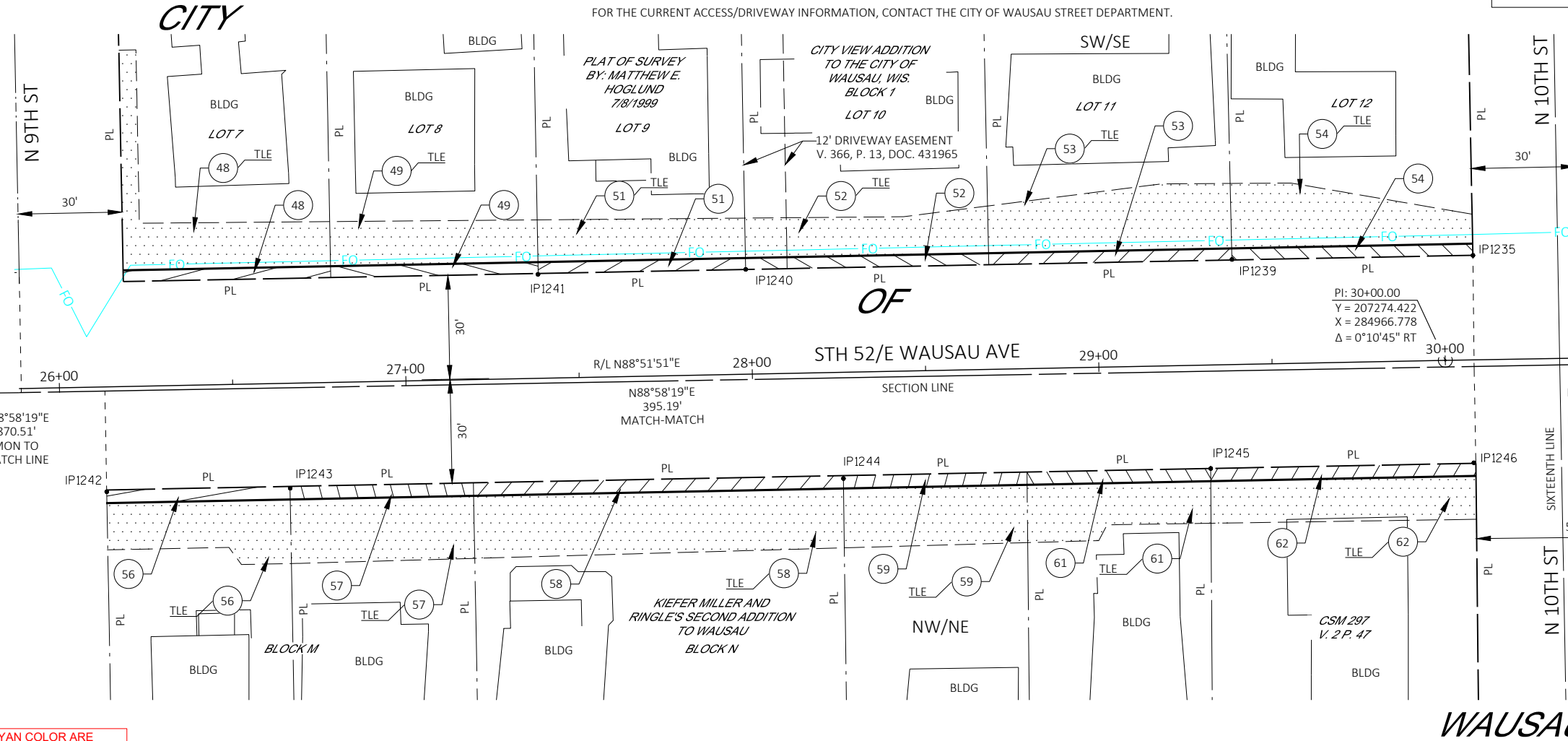
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 10TH ST: CSM 297, CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET



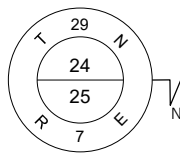
RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23-4.04  
AMENDMENT NO. \_\_\_\_\_



EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1235	207304.673	284974.740	1-1/4" IRON PIPE
IP1239	207303.493	284905.205	1" IRON PIPE
IP1240	207300.627	284764.863	3/4" IRON ROD
IP1241	207299.220	284704.942	3/4" IRON ROD
IP1242	207236.526	284580.494	1" IRON PIPE
IP1243	207237.523	284633.404	1" IRON PIPE
IP1244	207240.331	284793.076	1" IRON PIPE
IP1245	207243.214	284899.064	1" IRON PIPE
IP1246	207244.862	284975.011	1" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

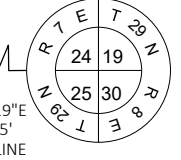
FOUND SURVEY SPIKE  
Y = 207249.497  
X = 283685.494



N88°58'19"E  
870.51'  
MON TO  
MATCH LINE

PI: 30+00.00  
Y = 207274.422  
X = 284966.778  
Δ = 0°10'45" RT

PER TIES  
Y = 207296.674  
X = 286314.131



N88°58'19"E  
1339.25'  
MATCH LINE  
TO MON

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

TLE STATION & OFFSET TABLE	R/W STATION & OFFSET TABLE	R/W COURSE TABLE			PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			TLE SF
		COURSE	BEARING	DISTANCE				NEW	EXISTING	TOTAL	
POINT NO. STATION OFFSET TLEXXX XXX+XX.XX XXX.XX	POINT NO. STATION OFFSET XXX XXX+XX.XX XXX.XX	N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'	48	LEE PAO MOUA AND LEE YANG, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AN UNDIVIDED 1/2 INTEREST, AND MAI LOR, AN UNDIVIDED 1/2 INTEREST, TOGETHER HOLDING TITLE AS JOINT TENANTS	FEE/TLE	194	---	194	1038
		100-101			49	JOHN E. CIHLAR	FEE/TLE	195	---	195	751
					51	ZACHARY LA CROSSE AND MADELINE JO LA CROSSE, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	197	---	197	710
					52	SALLY BORCHARDT	FEE/TLE	232	---	232	815
					53	JOHN SPENSER JAMES, JR., A SINGLE PERSON	FEE/TLE	234	---	234	1195
					54	KENNETH P. TAYLOR OR LINDA A. TAYLOR, TRUSTEES OF THE KLT INCOME TRUST DATED APRIL 16, 2024	FEE/TLE	233	---	233	1029
					56	AMY C. KRIEWALDT	FEE/TLE	200	---	200	795
					57	RENAE M. HORRELL, A SINGLE PERSON	FEE/TLE	199	---	199	967
					58	KURT A. LIS AND TINA M. LIS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	398	---	398	1876
					59	PAUL J. EBERHARDY	FEE/TLE	196	---	196	894
					61	PRESTON G. TIDD AND PATTY A. TIDD, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	196	---	196	736
					62	EAST TO WEST ENTERPRISES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	281	---	281	943



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: KEVIN C. BOYER  
REGISTRATION NUMBER: S-2675  
THIS SIGNATURE AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: DOUG DINY

TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.05

THAT PART OF THE SE1/4 OF THE SE1/4, SECTION 24, ALSO THAT PART OF LOTS 1, 2, 3, 4, AND 5, OF SUNSET SLOPE SUBDIVISION OF SHIELD & SMITH INC., LOT 1 OF CSM 4854, AND LOTS 1 AND 2, OF PIERCE ESTATES, LOCATED IN THE NE1/4 OF THE NE1/4, SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:  
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.  
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 52: SUNSET SLOPE SUBDIVISION OF SHIELD & SMITH INC., PIERCE ESTATES, CSM 4854, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 10TH ST: CSM 297, SUNSET SLOPE SUBDIVISION OF SHIELD & SMITH INC., AND EXISTING CENTERLINE.

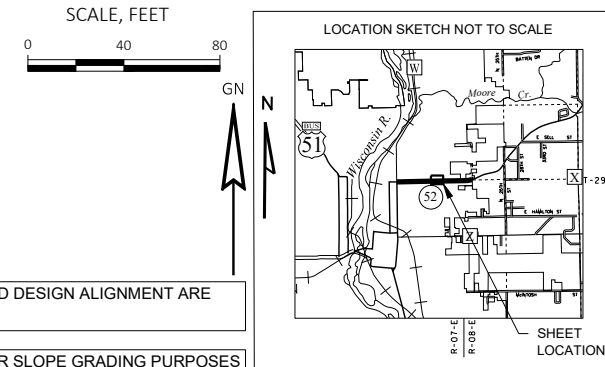
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

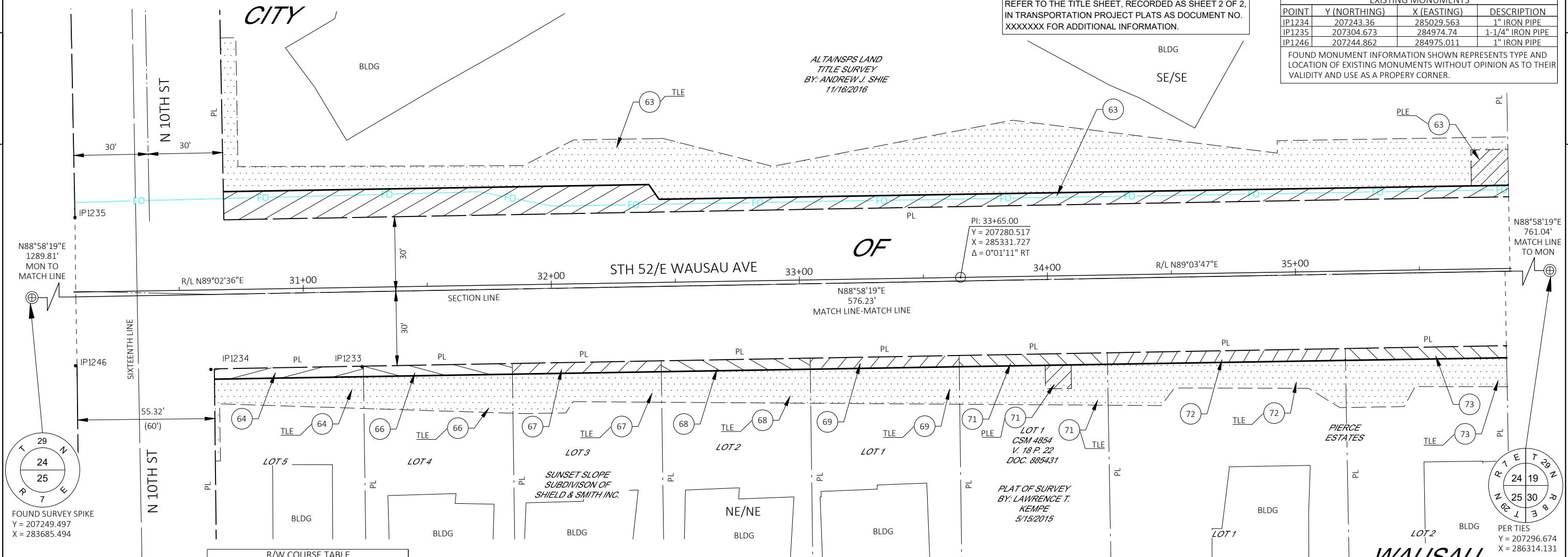
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.



RESERVED FOR REGISTER OF DEEDS  
 PROJECT NUMBER 6999-00-23-4.05  
 AMENDMENT NO. \_\_\_\_\_

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1234	207243.36	285029.563	1" IRON PIPE
IP1235	207304.673	284974.74	1-1/4" IRON PIPE
IP1246	207244.862	284975.011	1" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.



ALL PLES ARE FOR DRAINAGE PURPOSES

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'
100-101		

R/W STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
XXX	XXX+XX.XX	XXX.XX

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			PLE SF	TLE SF
			NEW	EXISTING	TOTAL		
63	E WAUSAU SNF PROPCO LLC, A DELAWARE LIMITED LIABILITY COMPANY	FEE/PLE/TLE	3634	---	3634	217	9201
64	CRYSTAL M. PETTIS	FEE/TLE	251	---	251	---	730
66	CARY J. LANG, A SINGLE PERSON	FEE/TLE	256	---	256	---	859
67	SHANG HER AND TOU YER YANG, AS JOINT TENANTS	FEE/TLE	260	---	260	---	808
68	JAMES BEHN AND BARBARA BEHN, HUSBAND AND WIFE, AS JOINT TENANTS	FEE/TLE	265	---	265	---	783
69	WALLACE GELHAR AND TRINITY GELHAR, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	269	---	269	---	867
71	MICHAEL D. STREBY AND KIMBERLEE J. STREBY, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE/PLE/TLE	273	---	273	100	847
72	ERIC MORRIS	FEE/TLE	450	---	450	---	1236
73	SHAYNE M. COURNEYA	FEE/TLE	313	---	313	---	932

I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY

# TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.06

THAT PART OF LOT 4 OF CSM 6537, LOT 3, EAST GATE SUBDIVISION, LOCATED IN AND PART OF THE SE1/4 OF THE SE1/4, SECTION 24, ALSO THAT PART OF LOTS 3, 4, 5, 6, AND 7, OF PIERCE ESTATES, LOTS 1, AND 2 OF CSM 11683, AND LOTS 1, 2, AND 3 OF CSM 1789, LOCATED IN THE NE1/4 OF THE NE1/4, SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

## NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: CSM 6537, CSM 11683, CSM 1789, WOODLAND TERRACE CONDOMINIUM PLAT, PIERCE ESTATES, EAST GATE SUBDIVISION, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 12TH ST: CSM 6537, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

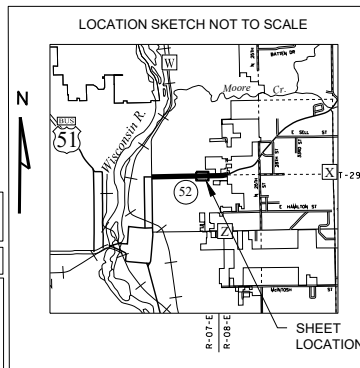
SCALE, FEET



SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXX FOR ADDITIONAL INFORMATION.



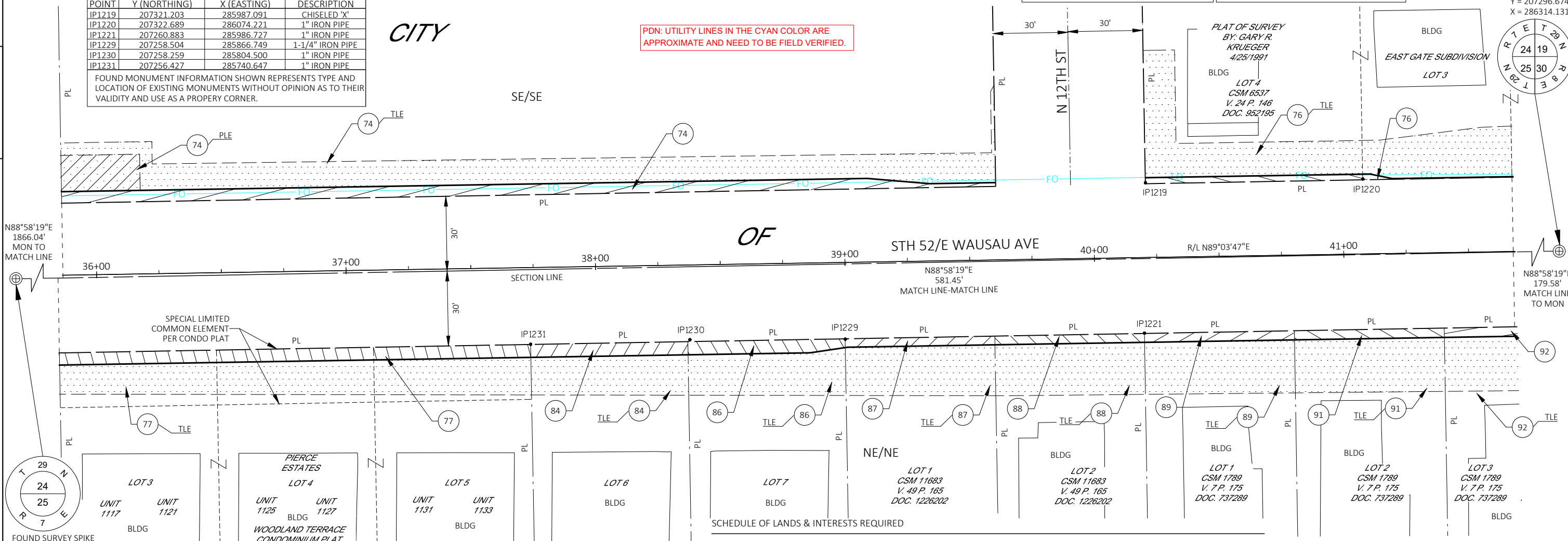
RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23 - 4.06  
AMENDMENT NO. \_\_\_\_\_

PER TIES  
Y = 207296.674  
X = 286314.131

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1219	207321.203	285987.091	CHISELED 'X'
IP1220	207322.689	286074.221	1" IRON PIPE
IP1221	207260.883	285986.727	1" IRON PIPE
IP1229	207258.504	285866.749	1-1/4" IRON PIPE
IP1230	207258.259	285804.500	1" IRON PIPE
IP1231	207256.427	285740.647	1" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.



**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			PLE SF	TLE SF
			NEW	EXISTING	TOTAL		
74	WI-RADIO REAL ESTATE WAUSAU LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/PLE/TLE	1522	---	1522	458	3768
76	KOWALSKI TRUST DATED SEPTEMBER 13, 2019	FEE/TLE	235	---	235	---	2709
77	ELEVATION W117, LLC MARION 442, LLC ALICE ANDRASKI AS TRUSTEE OF KENNETH J. ANDRASKI REVOCABLE TRUST DATED APRIL 20, 2015 TYLER C. VOGEL ELEVATION W31 CONDO, LLC ELEVATION W33 CONDO, LLC	FEE/TLE	949	---	949	---	2526
84	ASPEN VIEW PROPERTIES LLC	FEE/TLE	330	---	330	---	986
86	HOLZHAUER HOLDINGS LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	323	---	323	---	1071
87	VEERABHADRA R. KARRI AND JAGADESHWARI KARRI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	206	---	206	---	1193
88	BLUEPRINT PROPERTIES LLC	FEE/TLE	211	---	211	---	1239
89	BLUESTONE PROPERTIES LLC	FEE/TLE	217	---	217	---	1265
91	LEIGH OLSZEWSKI AND ARIANA OLSZEWSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	223	---	223	---	1288
92	NATHANIEL R. SMITH AND KAITLIN MAE MEYER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	107	---	107	---	613

TLE STATION & OFFSET TABLE			R/W STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET	POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX	XXX	XXX+XX.XX	XXX.XX

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'
100-101		

FOUND SURVEY SPIKE  
Y = 207249.497  
X = 283685.494

ALL PLES ARE FOR DRAINAGE PURPOSES



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: KEVIN C. BOYER  
REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: DOUG DINY

# TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.07

THAT PART OF LOT 3 OF CSM 6537, LOCATED IN THE SE1/4 OF THE SE1/4, SECTION 24, ALSO THAT PART OF LOT 3 OF CSM 1789, LOTS A, AND B OF CSM 2532, AND CSM 1788, LOCATED IN THE NE1/4 OF THE NE1/4, SECTION 25, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 7 EAST, ALSO THAT PART OF LOT 1 OF CSM 13557, LOT 1 OF CSM 2748, AND LOT 1, OF THE HORST AND PIERCE ADDITION TO THE CITY OF WAUSAU, LOCATED IN THE SW1/4 OF THE SW1/4, SECTION 19, ALSO THAT PART OF LOTS 1 AND 2 OF CSM 18530, AND LOT 1 OF CSM 8023, LOCATED IN AND BEING PART OF THE NW1/4 OF THE NW1/4, SECTION 30, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 8 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

### NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

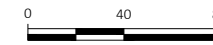
ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: RIGHT OF WAY PLAT 9010-00-21, CSM 6537, CSM 2748, CSM 13557, CSM 1789, CSM 2532, CSM 1788, CSM 18530, CSM 8023, THE HORST AND PIERCE ADDITION TO THE CITY OF WAUSAU, AND EXISTING CENTERLINE.

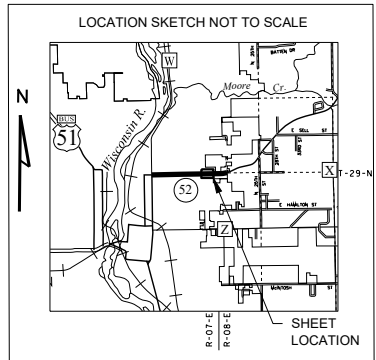
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 13TH ST: RIGHT OF WAY PLAT 9010-00-21, CSM 6537, THE HORST AND PIERCE ADDITION TO THE CITY OF WAUSAU, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET



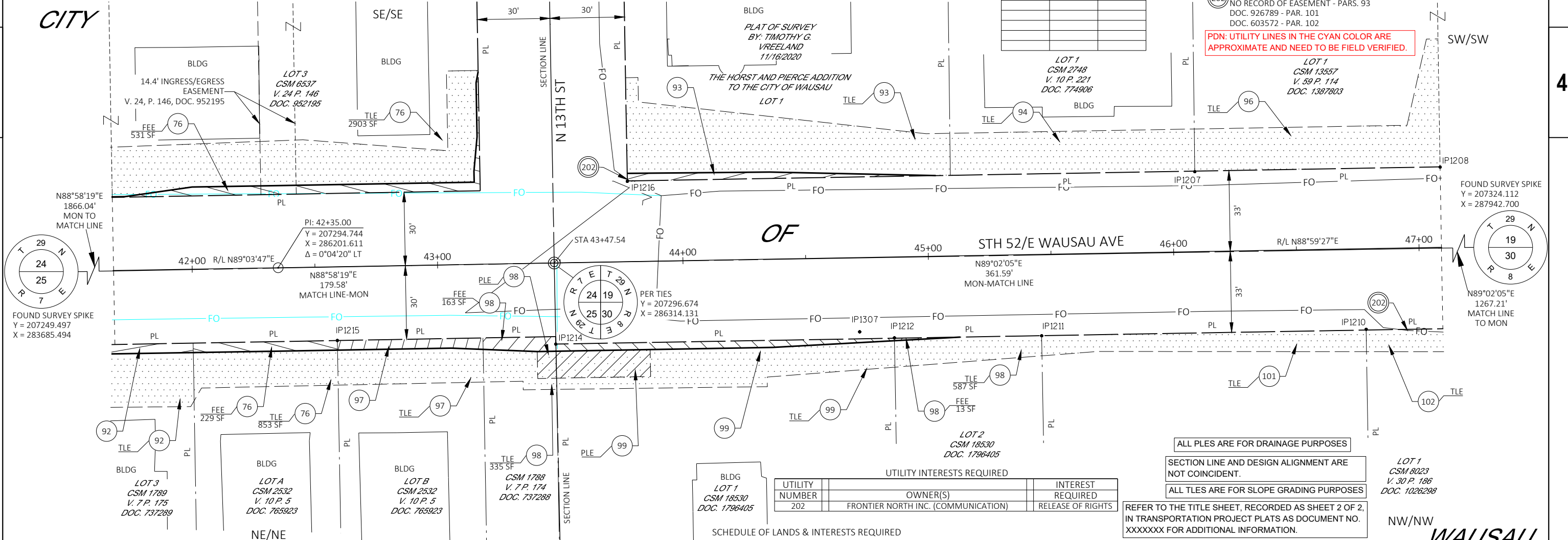
TLE STATION & OFFSET TABLE	POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX	



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23-4.07  
AMENDMENT NO. \_\_\_\_\_

(202) FRONTIER NORTH INC. (COMMUNICATION)  
NO RECORD OF EASEMENT - PAR. 93  
DOC. 926789 - PAR. 101  
DOC. 603572 - PAR. 102

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
202	FRONTIER NORTH INC. (COMMUNICATION)	RELEASE OF RIGHTS

### SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED	PLE SF	TLE SF
76	KOWALSKI TRUST DATED SEPTEMBER 13, 2019	FEE/TLE	760	---	3756
92	NATHANIEL R. SMITH AND KAITLIN MAE MEYER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	122	---	697
93	JOSEPH R. AND DEBRA R. KASMERCHAK, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	255	---	3005
94	CHELESEA B. RADKE AND NICOLAS A. DRAEGER	TLE	---	---	1709
96	DARRELL D. SMAZAL AND BARBARA R. SMAZAL, AS HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	---	---	2031
97	SCHULT GROUP LLC	FEE/TLE	238	---	835
98	JOHN V. FLANNERY, JR. AND CLAIRE B. FLANNERY, AS TRUSTEES OF THE JOHN AND CLAIRE FLANNERY TRUST	FEE/PLE/TLE	176	84	922
99	STACY SPENCER	FEE/PLE/TLE	352	---	1525
101	GORDON R. CLEMENTS AND DONNA S. CLEMENTS, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE GORDON R. CLEMENTS AND DONNA S. CLEMENTS REVOCABLE LIVING TRUST	TLE	---	---	1028
102	DENNIS DROW	TLE	---	---	284

R/W COURSE TABLE			R/W STATION & OFFSET TABLE		
COURSE	BEARING	DISTANCE	POINT NO.	STATION	OFFSET
N 1/4 SEC. XX-XXX	X XX°XX'XX" X	XXXX.XX'	XXX	XXX+XX.XX	XXX.XX
100-101					

PDN: NO RELEASES REQUIRED FOR WAUSAU WATER WORKS. ALL INTERESTS ARE MERGED AS SHOWN ON THE TPP, SINCE AREAS OCCUPIED BY WAUSAU WATER WORKS ARE PART OF THE CITY OF WAUSAU (CONNECTING HIGHWAY AUTHORITY) INTERESTS FOR THIS PROJECT. CONFIRM WITH NCR DURING 60% REVIEW.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1207	207333.918	286575.167	1" IRON PIPE
IP1208	207335.788	286675.112	1" IRON PIPE
IP1210	207269.649	286644.968	3/4" IRON ROD
IP1211	207267.032	286512.755	1" IRON PIPE W/CAP
IP1212	207266.151	286452.763	1" IRON PIPE W/CAP
IP1214	207263.612	286314.767	1" IRON PIPE W/CAP
IP1215	207265.089	286225.765	1" IRON PIPE
IP1216	207329.959	286343.890	3/4" IRON ROD
IP1307	207268.622	286438.589	3/4" IRON ROD

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: KEVIN C. BOYER  
REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: DOUG DINY



**TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.09**

THAT PART OF LOTS 1 AND 2 OF CSM 7758, LOCATED IN AND PART OF THE SE1/4 OF THE SW1/4, SECTION 19, ALSO THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 30, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 8 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

**NOTES:**

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: RIGHT OF WAY PLAT 9010-00-21, CSM 7758, AND EXISTING CENTERLINE.

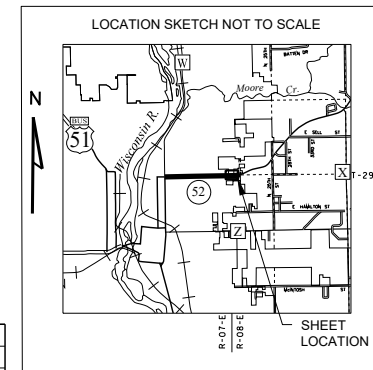
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 15TH ST: RIGHT OF WAY PLAT 9010-00-21, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET



GN



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23-4.09  
AMENDMENT NO. \_\_\_\_\_

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

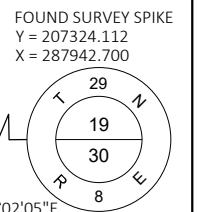
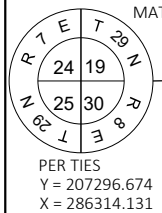
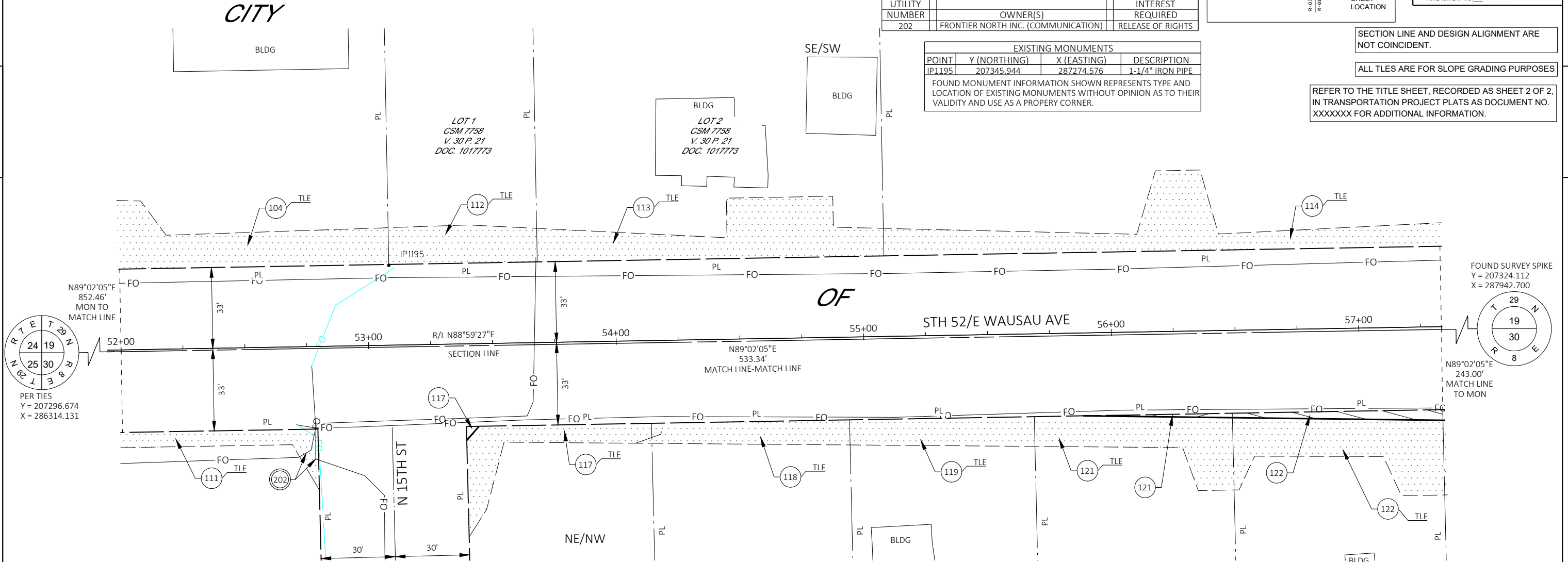
ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
202	FRONTIER NORTH INC. (COMMUNICATION)	RELEASE OF RIGHTS

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1195	207345.944	287274.576	1-1/4" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPER CORNER.



- FRONTIER NORTH INC. (COMMUNICATION)
- NO RECORD OF EASEMENT - PAR. 111
- DOC. 603773 - PAR. 117
- DOC. 603584 - PAR. 118
- DOC. 603571 - PAR. 119
- DOC. 603769 - PAR. 121
- DOC. 603568 - PAR. 122

PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX

R/W STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
XXX	XXX+XX.XX	XXX.XX

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'
100-101		

**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
104	1412, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	1716
111	JUSTIN GAFFNEY CONSTRUCTION LLC	TLE	---	---	---	581
112	JAY M. CRICKS	TLE	---	---	---	889
113	CRICKS FAMILY PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	2127
114	LEONARD S. KURZYNSKI AND DARLENE A. KURZYNSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	---	---	---	2517
117	TIMOTHY AND JOYCE O'KEEFE, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	14	---	14	867
118	CATHY TIFFANY	TLE	---	---	---	730
119	LIBERTY INTERNATIONAL LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	827
121	PATRICK W. MEYER, A LIFE ESTATE INTEREST AND REBECCA A. MEYER	FEE/TLE	54	---	54	1288
122	THOMAS H. WOHLFAHRT AND ELAINE H. WOHLFAHRT, AS JOINT TENANTS	FEE/TLE	260	---	260	1685

WAUSAU



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: KEVIN C. BOYER  
REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINT NAME: DOUG DINY

TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.10

THAT PART OF LOTS 1 AND 2 OF CSM 13854 LOCATED IN AND PART OF THE SE1/4 OF THE SW1/4, ALSO THAT PART OF LOT 2 OF CSM 6365 LOCATED IN THE SW1/4 OF THE SE1/4, ALL IN SECTION 19, ALSO THAT PART OF LOTS 1 AND 2 OF CSM 19653, LOCATED IN AND PART OF THE NE1/4 OF THE NW1/4, ALSO THAT PART OF THE NW1/4 OF THE NE1/4, ALL IN SECTION 30, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 8 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:  
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.  
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

COURSE	BEARING	DISTANCE
N 1/4 SEC.XX-XXX 100-101	X XX^XX^XX" X	XXXX.XX'

POINT NO.	STATION	OFFSET
XXX	XXX+XX.XX	XXX.XX

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

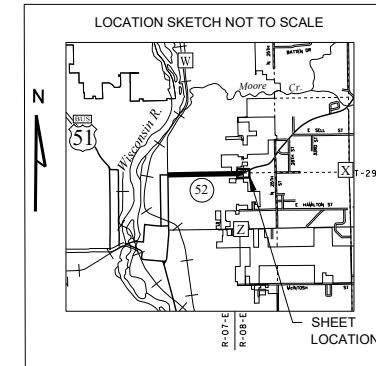
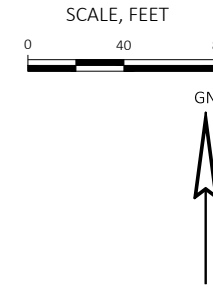
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: RIGHT OF WAY PLAT 9010-00-21, CSM 13854, CSM 6365, CSM 19653, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

- 202 FRONTIER NORTH INC. (COMMUNICATION)  
DOC. 603570 - PAR. 123  
DOC. 603688 - PAR. 124  
DOC. 603569 - PAR. 129  
DOC. 603900 - PAR. 127
- 203 WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)  
NO RECORD OF EASEMENT - PARS. 123 & 127

POINT NO.	STATION	OFFSET
TLEXXX	XXX+XX.XX	XXX.XX

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
202	FRONTIER NORTH INC. (COMMUNICATION)	RELEASE OF RIGHTS
203	WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)	RELEASE OF RIGHTS



RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6999-00-23 - 4.10  
AMENDMENT NO. \_\_\_\_\_

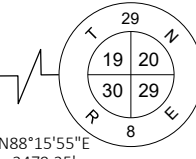
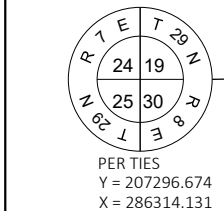
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
114	LEONARD S. KURZYNSKI AND DARLENE A. KURZYNSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	---	---	---	517
116	JAT RENTALS LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	2068
123	KAREN M. JONAS AND SCOTT A. WORDEN, AS JOINT TENANTS	FEE/TLE	405	---	405	1073
124	MAIN STREET WHITEWATER, LLC. A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	224	---	224	2679
126	RICHARD T. PARTRIDGE AND DOREENE E. PARTRIDGE, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	---	---	---	1782
127	FTSSOW, LLC	TLE	---	---	---	1627
129	BOOM BAA LLC, A WISCONSIN DOMESTIC LIMITED LIABILITY CORPORATION	FEE/TLE	95	---	95	592

POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1181	207288.157	287715.426	1" IRON PIPE
IP1182	207287.464	287781.513	1" IRON PIPE
IP1183	207287.318	287868.561	1" IRON PIPE
IP1184	207294.795	287943.355	1" IRON PIPE
IP1185	207304.134	288103.863	1-1/2" IRON PIPE
IP1192	207384.588	287957.651	1-1/4" IRON PIPE
IP1193	207360.374	287842.487	1" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.



SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.

PDN: NO RELEASES REQUIRED FOR WAUSAU WATER WORKS. ALL INTERESTS ARE MERGED AS SHOWN ON THE TPP, SINCE AREAS OCCUPIED BY WAUSAU WATER WORKS ARE PART OF THE CITY OF WAUSAU (CONNECTING HIGHWAY AUTHORITY) INTERESTS FOR THIS PROJECT. CONFIRM WITH NCR DURING 60% REVIEW.



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675  
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY

WAUSAU

# TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.11

THAT PART OF LOT 2 OF CSM 6365, LOCATED IN AND PART OF THE SW1/4 OF THE SE1/4, SECTION 19, TOWNSHIP 29 NORTH, RANGE 8 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - C WAUSAU, EAST WAUSAU AVENUE (N 6TH STREET TO N 18TH STREET), MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WAUSAU DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF WAUSAU HEREBY ORDERS THAT:  
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.  
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF WAUSAU FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

## NOTES:

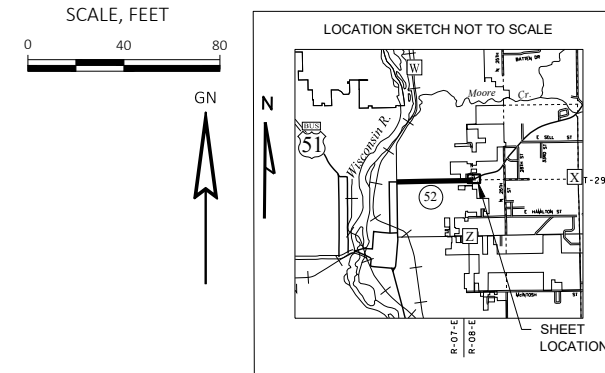
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: RIGHT OF WAY PLAT 9010-00-21, CSM 6365, CSM 7127, CSM 7047, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 18TH ST: RIGHT OF WAY PLAT 9010-00-21, CSM 7127, CSM 7047, AND EXISTING CENTERLINE.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.



RESERVED FOR REGISTER OF DEEDS  
 PROJECT NUMBER 6999-00-23-4.11  
 AMENDMENT NO. \_\_\_\_\_

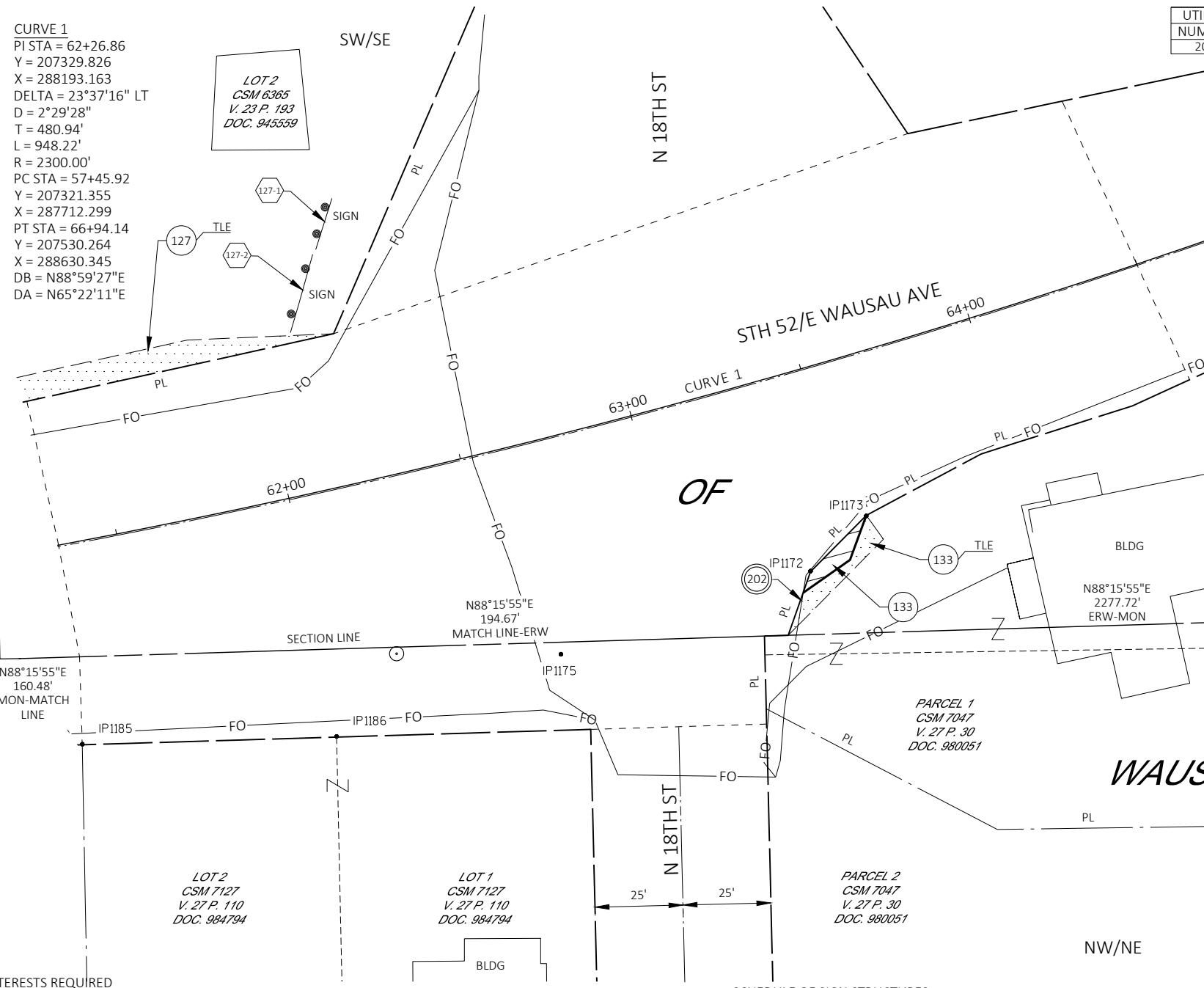
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
202	FRONTIER NORTH INC. (COMMUNICATION)	RELEASE OF RIGHTS

(202) FRONTIER NORTH INC. (COMMUNICATION)  
 DOC. 603900 - PAR. 127  
 DOC. 981355 - PAR. 133

## CITY

**CURVE 1**  
 PI STA = 62+26.86  
 Y = 207329.826  
 X = 288193.163  
 DELTA = 23°37'16" LT  
 D = 2°29'28"  
 T = 480.94'  
 L = 948.22'  
 R = 2300.00'  
 PC STA = 57+45.92  
 Y = 207321.355  
 X = 287712.299  
 PT STA = 66+94.14  
 Y = 207530.264  
 X = 288630.345  
 DB = N88°59'27"E  
 DA = N65°22'11"E

LOT 2  
 CSM 6365  
 V. 23 P. 193  
 DOC. 945559

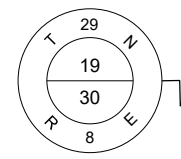


TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLEXX	XXX+XX.XX	XXX.XX

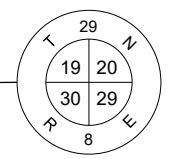
R/W STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
XXX	XXX+XX.XX	XXX.XX

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
N 1/4 SEC.XX-XXX	X XX°XX'XX" X	XXXX.XX'
100-101		

FOUND SURVEY SPIKE  
 Y = 207324.112  
 X = 287942.700



FOUND SURVEY SPIKE  
 Y = 207404.028  
 X = 290581.222



EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP1172	207353.290	288310.772	1" IRON PIPE, LEANING
IP1173	207368.948	288326.584	1" IRON PIPE
IP1175	207329.709	288239.853	3/4" IRON ROD
IP1185	207304.134	288103.863	1-1/2" IRON PIPE
IP1186	207306.350	288176.126	1-1/4" IRON PIPE

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

### SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED	TLE
			NEW EXISTING TOTAL	
127	FTSSOW, LLC LAMAR CENTRAL OUTDOOR, LLC	TLE	---	494
133	GRAYMATTER PROPERTY HOLDINGS, LLC	FEE/TLE	93	157

### SCHEDULE OF SIGN STRUCTURES

SIGN NUMBER	SIGN OWNER(S)	OASIS NUMBER
127-1	LAMAR CENTRAL OUTDOOR, LLC FTSSOW, LLC	007242
127-2	LAMAR CENTRAL OUTDOOR, LLC FTSSOW, LLC	007243

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXXX FOR ADDITIONAL INFORMATION.



I, KEVIN C. BOYER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WAUSAU I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675  
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WAUSAU  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 PRINT NAME: DOUG DINY



## Engineering

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Approving a preliminary resolution to set a public hearing to vacate the alley bounded by Lake View Drive, Bertha Street, Elmwood Boulevard and Midway Boulevard.

### **PURPOSE**

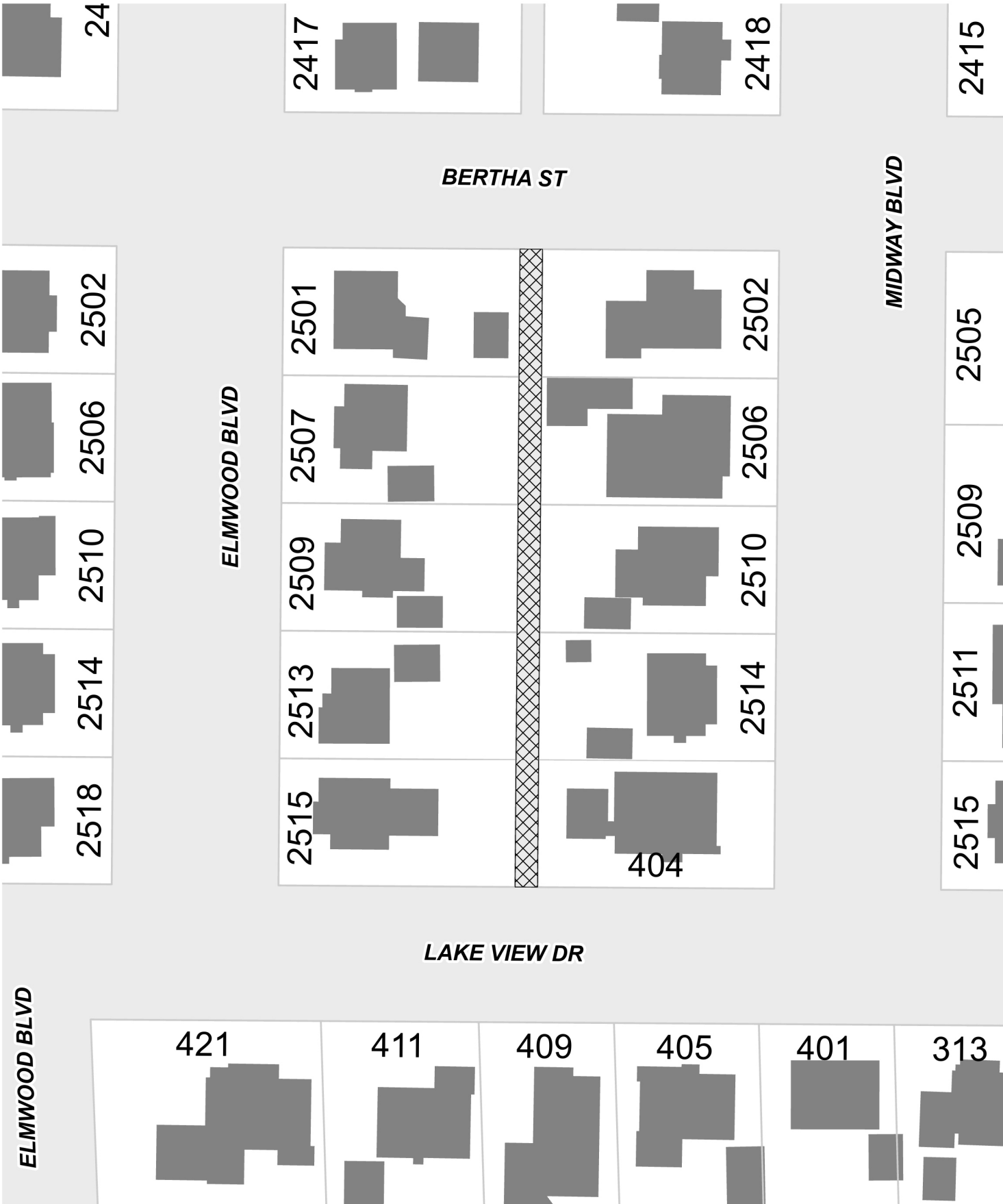
The purpose would be to set up a public hearing to vacate this alley.

### **BACKGROUND**

A valid petition was received by an abutting owner to vacate the alley.

### **RECOMMENDATION**

Staff recommends approving the resolution to set up a public hearing to vacate the alley.



ELMWOOD BLVD

ELMWOOD BLVD

MIDWAY BLVD

BERTHA ST

LAKE VIEW DR

421

411

409

405

401

313

24

2417

2418

2415

2502

2506

2510

2514

2518

2501

2507

2509

2513

2515

2502

2506

2510

2514

404

2505

2509

2511

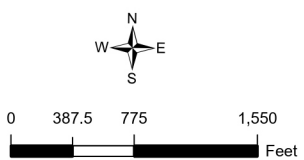
2515



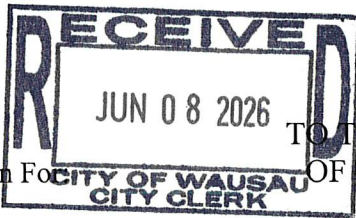
NOTES:  
 1. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein. Nor will any of their employees or officials be held liable for any improper or incorrect use of the map and/or data.  
 2. Map features developed from several sources including, but not limited to aerial photography, LIDAR and GPS.  
 3. Parcel features developed from Marathon County land records.

Proposed Vacation  
 City of Wausau

Map Date: June 23, 2026



- Legend**
- Proposed Vacation
  - Parcels
  - Existing Right-of-Way
  - Existing Building



# PETITION

For Office Use

A Petition For \_\_\_\_\_ TO THE MAYOR AND COMMON COUNCIL OF THE CITY OF WAUSAU, WISCONSIN

Date Filed with City Clerk \_\_\_\_\_

- Alley Vacation
- Blacktop Paving
- Curb and Gutter
- Sanitary Sewer
- Street Light
- Street Vacation
- Storm Sewer
- Watermain
- Zoning Change
- Other as Follows: \_\_\_\_\_

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

alley to be vacated within the city blocks bound by Lake View Drive on the south, Bertha St on the north, Elmwood Blvd on the west, and Midway Blvd on the east.

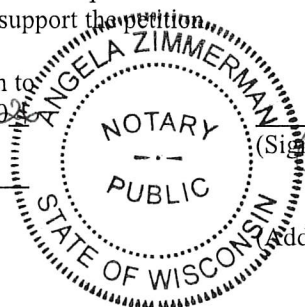
Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
<i>James C. Pass</i>	JAMES C. PASS	2501 ELMWOOD BLVD	5-21-26
<i>Pat Lahr</i>	PAT LAHR	2509 Elmwood Blvd	5-21-26
<i>Marc Eckert</i>	MARC ECKERT	2507 ELMWOOD BLVD	5/21/26
<i>Karen Spees Dunlap</i>	Karen Spees Dunlap	2510 Midway Blvd	5-22-26
<i>Patricia A. Steffer</i>	PATRICIA A. STEFFER	2506 MIDWAY BLVD	5-22-26
<i>Kayla M. Gleen</i>	Kayla M. Gleen	2502 Midway Blvd	05/24/26
<i>Michael K. Maran</i>	Michael K. Maran	2513 Elmwood Blvd.	5/24/26
<i>Michael F. Jryl</i>	Michael F. Jryl	2515 Elmwood Blvd	5/24/26
<i>Deanna Pelot</i>	Deanna Pelot	404 Lake View Dr.	5-2-26
10.			
11.			
12.			
13.			
14.			
15.			

### AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN  
CITY OF WAUSAU JAMES C. PASS being duly sworn disposes and says that he is a resident of the affected area, residing at 2501 ELMWOOD BLVD. in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 8 day of June, 2026

*Angela Zimmerman*  
Signature of City Clerk or designee  
Exp: 5/27/29



*James C. Pass*  
(Signature of Circulator)

2501 ELMWOOD BLVD.  
Address of Circulator)

715-845-8517



## Community Development

---

**DATE:** July 9, 2026  
**TO:** Wausau Arts Commission  
**SUBJECT:** Approving a sculpture at the south-east corner of 3rd Street and Washington Street.

### **PURPOSE**

The purpose of this item is to decide if the sculpture will be allowed in the right of way.

### **BACKGROUND**

The request in the attached documents was received. The Arts Commission will meet on this item in early July. If this Committee approves the placement of the sculpture in right of way, the City Attorney's office would develop an encroachment agreement.

### **RECOMMENDATION**



May 11, 2026

To: Wausau Arts Commission and Infrastructure & Facilities Committee

Re: Foundry on 3<sup>rd</sup> - Request for Sculpture Installation in Right-of-Way

Dear Commissioners and Committee Members:

I am writing to request approval to install a heart sculpture within the public right-of-way at the location identified in the attached exhibits.

The proposed sculpture is intended to serve as a welcoming public art feature that enhances the character of the Foundry on 3<sup>rd</sup> development and contributes to the vibrancy of the surrounding downtown area. The location has been selected to complement pedestrian activity while maintaining safe and appropriate use of the right-of-way. The sculpture will sit on a base measuring 15 inches wide by 60 inches long.

For your review, we have included the following exhibits:

- Exhibit A – Proposed Sculpture Location
- Exhibit B – Sculpture Design
- Exhibit C – Street View of Proposed Location

We will work closely with City staff to ensure all applicable requirements are met, including permitting and installation standards. T. Wall Enterprises will be responsible for the ongoing maintenance and upkeep of the sculpture considerations.

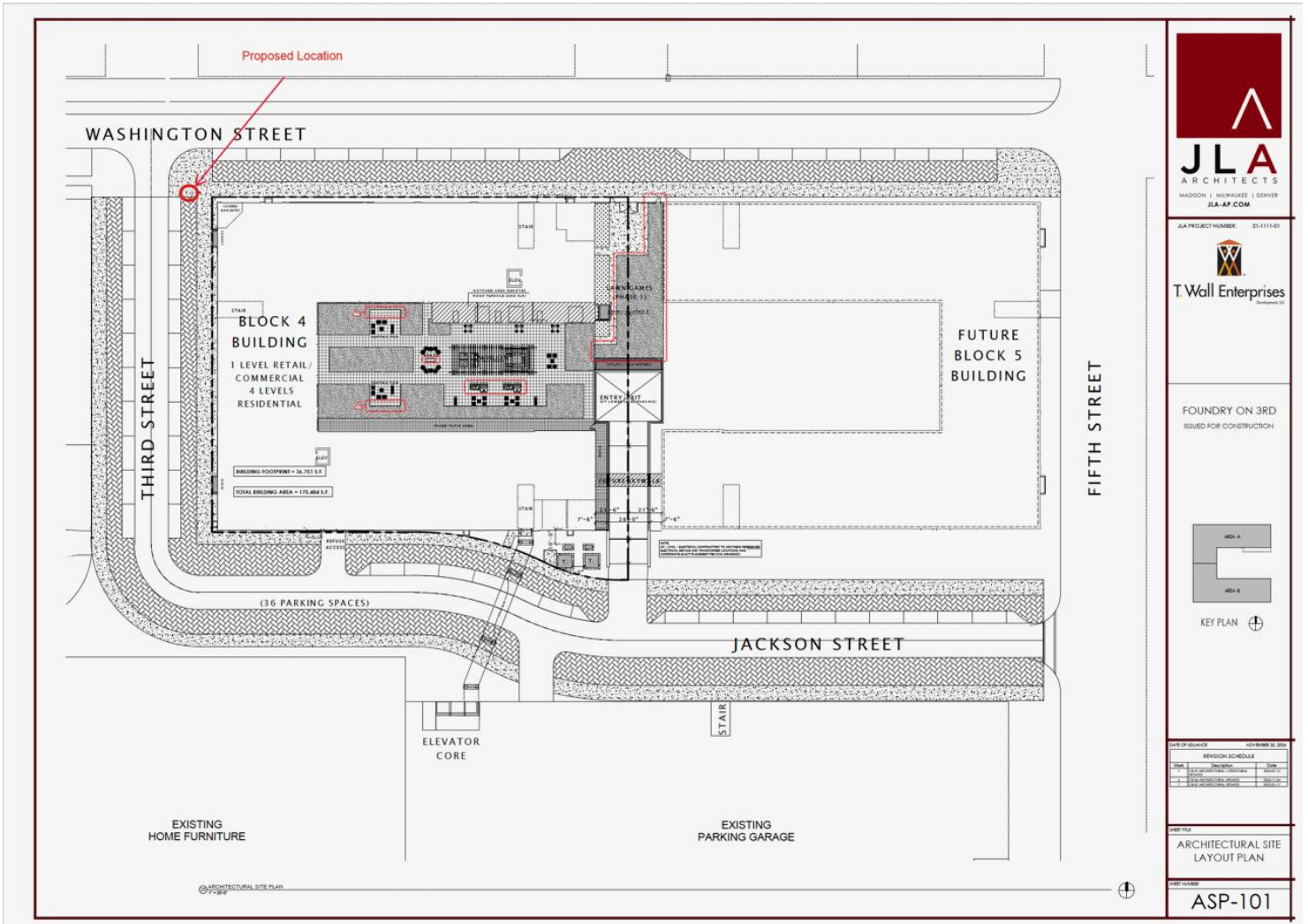
Thank you for your time and consideration. Please let us know if any additional information is needed to support your review.

Sincerely,

Nick Patterson  
Development Manager  
Foundry on 3<sup>rd</sup> Ph 1, LLC

# FOUNDRY on 3rd

## Exhibit A



**Exhibit B**



**FOUNDRY  
on 3rd**

**Exhibit 3**





Engineering  
Thomas Nicksich, Engineering Technician

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** 07-0908 Renewal of the Stormwater Memorandum of Agreement with surrounding municipalities.

## **PURPOSE**

Discussion and possible action on renewing the Stormwater Memorandum of Agreement with surrounding municipalities.

## **BACKGROUND**

Marathon County owns facilities throughout the County in various municipalities. The county owned facilities are required to meet Wisconsin Department of Natural Resources stormwater regulations. Rather than adopt its own stormwater ordinance, Marathon County has elected to comply with the applicable stormwater ordinances in each of the municipalities with county owned facilities. The agreement between Marathon County and neighboring communities (City of Wausau; Villages of Weston, Kronenwetter, and Rothschild; and Town of Rib Mountain) holds Marathon County responsible for meeting DNR and municipal stormwater regulations. The agreement also works to achieve uniform stormwater requirements throughout the participating communities and an effort to collaborate to implement a single information and outreach stormwater program. The current Memorandum of Agreement is set to expire on December 31, 2026.

## **RECOMMENDATION**

Staff recommends approval of the Memorandum of Agreement

## MEMORANDUM OF AGREEMENT

### BETWEEN MARATHON COUNTY, THE CITY OF WAUSAU, THE VILLAGES OF WESTON, KRONENWETTER, ROTHSCHILD, AND RIB MOUNTAIN

#### **I. PURPOSE**

THIS MEMORANDUM OF AGREEMENT is entered into for the purpose of minimizing discharge of pollutants carried by stormwater runoff and to develop and implement a single information and outreach program for all participating municipalities. The Agreement allows the parties to work together on a program that meets permit requirements of Wis. Admin. Code NR 216.

#### **II. TERM OF AGREEMENT**

This Agreement shall run January 1, 2027 to December 31, 2032. The terms of the Agreement may be reviewed and amended if necessary. This Agreement may be terminated by any party on thirty (30) days written notice to the group, subject only to the payment of any obligations due to the group under this Agreement up to the point of said termination.

#### **III. APPLICABILITY**

The process defined by this MOA addresses the requirements of Section 402 of the Federal Clean Water Act and the Storm Water Discharge Permit Program under Wis. Admin. Code NR 216. Through the Wisconsin Pollutant Discharge Elimination System (WPDES) permit program, the DNR regulates municipal, industrial, and animal waste operations discharging water to surface or groundwaters.

#### **IV. SUMMARY OF THE PERMIT PARTNERSHIP PROCESS**

Each of the participating municipalities and Marathon County will hold a municipal separate storm sewer system (MS4) permit. Marathon County will be responsible for achieving and maintaining compliance of its MS4 eligible facilities within each community.

#### **V. PROGRAM SUMMARY**

The program is designed to fulfill the permit requirements 1-9 as defined in of Wis. Admin. Code NR 216.07 as efficiently and effectively as possible through intergovernmental cooperation.

#### **VI. ALLOCATION OF RESPONSIBILITY**

For and in consideration of the terms and conditions in this Memorandum of Agreement, Marathon County and the participating municipalities have the following responsibilities:

##### **1. PUBLIC EDUCATION AND OUTREACH**

###### **Marathon County will:**

- Coordinate the development and updates of the Wausau Urban Area Stormwater Education and Outreach Plan and future plan updates at no cost to the municipalities;
- Coordinate the implementation of the Wausau Urban Area Stormwater Education and Outreach Plan.

###### **The municipalities will:**

- Appoint one representative to the Northcentral Wisconsin Stormwater Coalition;
- Contribute towards costs of development, reproduction and distribution of educational materials (each community will contribute an equal share of the cost);

- Make available rooms for public informational meetings as necessary.

## **2. PUBLIC INVOLVEMENT AND PARTICIPATION**

### **Marathon County will:**

- Develop and maintain a stormwater management website at no cost to the municipalities;
- Public notice all meetings of the Northcentral Wisconsin Stormwater Coalition and any public informational meetings hosted by Marathon County.

### **The municipalities will:**

- Public notice all meetings hosted by the municipality;
- Contribute towards costs of public notices, meetings, and other public involvement and participation activities (each community will contribute an equal share of the cost).

## **3. ILLICIT DISCHARGE DETECTION AND ELIMINATION**

### **Marathon County will:**

- Assist the participating municipalities to develop and update as necessary, municipal illicit discharge ordinances in accordance with NR 216;
- Comply with municipal illicit discharge ordinances as they apply to MS4 eligible County facilities;
- Pay actual sampling and field screening costs of outfalls serving county owned facilities;
- Follow appropriate procedures to eliminate illicit discharges as defined by Wisconsin Department of Natural Resources regulations or other sources of non-storm water on MS4 eligible County facilities.

### **The municipalities will:**

- Adopt and update as necessary, a municipal illicit discharge ordinance;
- Conduct field screening analysis for illicit connections and discharges at all municipal and county outfalls within their respective MS4 boundaries;
- Follow the procedures to eliminate illicit discharges as defined by Wisconsin Department of Natural Resources regulations or other sources of non-storm water on municipal facilities.

## **4. CONSTRUCTION SITE POLLUTION CONTROL**

### **Marathon County will:**

- Assist the participating municipalities to develop and update as necessary, municipal construction site erosion control ordinances in accordance with NR 216;
- Comply with municipal construction site erosion control ordinance as they apply to MS4 eligible County facilities as defined in NR 216.

### **The municipalities will:**

- Adopt and update as necessary, a municipal construction site erosion control ordinance.

## **5. POST-CONSTRUCTION SITE STORM WATER MANAGEMENT**

### **Marathon County will:**

- Work with the participating municipalities to develop and update as necessary, post construction storm water management ordinances in accordance with NR 216;
- Comply with municipal post construction storm water management ordinance as they apply to MS4 eligible County facilities as defined in NR 216.

### **The municipalities will:**

- Adopt and update as necessary, a municipal post construction storm water management ordinance.

## **6. POLLUTION PREVENTION**

### **Marathon County will perform the following tasks on MS4 eligible county owned facilities to the specifications of the individual municipalities in which the facilities exist:**

- Install and maintain source area controls and regional best management practices;
- Roadway maintenance including street sweeping and de-icer management;
- Collection and management of leaf and grass clippings;
- Management of county garages, storage areas and other potential sources of pollution;
- Management of the application of lawn and garden fertilizers on county controlled properties in accordance with s. NR 151.13 (1) (b) 3;
- Implement inspection, surveillance and monitoring procedures necessary to determine compliance and noncompliance with municipal permit conditions;
- Conduct an assessment of the actions taken using a pollutant loading analysis model (SLAMM).

### **The municipalities will perform the following tasks on municipal facilities:**

- Install and maintain source area controls and regional best management practices;
- Roadway maintenance including street sweeping and de-icer management;
- Collection and management of leaf and grass clippings;
- Management of municipal garages, storage areas and other municipal sources of pollution;
- Management of the application of lawn and garden fertilizers on municipal controlled properties in accordance with s. NR 151.13 (1) (b) 3;
- Implement inspection, surveillance and monitoring procedures necessary to determine compliance and noncompliance with permit conditions;
- Conduct assessments of the actions taken using a pollutant loading analysis model (SLAMM) on municipal MS4 facilities within their respective MS4 boundaries.

## **7. STORM SEWER SYSTEM MAP**

### **Marathon County will:**

- Identify and map MS4 eligible county owned facilities and outfalls as defined in NR 216;
- Provide the municipalities with geographical data of county owned MS4 eligible facilities and outfalls.

### **The municipalities will:**

- Identify and map municipal facilities and outfalls;

- Include and identify (label) county owned facilities and outfalls in required storm sewer system map.

## **8. ANNUAL REPORT**

### **Marathon County will:**

- Coordinate the development of standardized yearly reporting by the municipalities.

### **The municipalities will:**

- Include and identify (label) county owned facilities and outfalls in required yearly reporting.



## Engineering

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Approving a preliminary resolution to set a public hearing to vacate a portion of Liberty Ridge Way

### **PURPOSE**

The purpose is to approve setting a public hearing for the vacation of a segment of Liberty Ridge Way.

### **BACKGROUND**

The petition to vacate was received by the engineering department.

### **RECOMMENDATION**

Staff recommend approval of setting a public hearing.

June 25, 2026

**City of Wausau**

Attn.: Allen Wesolowski  
City Engineer  
407 Grant Street  
Wausau, WI 54402

**Subject:** Executed Petition to Vacate the approx. 134-foot southerly extension of Liberty Ridge Way on behalf of Chris and Margaret Ghidorzi.

**Dear Allen,**

On behalf of Chris and Margaret Ghidorzi, please find the enclosed executed petition to vacate the subject portion of Liberty Ridge Way. We request this matter be brought before the City Council at the next available meeting.

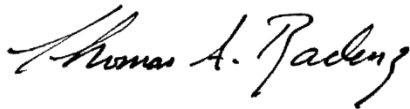
Sanitary sewer and waterman facilities will remain in the subject vacated portion of the street. We request the City maintains an easement over the subject vacated portion of the street within the vacation resolution allowing those facilities to remain in place.

Enclosed you will find:

- Executed Street Vacation Petition
- Vacation Exhibit Map
- Legal Description of Proposed Vacation
- Ownership Map

We look forward to working through the street vacation process with your team. Please contact us if you need any additional information.

Sincerely,  
Land Planning Services, LLC



Tom Radenz, PLS

Enclosure

cc. Chris and Margaret Ghidorzi, 2015 Liberty Ridge Way, Wausau, WI 54401

# PETITION

For Office Use


## TO THE MAYOR AND COMMON COUNCIL OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

Date Filed with City Clerk

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Alley Vacation  | <input type="checkbox"/> Sanitary Sewer             | <input type="checkbox"/> Storm Sewer   | <input type="checkbox"/> Other as Follows: _____ |
| <input type="checkbox"/> Blacktop Paving | <input type="checkbox"/> Street Light               | <input type="checkbox"/> Watermain     |  |
| <input type="checkbox"/> Curb and Gutter | <input checked="" type="checkbox"/> Street Vacation | <input type="checkbox"/> Zoning Change | _____  |

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:  
The vacation of Libery Ridge Way 134-foot southerly extension

Signature of Electors /Landowner	Print Name Clearly	Print Home Address	Date of Signing
1. 	Liberty Ridge, LLC	2011 Liberty Ridge Way	6.3.26
2.			
3. 	Liberty Ridge, LLC	2002 Liberty Ridge Way	6.3.26
4.			
5. 	Bradley & Jamie McDonald	2007 Liberty Ridge Way	6/10/26
6.			
7. 	Michael Wright	2003 Liberty Ridge Way	6/12/24
8.			
9. 	Chris & Margaret Ghidorzi	2015 Liberty Ridge Way	6.3.26
10.			
11.			
12.			
13.			
14.			
15.			

### AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN  
CITY OF WAUSAU Chris and Margaret Ghidorzi \_\_\_ being duly sworn disposes and says that he is a resident of the affected area, residing at 2015 Liberty Ridge Way in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

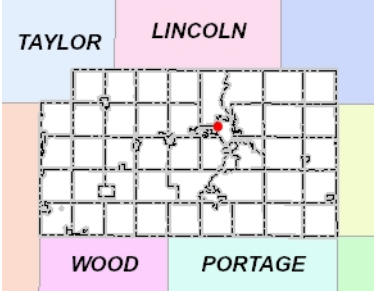
Filed in the Office of the City Clerk and sworn to before me this \_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
Signature of City Clerk or designee



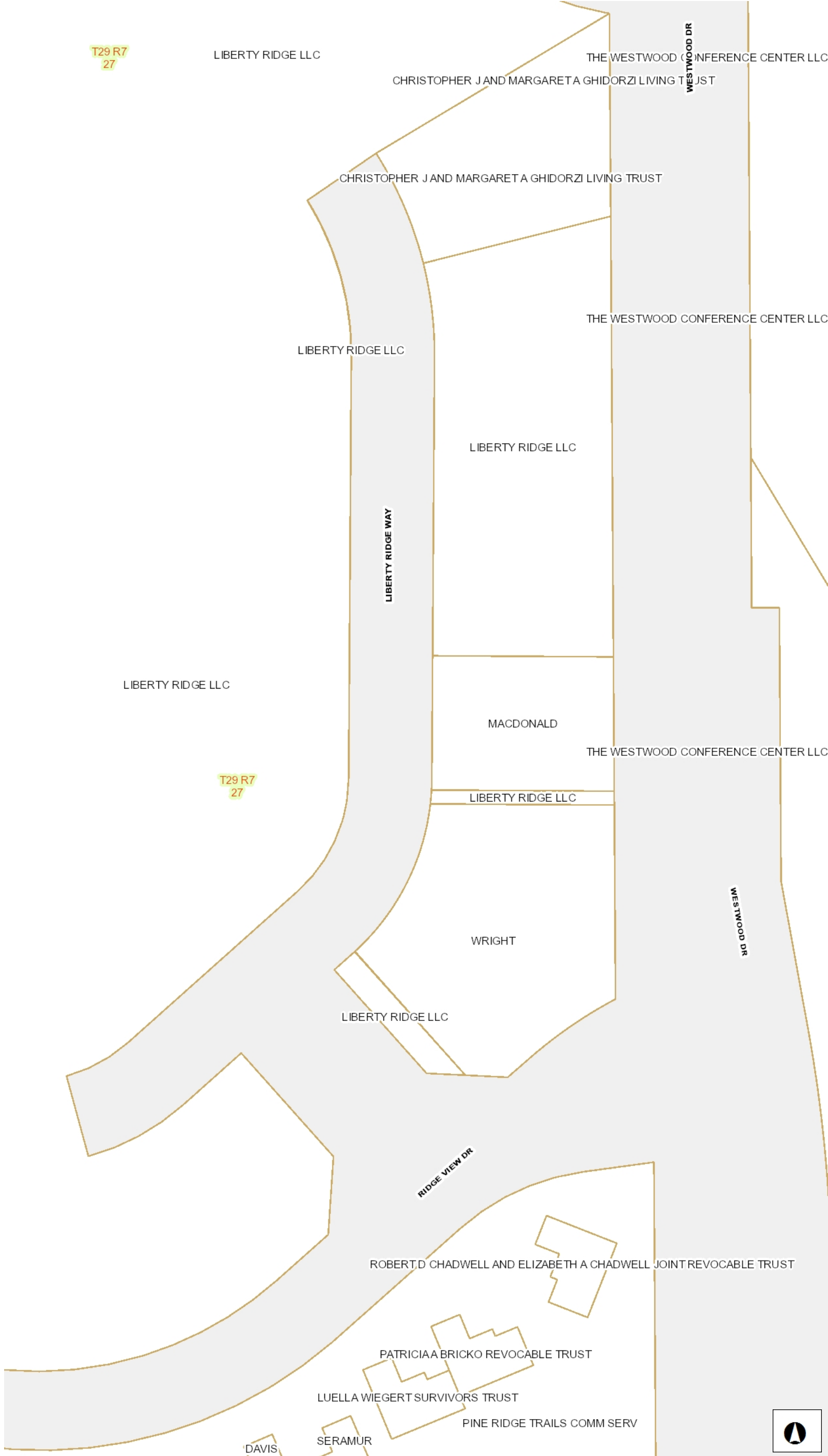
(Signature of Circulator) Chris Ghidorzi

2015 Liberty Ridge Way, Wausau, WI 54401  
(Address of Circulator)



### Legend

- Road Names
- Owner Last Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities



35.49 0 35.49 Feet

NAD\_1983\_HARN\_WISCRS\_Marathon\_County\_Feet

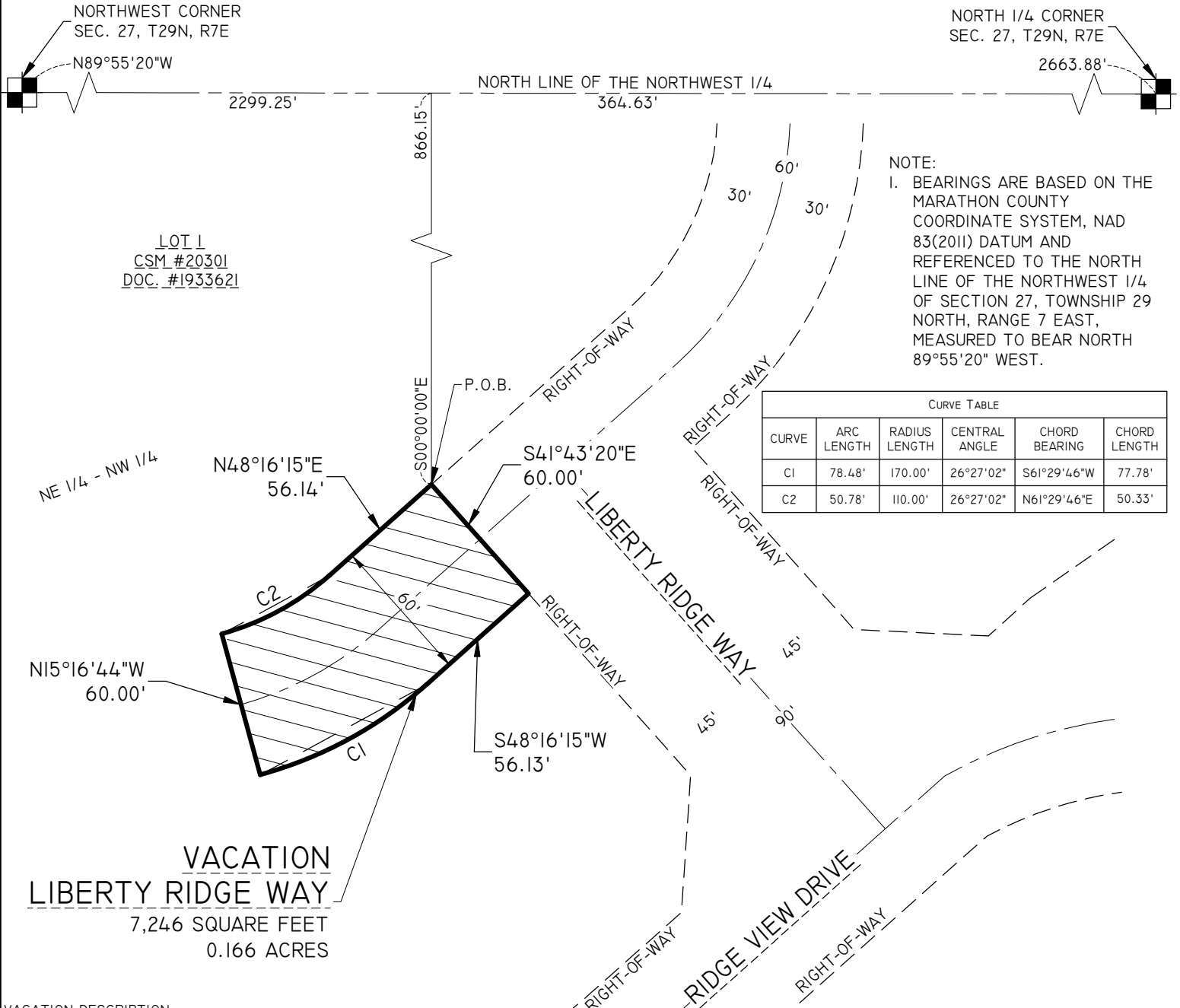
**DISCLAIMER:** The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement 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

### Notes

# EXHIBIT MAP

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



NOTE:  
 1. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE NORTH LINE OF THE NORTHWEST 1/4 OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, MEASURED TO BEAR NORTH 89°55'20" WEST.

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS LENGTH	CENTRAL ANGLE	CHORD BEARING	CHORD LENGTH
C1	78.48'	170.00'	26°27'02"	S61°29'46"W	77.78'
C2	50.78'	110.00'	26°27'02"	N61°29'46"E	50.33'

**VACATION**  
**LIBERTY RIDGE WAY**  
 7,246 SQUARE FEET  
 0.166 ACRES

**VACATION DESCRIPTION**

A RIGHT-OF-WAY VACATION BEING PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 27, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 27; THENCE NORTH 89°55'20" WEST, COINCIDENT WITH THE NORTH LINE OF THE NORTHWEST 1/4 OF SAID SECTION 27, 364.63 FEET; THENCE SOUTH 00°00'00" EAST, 866.15 FEET TO THE NORTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY AND THE POINT OF BEGINNING; THENCE SOUTH 41°43'20" EAST, 60.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY; THENCE SOUTH 48°16'15" EAST, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY, 56.13 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST; THENCE 78.48 FEET COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 170.00 FEET, A CENTRAL ANGLE OF 26°27'02", AND A CHORD THAT BEARS SOUTH 61°29'46" WEST, FOR A DISTANCE OF 77.78 FEET TO SAID WEST RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY; THENCE NORTH 15°16'44" WEST, COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY, 60.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST AND THE NORTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY; THENCE 50.78 FEET COINCIDENT WITH SAID NORTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY AND THE ARC OF SAID CURVE, SAID CURVE HAVING A RADIUS LENGTH OF 110.00 FEET, A CENTRAL ANGLE OF 26°27'02", AND A CHORD THAT BEARS NORTH 61°29'46" EAST, FOR A DISTANCE OF 50.33 FEET; THENCE NORTH 48°16'15" EAST, COINCIDENT WITH SAID NORTH RIGHT-OF-WAY LINE OF LIBERTY RIDGE WAY, 56.14 FEET TO THE POINT OF BEGINNING.

SAID VACATION CONTAINS 7,246 SQUARE FEET, 0.166 ACRES, MORE OF LESS

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

<p><b>REI Engineering, INC.</b>                  4080 N. 20TH AVENUE                  WAUSAU, WISCONSIN 54401                  PHONE: 715.675.9784                  EMAIL: MAIL@REIENGINEERING.COM</p>	<p>SCALE</p>		<p>DATE: 06/22/2026</p> <p>DRAWN BY: KJR</p> <p>SURVEY DATE: 01/28/2026</p>	<p><b>RIGHT-OF-WAY VACATION</b></p> <p>CHRIS GHIDORZI                  LIBERTY RIDGE                  WAUSAU, WISCONSIN 54401</p>	<p>REI No. 2804T</p> <p>SHEET 1 OF 1</p>
--	--------------	--	---	---	--

Vacation Description

A right-of-way vacation being part of the Northeast 1/4 of the Northwest 1/4 of Section 27, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, more particularly described as follows:

Commencing at the North 1/4 corner of said Section 27; thence North 89°55'20" West, coincident with the North line of the Northwest 1/4 of said Section 27, 364.63 feet; thence South 00°00'00" East, 866.15 feet to the North right-of-way line of Liberty Ridge Way and the point of beginning; thence South 41°43'20" East, 60.00 feet to the South right-of-way line of Liberty Ridge Way; thence South 48°16'15" East, coincident with said South right-of-way line of Liberty Ridge Way, 56.13 feet to the beginning of a curve concave to the Northwest; thence 78.48 feet coincident with said South right-of-way line of Liberty Ridge Way and the arc of said curve, said curve having a radius length of 170.00 feet, a central angle of 26°27'02", and a chord that bears South 61°29'46" West, for a distance of 77.78 feet to said West right-of-way line of Liberty Ridge Way; thence North 15°16'44" West, coincident with said West right-of-way line of Liberty Ridge Way, 60.00 feet to the beginning of a curve concave to the Northwest and the North right-of-way line of Liberty Ridge Way; thence 50.78 feet coincident with said North right-of-way line of Liberty Ridge Way and the arc of said curve, said curve having a radius length of 110.00 feet, a central angle of 26°27'02", and a chord that bears North 61°29'46" East, for a distance of 50.33 feet; thence North 48°16'15" East, coincident with said North right-of-way line of Liberty Ridge Way, 56.14 feet to the point of beginning.

Said vacation contains 7,246 square feet, 0.166 acres, more or less

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



## Engineering

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Developing preliminary engineering plans to implement the Wausau Center Urban Design and Transportation Master Plan

### **PURPOSE**

The purpose of this item is to discuss how to move ahead and implement the Master Plan that was developed in 2019 and adopted by Wausau City Council. The adopted plan is attached.

### **BACKGROUND**

Toole Design was hired by the City for the planning. City Council adopted the plan. A major hurdle to implement the plan was to have STH 52 and Business 51 routed out of the downtown. The City has worked with WDOT to have STH 52 and Bus. 51 re-routed out of the downtown over the last several years. Now that this has been accomplished, engineering would like to move ahead with developing preliminary plans and cost estimates.

### **RECOMMENDATION**

Staff recommends funding preliminary plans to implement turning 1st Street from Washington Street to Forest Street and Forest Street from 1st Street to 6th Street to 2-way traffic. This would include a round-a-bout at the intersection of Forest Street/6th Street and the re-design of the signals at 5th/Forest and 1st/Washington/River Drive.

# WAUSAU CENTER

## URBAN DESIGN & TRANSPORTATION MASTER PLAN

MAY 2019



**T'OOLE**  
DESIGN

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

# CONTENTS

<b>Wausau Center Urban Master Plan .....</b>	<b>8</b>
<b>Introduction .....</b>	<b>9</b>
Workshops.....	9
Community Values.....	9
Community Outreach and Online Survey .....	10
<b>Design Concepts .....</b>	<b>10</b>
Modified Street Network.....	10
Roundabouts and Gateway Features .....	11
Non-Motorized Connectivity.....	11
Complete Streets.....	11
<b>Proposed Network Modifications.....</b>	<b>11</b>
<b>Traffic Analysis .....</b>	<b>14</b>
<b>Street Modifications .....</b>	<b>16</b>
1st Street.....	16
Forest Street.....	16
Washington Street .....	18
5th Street.....	20
<b>Entry Sequence Modification .....</b>	<b>21</b>
1st Street/River Drive/Washington Street .....	21
Grand Avenue/5th Street/6th Street .....	22
<b>Maintenance .....</b>	<b>23</b>
<b>Prioritization .....</b>	<b>25</b>
<b>Reinvestment and Revitalization.....</b>	<b>26</b>
<b>Cost Estimates .....</b>	<b>28</b>
<b>Appendix .....</b>	<b>31</b>

THIS PAGE INTENTIONALLY LEFT BLANK

# ACKNOWLEDGEMENTS

## City of Wausau

Robert Mielke, Mayor

Christian Schock, Director- Planning, Community, and Economic Development

Brad Lenz, AICP, City Planner

Brad Sippel, AICP, Assistant Planner

Allen M. Wesolowski, P.E., City Engineer

Thomas Nicksich, Project Engineer

## Study Stakeholder Committee

Mark Craig, Compass Properties

Cord Buckner, Wausau Police Department and Parking Division

Jim Hellrood, Wausau Police Department and Parking Division

Aaron Ruff, Marathon County Health Department

Brad Karger, Marathon County Administrator

Andy Lynch, Wausau Metropolitan Planning Organization- Marathon County

Blake Opal-Wahoske, Wausau River District

Sam Pinzl, Marathon County Health Department

## Prepared by



Toole Design  
212 Third Avenue North, Suite 476  
Minneapolis, MN 55401

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information, and on existing conditions that are subject to change.



# Wausau Center Urban Design and Transportation Master Plan

A master plan guides the overall character, physical form, and growth of a community. It provides direction to local officials on decisions about budgets, ordinances, capital improvements, transportation, and other growth related issues.

The master plan also provides an opportunity for the community to summarize what it has accomplished while looking ahead, establishing new direction, setting goals, and mapping out plans for the future.

The Wausau Center Urban Design and Transportation Master Plan documents recommendations to modify the built environment through short-term and longer-term strategies.

The street network and intersection recommendations surrounding Wausau Center increase and simplify access to downtown. The proposed master plan recommendations are compatible with future changes to the Wausau Center property that could reestablish the original eight city-block area.

This master plan encompasses the following individual street and intersection modifications: 1st Street, Forest Street, Washington Street, and Fifth Street. This master plan also studies intersection modifications for the following intersections: 1st Street/River Drive/Washington Street and Grand Avenue/5th Street/6th Street.

# Introduction

The City of Wausau contracted Toole Design to help re-envision the street network surrounding Wausau Center. The objective for this study was to evaluate the circulation, traffic patterns, parking, pedestrian experience, and streetscaping of the streets around the Wausau Center, primarily focusing on Forest Street and Washington Street from 1st Street to 6th Street. Wausau Center was constructed in 1983 on land that was formerly part of the downtown street network consisting of an eight city-block area.

During the master planning process, there were many opportunities for the public, stakeholders, and City staff to provide input and feedback. The process culminated in a final public meeting during which there was broad consensus to move forward with the design concepts that were presented. This document summarizes the design process and public input as well as the resulting design concepts and recommendations for Wausau Center.

## Workshops

The design concepts were developed during two, four-day workshops that occurred in September and October of 2018. During week 1, the Discovery Workshop focused on:

- Field site visit to document existing conditions and a public open house meeting;
- Stakeholder interviews;

- Traffic analysis and preliminary starter concepts; and
- Pin-up and public meeting.

During week 2, the Design Workshop focused on:

- Refining preliminary starter design concepts including cross sections, photo renderings, and illustrative master plan;
- Intersection analysis and concepts; and
- Final public meeting.

## Community Values

Participants in the public workshops, stakeholder interviews, and open studio times conveyed their perspectives about downtown Wausau. Many people recognized the potential opportunities a roadway configuration could provide in accommodating future conditions. Members of the public voiced support for the efforts of City staff, private business owners, and many others who are working hard to revitalize and invest in Wausau. Participants also mentioned pride in their City and the profound sense of community that already exists among residents, staff, and business owners.

Participants spoke openly about the current conditions of downtown Wausau and voiced strong opinions about Wausau Center. The current vacancies and lack of vibrancy were noted as a detractor, but the historic character of the adjacent buildings, in addition to other vibrant streetscape amenities, were identified as potential opportunities for the community to build upon.



Wausau Center’s current circulation patterns of one-way and two-way streets make it rather confusing to navigate downtown Wausau by walking, bicycling, and driving. The scale and complexity of gateway intersections detract from downtown Wausau’s character and can create confusion for people visiting downtown. Participants also mentioned the overwhelming amount of space in the downtown core that is either underutilized or taken up by parking.

In summary, there was resounding support for considering changes to streets surrounding Wausau Center and other key intersection locations that would positively contribute to the public realm experience of the City of Wausau.

## Community Outreach // Online Survey

Continual engagement was critical to keep the community and stakeholders informed of the project and to solicit additional feedback. In addition to the two workshops, the City and design team held individual stakeholder interviews, open studio times, and developed an online survey that was shared with the public. The survey provided an opportunity for people to provide feedback on project concepts if they were unable to attend in-person meetings. A summary of the results from the survey is in Appendix A.

## Design Concepts

This section describes the design concepts developed during the second design workshop week. The design team explored the circulation, traffic patterns, parking, pedestrian experience, and streetscaping of the streets around Wausau Center, primarily focusing on Forest Street and Washington Street from 1st Street to 6th Street. While the primary focus of the study was the roadway corridors directly adjacent to the mall site, our team also reviewed the greater roadway network to get a better understanding of existing conditions.

The following design principles were applied to the study area:

- Design for all users (motorist, bicyclist, pedestrian, and people with disabilities);
- Create proper sidewalk zones to accommodate all users and necessary elements (frontage zone, clear zone, furnishing/landscape zone, and curbing), and
- Build upon the existing streetscape components to create a unified sense of place for downtown Wausau.

Public open studio during the design workshop



## Modified Street Network

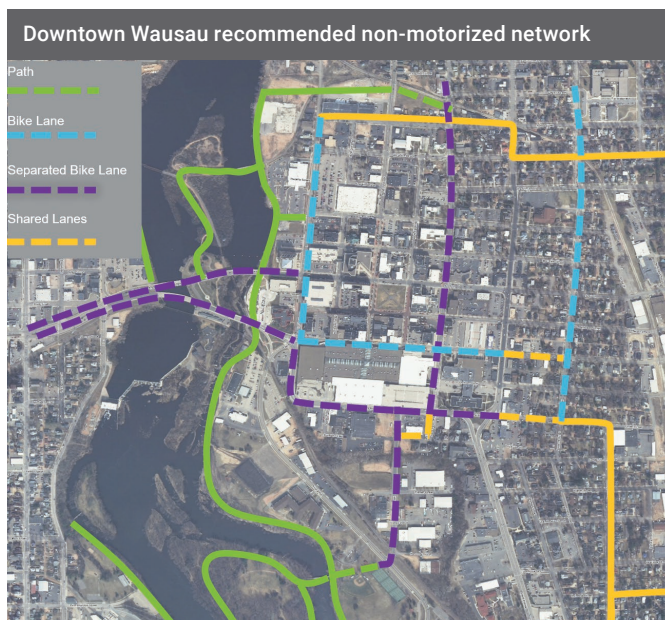
One of the key recommendations for Wausau Center and the surrounding area is to reconnect the city’s street grid and make it as efficient as possible for all travel modes through modifications to the street network configuration. Today there are several streets that provide direct routes to downtown, connect the larger arterials and highways, and disperse traffic to/from the downtown area. However, the current configuration of one-way and two-way streets within downtown can make it challenging to navigate the street network for residents and visitors alike. Converting one-way to two-way streets can assist with traffic management, improve access for all modes, and shift the neighborhood from being a ‘pass-through’ to becoming a ‘destination’. Also, one-way to two-way street conversions have been shown to reduce motor vehicle speeds and vehicle miles traveled. Two-way streets also provide more direct access to destinations and reduce the need for circumnavigation by various modes. These conversions can also improve access and economic activity in areas with a dense mixture of land uses, such as downtowns and commercial corridors.

## Roundabouts and Gateway Features

Roundabouts and gateway features should be considered at key locations to enhance the benefits of the proposed modified street network. A modern roundabout should be considered for the Grand Avenue/Forest Street/6th Street intersection to replace an existing awkward intersection layout and increase access into downtown. This would also provide more clear direction for visitors by defining this as an important connection within downtown Wausau. In addition, a modern roundabout would provide traffic yield at entry points, traffic deflection, and geometric curvature designed to slow the speeds of vehicles. The modern roundabout will also serve as a gateway entrance feature permitting a more direct and continuous route for users traveling to downtown Wausau.

## Non-Motorized Connectivity

The provision of a connected low-stress bikeway system can add another layer of value to the connectivity of Wausau. A low-stress bikeway refers to the idea that a network may be established that ensures bicyclists of any age or ability can comfortably bicycle on streets throughout the city. A low-stress system will reinforce access to downtown, add recreational value, and augment an already active riverfront open space. Ideally, the bikeway network would connect key land uses and open spaces, and be continuous and free from obstacles. The on-street low stress bikeways would ideally connect to the existing riverfront trail system. This effort will require significant planning and coordination between the City and other local agencies.



## Complete Streets

Complete Streets describes streets that comfortably accommodate all the various users of the street, with an emphasis on pedestrians, bicyclists, and transit users, as well as people of all ages and physical abilities. Those street users are more exposed and affected by the street environments than motor vehicle users. In addition, cities across the state have begun to adopt complete streets principles as they revise the circulation elements of their general plans.

Balancing the needs of multiple users within limited right-of-way (ROW) space is one of the biggest challenges to developing a complete street design concept for any street. The proposed design concepts for Wausau are based on the guiding principle that treatments should be developed working from the edge of the street ROW where the most vulnerable roadway users can be accommodated with shared use paths, sidewalks, tree lawn buffers, etc. and then work in toward the middle of the street where lanes should be a maximum of 11-feet wide to accommodate motor vehicle traffic. WisDOT prefers 12-foot wide travel lanes, but if an exemption to allow 11-foot wide is allowed in the future, then it is recommended to adjust the two-way bicycle facilities to 10-foot wide.

## Proposed Network Modifications

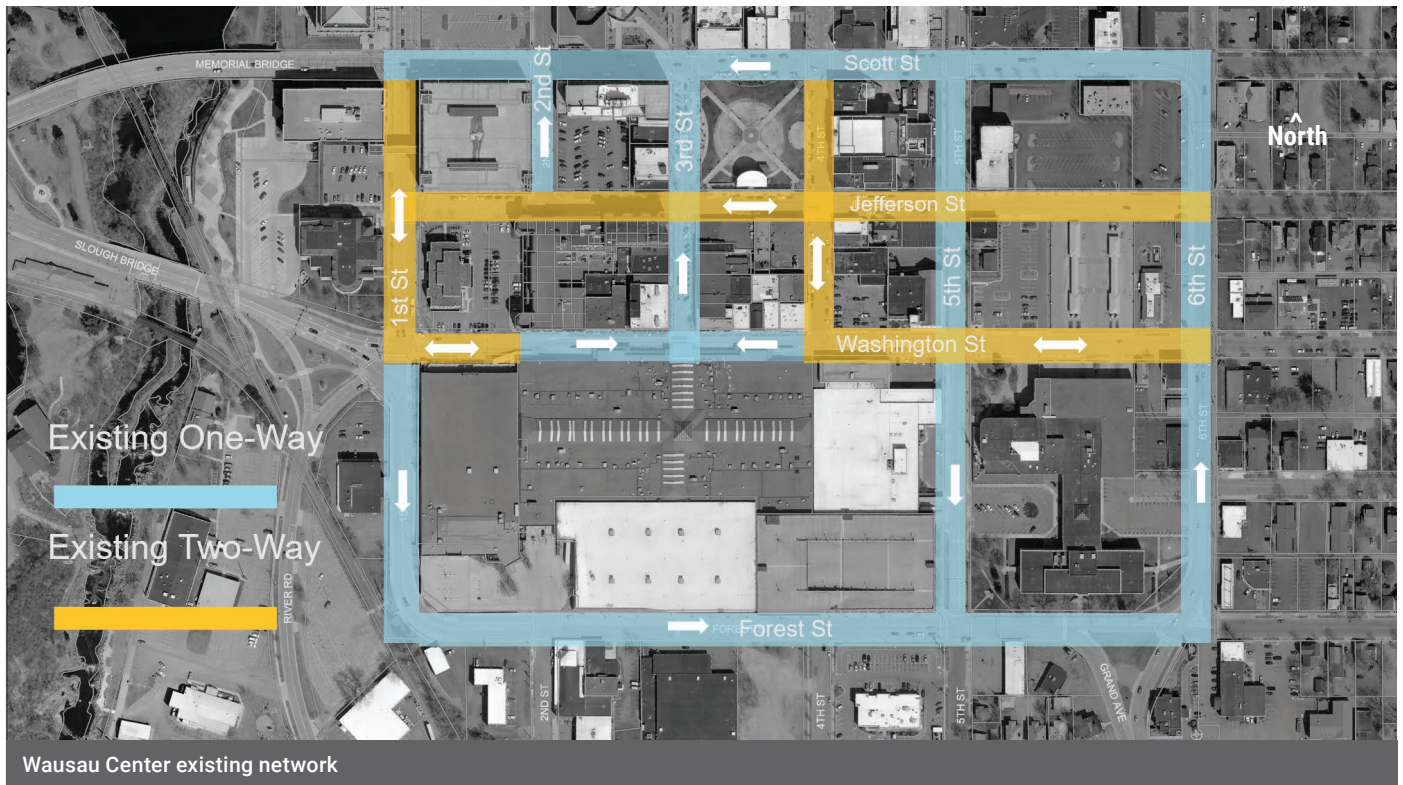
To implement the recommended one-way to two-way conversions, two complex intersections would need to be reconfigured. Two intersections were studied as part of this project; the intersection of 1st Street/River Drive/Washington Street and Grand Avenue/Forest Street/6th Street. Both intersections provide access into downtown Wausau, however each lacks vital pedestrian scale treatments for an inviting and accessible space.

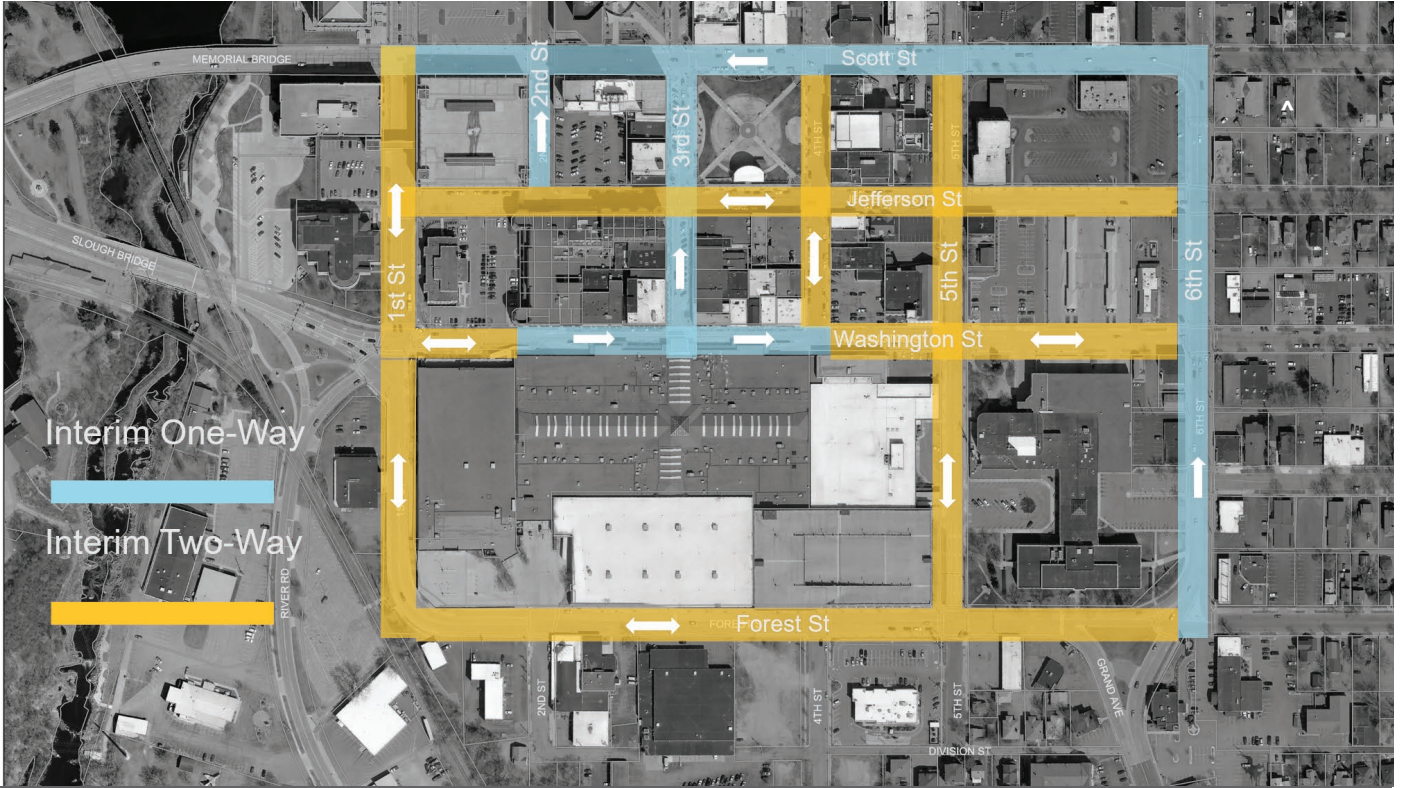
The downtown Wausau network maps identify an interim and preferred street network conversion of one-way to two-way streets. The interim network reestablishes better connectivity for all modes by a short-term strategy of converting the following streets from one-way to two-way operations:

- 1st Street from Washington Street to Forest Street;
- Forest Street from 1st Street to 6th Street; and
- 5th Street from Scott Street to Forest Street.

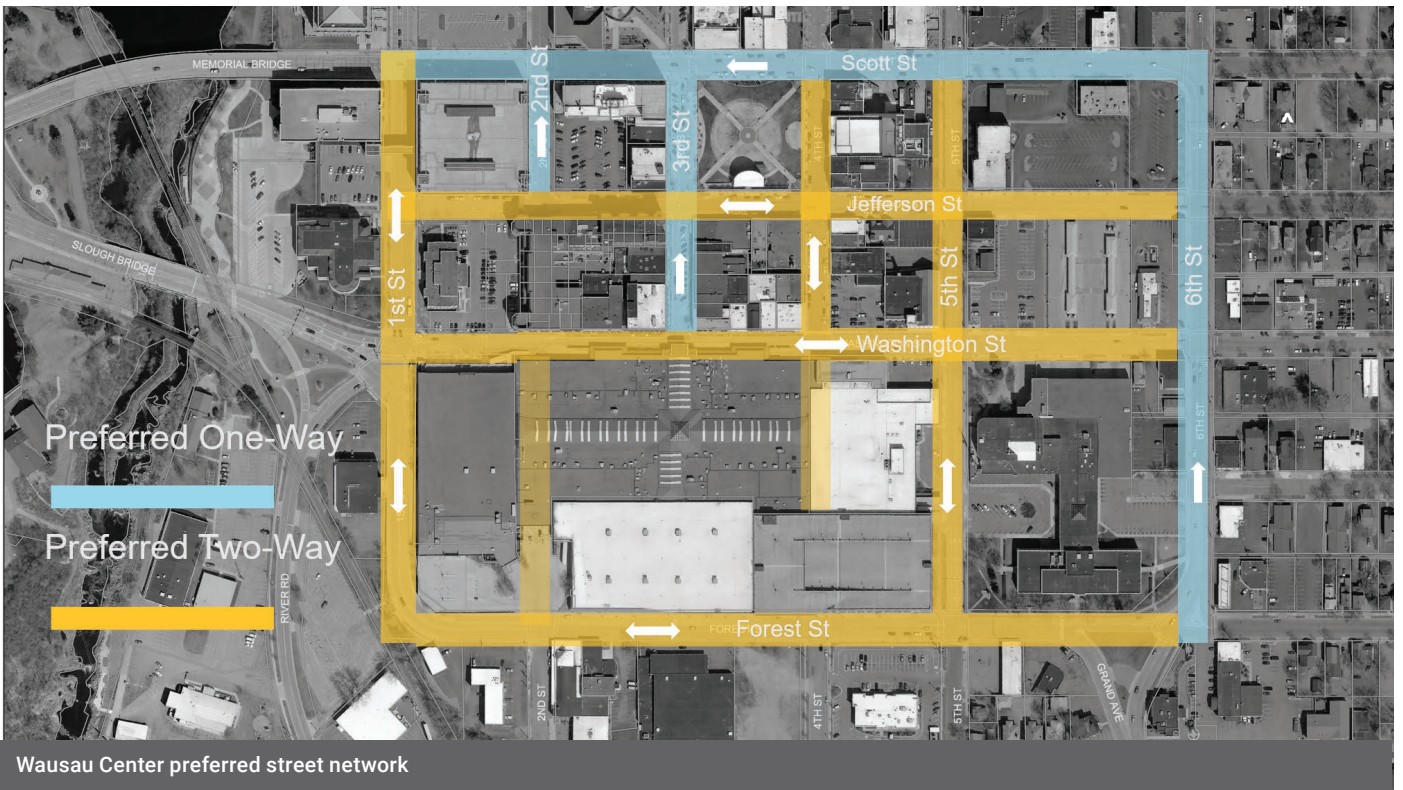
The preferred network map builds on the strategies identified in the interim network design. Washington Street from 1st Street to 6th Street would be converted from a mix of one-way and two-way operations to two-way movements. The preferred network also incorporates the potential reuse or redevelopment of Wausau Center. With an understanding that someday Wausau Center may see physical change, the preferred network recommendations attempt to stitch back to together the eight city-block study area. If Wausau Center does see redevelopment, an opportunity to increase connectivity by adding network street segments may help with potential redevelopment. Connecting 2nd Street from Washington Street to Forest Street and 4th Street from Washington Street to the City owned parking garage may help with access and circulation, in addition to potential better reuse or redevelopment opportunities for Wausau Center.

The preferred network map would require a much longer time frame and would require significant planning and coordination between the City, other local agencies, and private land owners.





Wausau Center interim street network



Wausau Center preferred street network

# Traffic Analysis

The master plan effort included concept level traffic analysis. The impacts of converting streets from one-way to two-way and changes to the two gateway intersections were evaluated.

## Trip Distribution

Using 2018 turning movement counts, trips were redistributed through the network according to the following assumptions:

- Two-way traffic on Forest Street;
- One-way eastbound traffic on Washington Street; and
- River Drive shifted to new intersection 300 feet west of 1st Street / Washington Street.

The following additional network changes were not evaluated:

- Two-way traffic on 5th Street; and
- Two-way traffic on Washington Street.

## Traffic Analysis

Existing and Proposed conditions were modeled for the two critical intersections – 1st Street/River Drive/Washington Street and Grand Avenue/Forest Street/6th Street. The AM and PM peak hours were modeled for both intersections. Analysis was based on existing traffic volumes; a future year growth rate was not applied.

Refer to the existing and proposed traffic analysis diagrams on the next page.

### 1st Street/River Drive/Washington Street

The existing and proposed signalized conditions at this intersection were evaluated using Synchro 10.1. Under existing conditions, signal operations are actuated-uncoordinated. Cycle lengths are between 80 and 100 seconds. Because of the complex intersection geometry, split phasing divides the green light of a traffic signal into separate phases: one for turning vehicles and another for through-traffic and pedestrians. The northbound River Drive and southbound 1st Street operations are split phase. This can lead to long wait times for pedestrians and drivers on lower priority approaches. Eastbound Washington Street over the Slough bridge is the priority movement, with a very

heavy right turn volume onto southbound 1st Street. Under existing conditions, eastbound queues during the PM peak hour are over 200 feet, or approximately 10-11 cars per lane.

Under the proposed conditions, 1st Street will be converted to two-way south of Washington Street and create a northbound approach. In addition, Washington Street will be modified to allow eastbound through traffic. An initial test of these additional movements with the current geometry and phasing suggested that delays would increase significantly. Therefore, under the proposed conditions, River Drive will be removed from this intersection and a new signalized intersection created 300 feet west as shown in the proposed traffic volumes diagram.

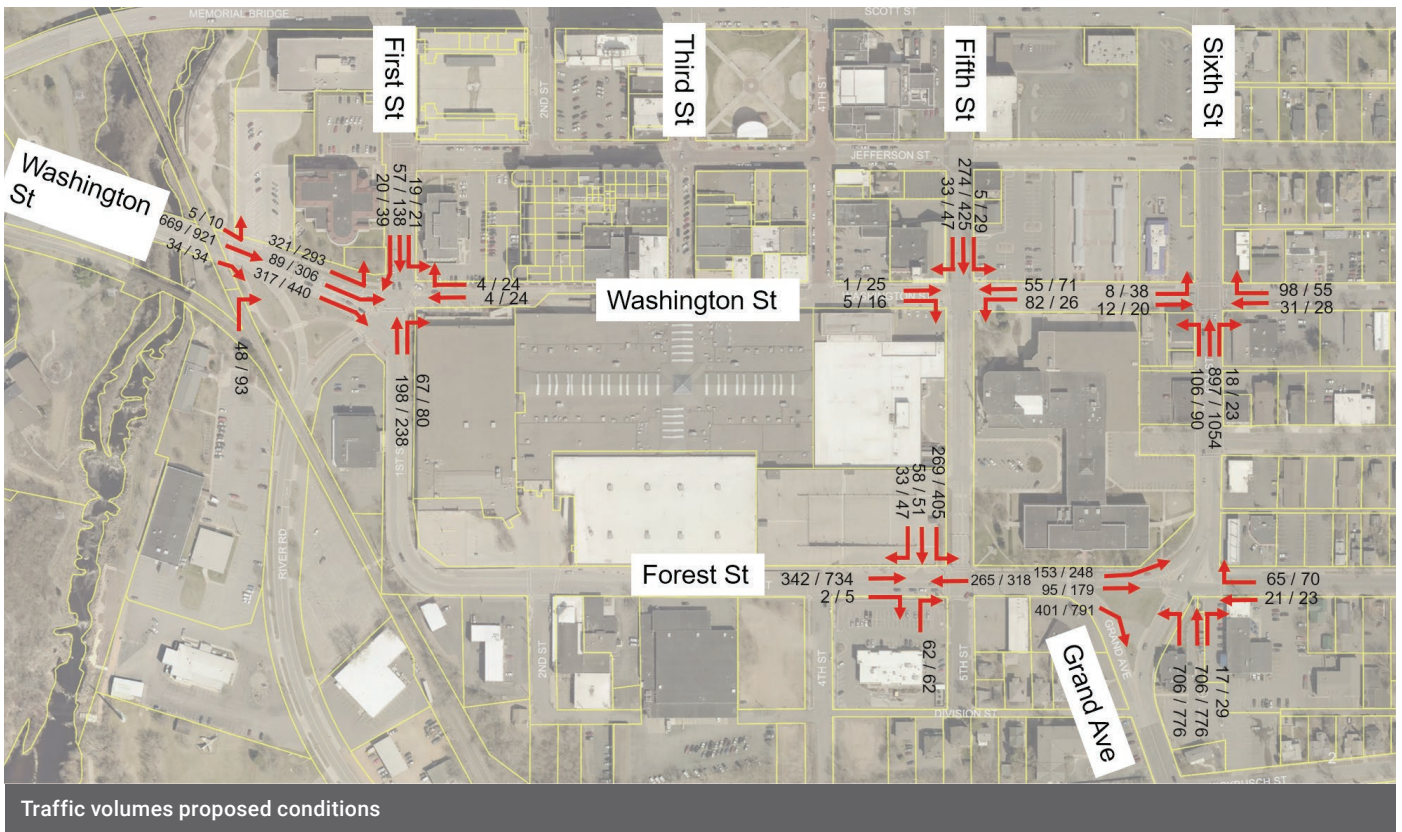
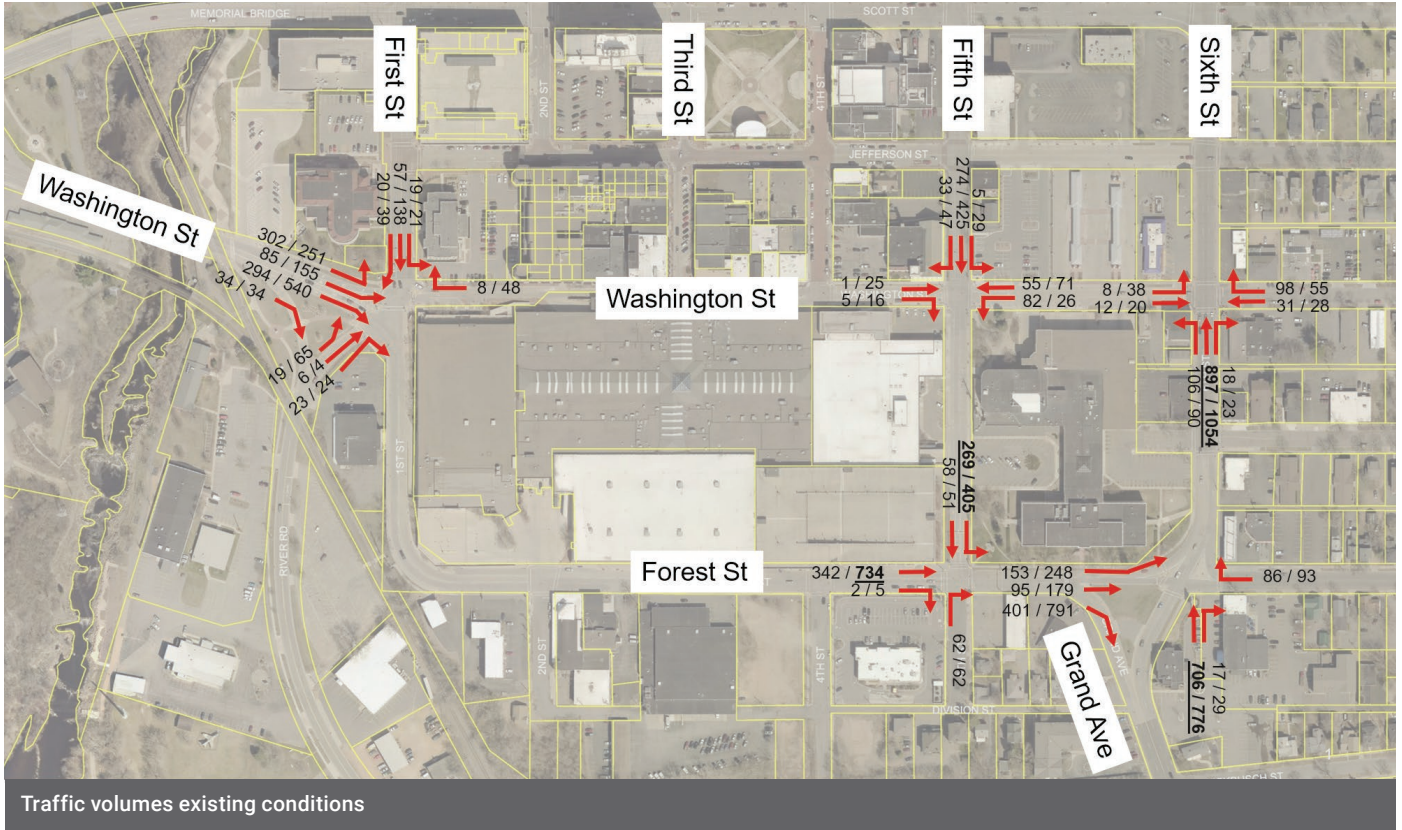
Operationally, this geometric change allows for simplified signal phasing. Overall intersection delay at Washington Street/1st Street is virtually unchanged and eastbound queues on Washington Street are reduced to a maximum of 160 feet, or 8 cars per lane. The addition of a closely spaced intersection is not always ideal, however the proposed intersection reconfiguration pairs well with the proposed street network modifications.

### Grand Avenue/Forest Street/6th Street

This intersection was evaluated using SIDRA Intersection 7. The existing free-flow conditions and proposed two-lane modern roundabout conditions were evaluated. Under existing conditions there are almost no delays and queues are very short. During the PM peak hour, eastbound through vehicles on Forest Street occasionally must wait for a gap in northbound traffic.

Under proposed conditions the eastbound approach is reduced from three lanes to two lanes. However, the proposed changes do not introduce conflicting traffic for the eastbound approach. Therefore, the increase in delay for that approach is minimal.

The northbound Grand Avenue approach goes from a free-flow condition in existing conditions, to a yield condition with circulating eastbound Forest Avenue traffic. However, the two-lane roundabout has sufficient capacity to accommodate both approaches. Queues are less than 100 feet for all approaches and will operate at a Level of Service of C or better.



# Street Modifications

## 1st Street // Washington Street to Forest Street

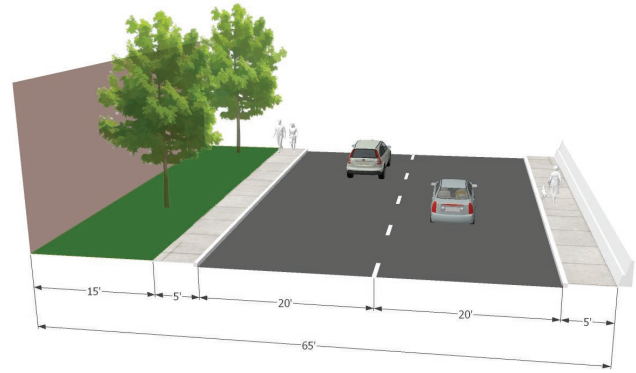
1st Street currently operates one-way southbound and consists of a two-lane street with five foot wide sidewalks adjacent to the curbs. The curb to curb width of the street is 40 feet and the street functions as a direct connection from the Slough Bridge into Wausau Center. 1st Street routes around the Wausau Center transitioning to Forest Street and functions more as a bypass around downtown Wausau to the south. There are few street trees and it has city standard light fixtures on both sides that are located within the existing sidewalk.

The proposed modifications include moving the curb lines and converting from one-way to two-way roadway operations. The additional space created by these modifications could be used to create wider pedestrian facilities with vegetation buffers on both sides. Street trees and light fixtures should be placed outside the sidewalk zone in a dedicated furnishing zone that will also help calm traffic by visually narrowing the roadway. Also, shifting both curb lines allows enough space for a two-way low stress bicycle facility on the west side of the street. The two-way bicycle facility should be a minimum of 8 feet in width and include a 2-foot buffer at sidewalk level.

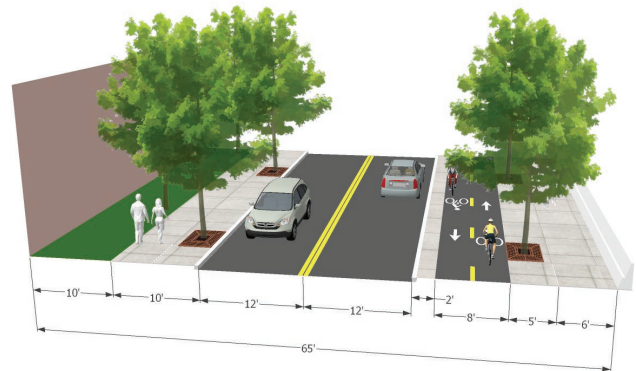
## 1st Street // Washington Street to Forest Street // Short-term

A short-term strategy could be applied to 1st Street from Washington Street to Forest Street by modifying existing pavement markings, signage, and signals to achieve a design similar to the preferred condition.

The proposed short-term modifications should include converting from one-way to two-way roadway operations without adjusting the existing curb lines. Reallocating the curb to curb width with pavement markings would allow two-way vehicle travel and a buffered two-way bicycle facility on the south side with vertical separation, such as flexible delineators. Signal modifications would need to be considered at the intersection of 1st Street/ River Drive/Washington Street to accommodate the new vehicle movements northbound on 1st Street. Travel lane reassignments eastbound from the Slough Bridge should be modified to accommodate the northbound travel lane on 1st Street. The new travel lane configuration eastbound from the Slough Bridge would consist of

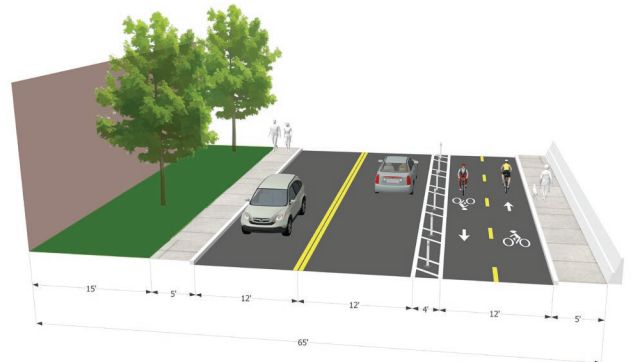


1st Street existing conditions (looking south)



1st Street preferred conditions (looking south)

a right turn lane onto River Drive, a through lane onto 1st Street, with the remaining travel lanes unmodified. Consideration should also be given to closing the parking ramp driveway entrance on 1st Street. It is also recommended to terminate the two-way bicycle facility prior to the River Drive intersection providing users an opportunity to access the sidewalk pedestrian queueing area. Consideration may also be given to implementing the bicycle facility without modifying current roadway operations or signal adjustments. This interim strategy would also align with the preferred cross section once implementation is approved.



1st Street short-term preferred conditions (looking south)

## Forest Street // 1st Street to 4th Street

As 1st Street transitions to Forest Street, an additional travel lane is provided in the eastbound direction. The additional travel lane also accommodates a left-only exit driveway from the existing parking ramp adjacent to Washington, First, and Forest Streets. The existing conditions include a 15-foot wide sidewalk on the north side and an 8-foot wide sidewalk on the south side. The curb to curb street width is approximately 42 feet. There are few street trees along the street and standard city light fixtures are located on both sides of the street within the existing sidewalk.

The proposed modifications include moving the curb lines and converting from one-way to two-way operations. This would provide enough room for several on-street parallel parking spaces in front of Wausau Center. The repurposed ROW could accommodate a modified pedestrian facility that would include a furnishing zone. The furnishing zone can provide space for street trees for a vegetation buffer, in addition to other streetscape site furnishings. Also, shifting both curb lines allows for a two-way low-stress bicycle facility on the south side. The two-way bicycle facility

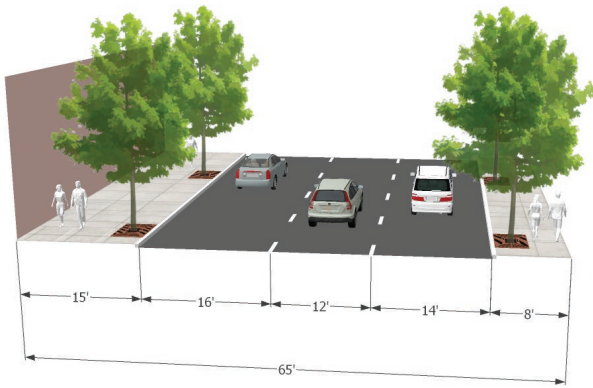
would be a minimum width of 8 feet with a 2-foot wide buffer at sidewalk level and would connect to the two-way bicycle facility proposed on 1st Street.

## Forest Street // 1st Street to 4th Street // Short-term

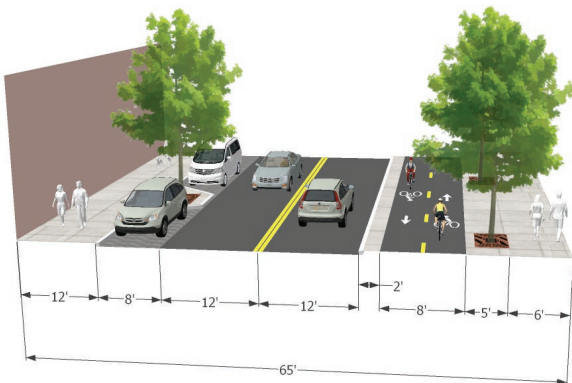
A short-term strategy could be applied to Forest Street from 1st Street to 4th Street by modifying existing pavement markings, signage, and signals to achieve a design similar to the preferred condition.

The proposed short-term modifications include converting from one-way to two-way roadway operations without adjusting the existing curb lines. Reallocating the curb to curb width with pavement markings would allow two-way vehicle travel and a buffered two-way bicycle facility on the south side with vertical separation, such as flexible delineators. Signal modifications would need to be considered at the intersection of Forest Street and 5th Street. A right turn lane should be added from 5th Street to Forest Street.

Consideration should also be given to close the parking ramp driveway exit on Forest Street near 1st Street. It is recommended to terminate the two-way bicycle facility at the Forest Street and 5th Street intersection providing users access to the sidewalk and pedestrian crossings. Consideration may also be given to implementing the bike facility and on-street parking without modifying current roadway operations or signal adjustments. This interim strategy would also align with the preferred cross section once implementation is approved.



Forest Street existing conditions (looking east)



Forest Street preferred conditions (looking east)



Forest Street short-term preferred conditions (looking east)



Forest Street preferred conditions rendering (looking east)

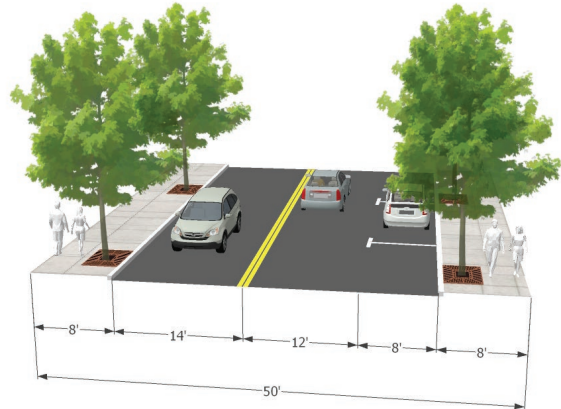
## Washington Street

Washington Street alternates between one-way and two-way operations with varying curb to curb and ROW widths within the project study area. Most of Washington Street within the study area is one-way, although it changes directions at Third Street. Washington Street is one-way eastbound from 1st Street to 3rd Street, and one-way westbound from 3rd Street to 6th Street. Since, Washington Street has seen recent streetscape investments, the proposed strategy for Washington Street is an interim solution, which could be implemented with the proposed modified street network, and a preferred concept that would require additional ROW as a long-term solution. The recommended interim modifications to Washington Street are low-cost and easy to implement. The longer-term preferred concept design would require significant planning and coordination between the City, local agencies, and property owners to maximize opportunities for a complete street and minimize adverse impacts.

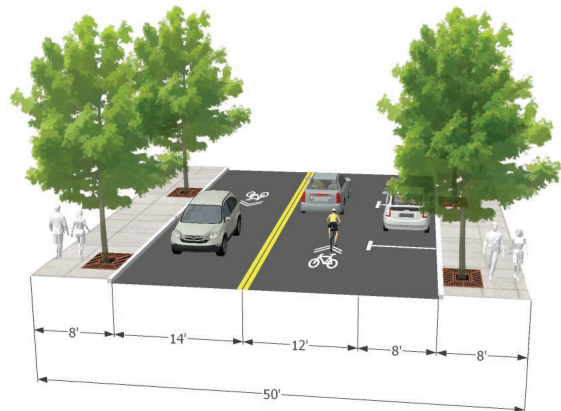
### Washington Street // 1st Street to 2nd Street and 4th Street to 6th Street (interim)

Washington Street has two-way operations from 1st Street to approximately 2nd Street (350 feet east of the 1st Street intersection). The short stretch of two-way traffic is provided to accommodate parking for the Wausau Center parking ramp and to facilitate service vehicles accessing the loading dock at Wausau Center. Washington Street from 4th Street to 6th Street also consists of two-way traffic operations. The two-way segments of Washington Street generally consist of a curb to curb street width of 34 feet with a travel lane in each direction and on-street parallel parking on the south side. The existing conditions include an 8-foot wide sidewalk on the north side and south side. There are few street trees along the street and standard city light fixtures are located on both sides of the street generally outside the sidewalk zone.

The proposed modifications include an interim phase maintaining the existing curb to curb width of 34 feet. During the interim phase, shared lane markings should be added to the existing travel lanes. The addition of shared lane markings assist with the lateral positioning of a bicyclist, alert road users that bicyclists may occupy this space, and reduce the incidence of wrong-way bicycling. The existing furnishing zone and amenities would be maintained.



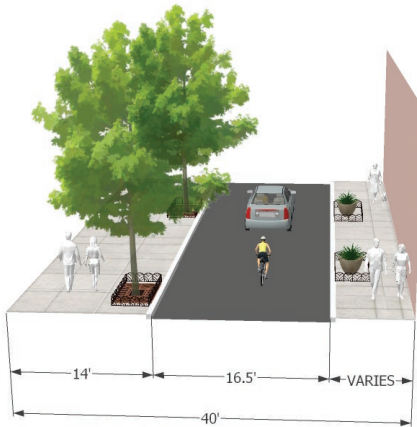
Washington Street existing conditions (looking east)



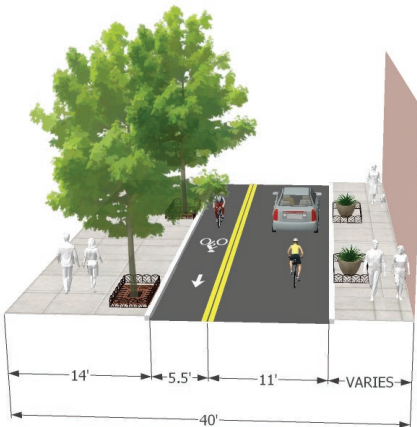
Washington Street interim conditions (looking east)

### Washington Street // Near 3rd Street

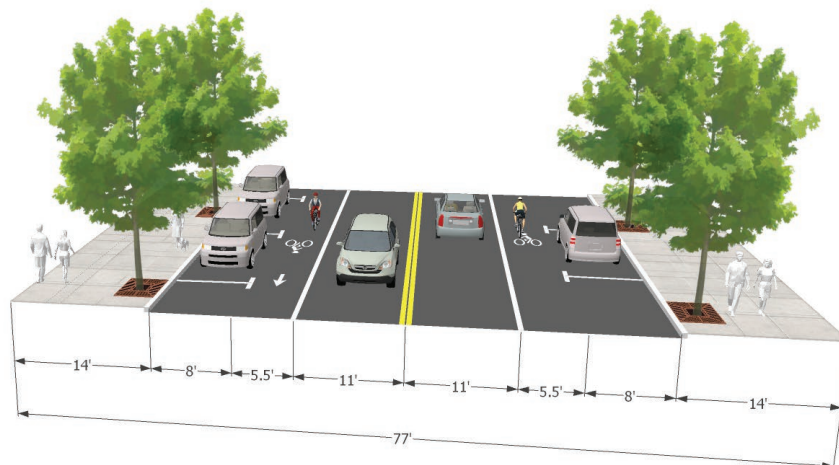
Washington Street has one-way operations from 2nd Street (approximately 300 feet west of 3rd Street) to 4th Street. The intersection of 3rd Street and Washington Street is stop controlled for both eastbound and westbound movements and includes a raised concrete island to prevent straight-through movements. 3rd Street is one-way northbound with alternating angled parking. The one-way segments of Washington Street generally consist of a curb to curb street width of 16.5 feet. The existing sidewalk facility on the north side includes a 14-foot wide space with raised landscape planters and streetscape furnishings. The existing sidewalk facility on the south side generally provides a width of 8 feet with additional covered pedestrian space provided under the Wausau Center awnings. There is a short section of space allocated for emergency vehicles on the south side of Washington Street east of 3rd Street.



Washington Street near 3rd Street existing conditions (looking east)



Washington Street near 3rd Street interim conditions (looking east)



Washington Street preferred conditions (looking east)

The proposed modifications include an interim phase maintaining the existing curb to curb width of 16.5 feet, but narrowing the one-way travel lane to 11-feet wide. By adjusting the travel lane width, the extra space can accommodate a contraflow bicycle lane westbound. The specialized bicycle facility is intended to reduce the number of conflicts between bicycles and motor vehicles and improve access to downtown Wausau for bicyclists via 3rd Street. The existing furnishing zone and amenities would remain.

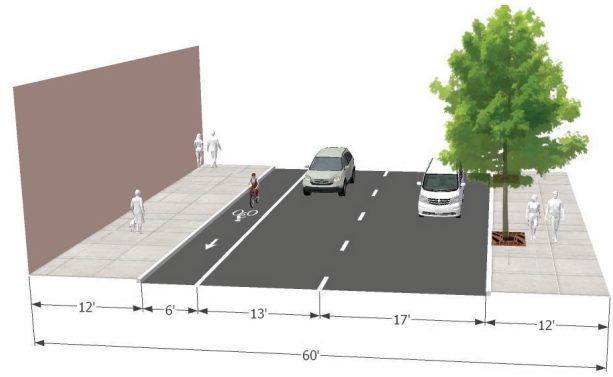
### Washington Street // 1st Street to 6th Street (preferred)

The preferred proposed design concept for Washington Street from 1st Street to 6th Street is to convert the entire corridor to two-way operations. Two-way operations would facilitate traffic into Wausau Center versus through it, reduce potential travel time and distance, and reduce confusion caused by an inconsistent street network. The proposed modifications include widening the curb to curb street width to approximately 49-feet wide to include bicycle lanes and on-street parallel parking in both directions. The sidewalks would also be widened to accommodate a wider furnishing zone for street trees and other streetscape furnishings.

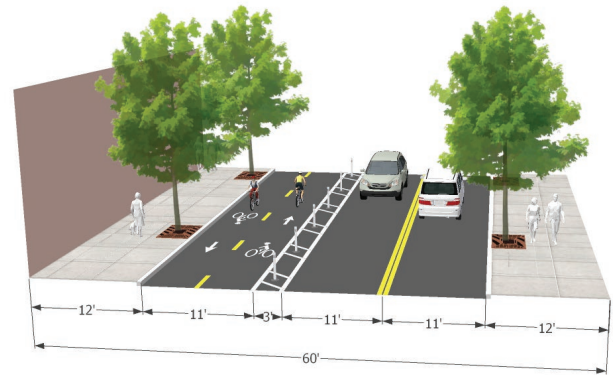
## 5th Street // Scott Street to Forest Street

5th Street currently operates one-way southbound and consists of two travel lanes with 12-foot wide sidewalks adjacent to the curbs. Within the curb to curb width, on-street parallel parking and an on-street bicycle lane is provided on the west side from Scott Street to Jefferson Street. South of Jefferson Street, on-street parallel parking transitions to an on-street bicycle lane to Forest Street. The curb to curb width of the street is 36 feet. There are street trees along the road that frequently includes a vegetation buffer and standard light fixtures line both sides of the street within the existing sidewalk.

The proposed modifications include moving the curb lines and converting the street from one-way to two-way operations. The repurposed ROW could accommodate a modified pedestrian facility with a vegetation buffer to support a more walkable environment. Also, shifting both curb lines allows for a two-way low-stress bicycle facility on the west side. The two-way bicycle facility should be a minimum 11-foot wide with a 3-foot wide buffer at roadway level. Providing a two-way connection on 5th Street would provide direct access into downtown Wausau for all users.



5th Street existing conditions (looking north)



5th Street preferred conditions (looking north)



5th Street preferred conditions rendering (looking north)



# Entry Sequence Modifications

## 1st Street/River Drive/Washington Street

This section of the report recommends a series of modifications for the primary entry points to downtown Wausau to create a sense of arrival and to increase the safety and comfort of all roadway users at these critical gateways.

Entering downtown Wausau from the west primarily occurs from the Slough Bridge. The streets have differing contexts and ROW widths vary as you enter downtown Wausau. The varying land use and ROW width result in a lack of a sense of arrival. The proposed street modifications are intended to be attractive and inviting for all users and should also set an expectation of how motor vehicles should behave while navigating among other modes of transportation. As previously mentioned, the Complete Streets design concept encourages promoting the comfort of vulnerable users. Enhancing this gateway will help convey the shift in context, increased presence of pedestrians and bicyclists, and changes in expectations for drivers.

Because of the complex intersection geometry, northbound River Drive and southbound 1st Street operations are currently split phase. This can lead to long wait times for pedestrians and drivers on lower priority approaches. Eastbound Washington Street over the Slough Bridge is the priority movement, with a very heavy right turn volume onto southbound 1st Street. The unique geometry and challenging pedestrian crossings make it difficult to navigate the intersection.

Under the proposed conditions, 1st Street will be converted to two-way south of Washington Street, which will create a northbound approach. In addition, Washington Street will be modified to allow eastbound through traffic. Modifying the intersection to accommodate the movements detailed will have several benefits, including:

- Creating a signalized, non-motorized crossing for the Rivers Edge trail crossing Washington Street;
- Providing westbound motor vehicle access to the Marathon County Library parking lot;
- Simplifying operations at the Washington Street / 1st Street intersection;
- Reduce cycle lengths, which will reduce delays for pedestrians and drivers;
- Reducing queue lengths;



- Improving the visibility of the River Drive entrance; and
- Creating space for an improved gateway entrance into downtown Wausau.

### Grand Avenue/5th Street/6th Street

Entering downtown Wausau from the south primarily occurs via Grand Avenue. This intersection is currently uncontrolled with free-flow movements north and south. Stop control is located on Forest Street at the intersection of 6th Street for vehicles continuing to travel east on Forest Street. Due to the existing geometry of the Grand Avenue/Forest Street/6th Street intersection, a modern roundabout design would be less expensive than realigning the road geometry or the option of including traffic signals to facilitate traffic operations.

Under the proposed conditions, a multi-lane modern roundabout is recommended for this intersection. Two lanes of traffic will be maintained for southbound and northbound movements. Forest Street will be converted from one-way to two-way operations and the eastbound approach will be reduced from three lanes to two lanes.

Modifying the intersection to accommodate the movements detailed would have several benefits, including:

- Providing westbound access on Forest Street;

- Simplifying operations at the Forest Street / 6th Street intersection;
- Distributing traffic well after junctions;
- Reducing speeding;
- Improving the visibility of all users; and
- Creating space for a gateway entrance into downtown Wausau.

The proposed modern roundabout at the intersection of Grand Avenue/Forest Street/6th Street would slow vehicle speeds, allow pedestrians to cross both streets safely, serve as an entry feature to downtown that creates a sense of arrival, and send a clear message to motorists that they have reached a destination. Drivers tend to adjust their behavior when a sense of arrival is provided - they slow down and observe their surroundings. The roundabout also would improve the appearance of the corridor and provide an appropriate transition at those intersections. It should be noted, that the proposed roundabout configuration could be implemented within the existing ROW.

# Maintenance

This section provides guidance on year-round maintenance for bicycle and pedestrian facilities, including sidewalks, crosswalks, curb ramps, shared use paths, and bicycle lanes. Maintaining bicycle and pedestrian facilities year-round is critical to ensuring those facilities are accessible, safe, and functional. This section is divided into two sub-sections:

- All-season maintenance; and
- Winter maintenance.

All-season maintenance covers topics such as general maintenance, pavement preservation and repair, and pavement markings, bicycle racks, and signage. Winter maintenance outlines best practices for maintaining bicycle and pedestrian facilities in the winter, including snow and ice removal, pre- and post-winter storm treatments, and winter maintenance programs.

## All-Season Maintenance

### General Maintenance

General maintenance includes on-going upkeep such as sweeping, vegetation management, and signage and bike rack repair. Sweeping of bicycle and pedestrian facilities should be done on a semi-regular basis, at least once in the spring and once in the fall, to clear bikeways and walkways of sand, leaves, or other debris. Special sweeping equipment can be purchased, such as broom attachments that attach to utility vehicles.

Vegetation management includes the maintenance of grass, trees, shrubs, bushes, and other organic material. Vegetation management is typically performed on an ongoing, as-needed basis. Lastly, signs along bike and pedestrian facilities also require maintenance, as they can become accidentally damaged, vandalized, or worn through natural aging. To mitigate graffiti vandalism, signs can be treated with an anti-graffiti coating that makes it easier to remove common forms of graffiti such as spray paint and marker pens. Signs that are replaced due to aging or accidental damage should be replaced on an as-needed basis, which varies based on sign type and level of damage.

Bicycle racks may be damaged over time or from maintenance equipment bumping into them, including snow plows. Depending on the severity of the damage, damaged bicycle racks may be able to be repaired

relatively easily. Racks that are seriously damaged may require removal and replacement with a new rack.

## Winter Maintenance

### Snow and Ice Clearing

Clearing or removing snow and ice from bicycle and pedestrian facilities promotes year-round use of those facilities and reduces hazardous conditions. Snow clearance from on-street bikeways is typically performed at the same time as snow clearance from drive lanes. However, maintaining a high level of service for clearing on-street bike lanes can be challenging due to bike lanes often placed adjacent to parked cars. When bike lanes are adjacent to parked cars it is very difficult for snow plows to plow the bike lanes without causing damage to parked cars. Another problem is there is no place to store the snow besides plowing it next to the cars, creating challenges for the parked cars to pull back into the street. Moreover, cars pulling out of the parallel parking spots on the street or cars driving parallel to the bike lanes often drag or splash snow and ice into the bike lane, adding to the difficulty of providing cleared bike lanes.

Winter maintenance of off-street bikeways or shared-use paths should be prioritized to promote year-round use. Some communities have developed winter maintenance priority networks, which give bicyclists clear expectations of when they can expect bikeways to be clear of snow and ice. The City of Madison has a priority network of off-street trails, which includes paths that are primary bicycle commuter routes. This trail network is a top priority for snow and ice control in the winter, with the goal of having all priority trails cleared by 7 AM on weekdays to facilitate bicyclists commuting to work or school.

There are two general types of sidewalk snow and ice clearing practices found across North America:

1. Property owners are required to clear all snow and ice from sidewalks adjacent to their properties, as well as spread sand or salt to mitigate slippery surfaces.
2. City-led sidewalk snow and ice clearance, which utilizes either City staff or hired contractors to clear snow and ice from all sidewalks in the jurisdiction. These policies usually go into effect only after a snowfall depth reaches a certain threshold.

The most common practice is to require adjacent property owners to clear all snow and ice from sidewalks that abut their property in a given period of time, which generally varies from 4-24 hours after a snowfall has stopped. Cities

Proper snow clearance for sidewalk



that require adjacent property owners to clear sidewalks normally enforce these laws by issuing warnings for non-compliance, followed by citations given after a period of time to property owners who do not comply. Cities often have inspectors that examine sidewalk snow clearing on a regular basis, and inspections are also driven by receiving complaints from the public. The level of enforcement varies significantly from city to city; some cities very rarely issue citations, while other cities issue citations for non-compliance the day after a snow event.

City-led sidewalk snow and ice clearance practices are less common, primarily due to the perceived cost of implementation (labor and equipment), the number of sidewalks within a city's boundary, and the perception that city-led efforts are less timely than property-owner led efforts. However, city-led sidewalk clearing practices can be very effective in clearing snow from sidewalks in a timely, consistent, and quality manner. These practices are beneficial to those who cannot physically clear sidewalks abutting their properties, and also cover winter sidewalk maintenance adjacent to abandoned properties which is sometimes the responsibility of the city. It is also particularly important in high-demand locations such as downtown Wausau and transit-center access routes. City-led sidewalk clearing practices generally require property owners to pay for the service through property taxes or additional fees.

Intersection corners are a particularly challenging issue for pedestrian in the winter because of the snow windrows

(i.e. piles of snow) that are often left behind from snow plows. Having clear intersection corners and curb ramps is very important for all pedestrians, but especially those with mobility limitations because traveling through a snow windrow is often impossible for a person in a wheelchair or a person using a mobility device. Clearing snow and ice from intersection corners and crosswalks is generally the responsibility of the municipality, although due to the number of corners across the most cities this effort can take several days, causing accessibility challenges for pedestrians. Directing snow plows to deposit windrows either prior to or after an intersection (behind the crosswalk) rather than at the intersection corner addresses these issues. Implementing this practice in Wausau will save time and money in the long run, will enhance the environment for walking and will address potential liability issues of having curb ramps inaccessible long after snow has melted citywide.

### **Pre- and Post- Winter Storm Treatments**

Treating bikeways and pedestrian facilities with salt, salt brine, or sand can help reduce icy and slippery conditions and make these facilities safer and more accessible. Most agencies treat bike and pedestrian facilities after a winter weather event with salt or sand, or a mixture of both, but increasingly agencies are using salt brine as a pre-treatment before a winter storm hits. Salt brine is a solution of water and diluted salt that is used to pre-treat roadways and other facilities about 48 hours before a winter weather event is anticipated. After the brine solution is sprayed on the pavement it prevents ice and snow from bonding with the pavement.

Salt is widely regarded as the most effective and low-cost solution for de-icing, however there are serious environmental concerns. Salt melts away with snow and ice and can make its way into water bodies, which pollutes the water and has many negative impacts. For that reason, many communities try to limit their salt use as much as they can, as well as encourage residents to limit their salt use on residential sidewalks. Moreover, salt is not effective if it's 15 degrees or colder, so using sand to treat icy sidewalks is advisable in those conditions.

### **Winter Maintenance Programs**

Programs relating to winter maintenance include public education, communication, reporting, and volunteer programs. Programs complement winter maintenance practices and policies by providing information to residents or visitors about winter maintenance updates. Municipalities often have mechanisms for reporting snow

and ice issues, as well as tools for tracking the progress of maintenance crews. Some cities have programs that provide free sand or salt to residents, which encourages property owners to eliminate slippery, hazardous sidewalks by providing them an inexpensive way to maintain sidewalks in the winter.

Snow and ice clearing is challenging for the elderly or property owners who are physically disabled, so some communities organize and develop volunteer programs that aim to those in need with shoveling their sidewalks. These programs, sometimes called “snow angels” or “snow buddies”, mobilize volunteers who are physically able to shovel and scrape ice, which can help keep seniors safe from falls on snow or ice during the winter.

## Prioritization

The priority of the projects above will be largely dictated by the available funding sources and community desires. Some of these projects have the potential to be jointly funded through partnerships between WisDOT, Marathon County, and the City of Wausau. In addition, WisDOT has ownership of several of the roads in the study area and therefore would be primarily responsible or closely involved with changes within their ROW.

Many of the street modifications recommended above could be tested as demonstration projects. A demonstration project can inexpensively, quickly, and temporarily explore modifications within the public ROW. This tactic allows immediate yet temporary changes and can help build support and understanding of a project. A demonstration project can often times be paired with another community event to get additional feedback and support.

## WisDOT

The street modifications proposed for 1st Street, Forest Street, and the intersection of Forest Street/Grand Avenue/6th Street all fall within WisDOT ROW and they would be responsible for the costs and phasing. The roundabout proposed for Forest Street/Grand Avenue/6th Street and the intersection modifications to 1st Street/Forest Street/Washington detailed in this plan will require additional time for design and implementation; however both changes are vital to the downtown Wausau street network, connectivity improvements, and potential redevelopment opportunities.

Specifically, 1st Street, Forest Street and 6th Street are all

identified as existing State Trunk Highway 51 and Business Route 52. Grand Avenue is identified as Business Route 51. Additional coordination will be needed for these street segment modifications.

## City of Wausau

Existing timing for capital improvement projects should continue as needed, but the City should focus its attention on the downtown elements of this plan.

- 1. Convert 5th Street from one-way to two-way:**  
The conversion of 5th Street from one-way to two-way could be relatively easily achieved through pavement markings and signage. Minor traffic signal modifications would also need to occur at Forest Street, Washington Street, and Scott Street. 5th Street may also be an excellent candidate for a demonstration project with the proposed two-way bicycle facility.
- 2. Convert Washington Street to one-way eastbound:**  
The street modifications to Washington Street should be next on the improvement master plan. As previously detailed, the interim strategy converting Washington Street to one-way eastbound should be implemented first.
- 3. Entry sequence intersection modifications:**  
While these street modifications are underway, the City can coordinate with WisDOT for the design and planning for the entry sequence modifications for 1st Street/Forest Street/Washington Street and Grand Avenue/Forest Street/6th Street intersections. The modifications to these intersections will focus on establishing a gateway and will also provide a catalyst for renewed attention to Wausau Center. The gateway modifications should also be coordinated with the design and planning of 1st Street and Forest Street corridors. The corridor modifications for 1st Street and Forest Street are critical for the entry sequence viability.
- 4. Convert Washington Street to two-way:**  
Lastly, the preferred two-way operations for Washington Street should be explored. Wausau Center is poised for change and the modifications would facilitate the implementation of the preferred Washington Street corridor. Since this design concept is a longer-term strategy, significant planning and coordination between the City, and property owners to maximize opportunities for a more complete street and minimize adverse impacts is recommended.

# Reinvestment and Revitalization

The project study area focused on the street network surrounding Wausau Center. In conjunction with this study, the Wisconsin Economic Development Corporation (WEDC) partnered with Place + Main Advisors to perform a study for Wausau Center. Recommendations from that study ranged from maintaining the existing mall structure, including some alterations to the structure and, also longer-term strategies that included demolition or complete redevelopment. For the purposes of this study, our team assumed the mall property would generally be maintained in the current configuration.

The proposed road network modifications presented in this study acknowledge the configuration of the Wausau Center is likely to be modified given the recent trends in the retail environment. The proposed street network modifications can perform in the current mall property configuration, as well as adapt to proposed changes that may be envisioned for reuse or redevelopment of Wausau Center. In addition, the network modifications detailed in this plan would support and potentially trigger additional redevelopment. The complete streets options can benefit local economies in a variety of ways such as decreased transportation costs, increased property values, decreased health care costs due to support for more active lifestyles, and increased employment and tourism. Wausau Center has great potential for future development that will benefit not just downtown, but the entire city and region.



Reinvestment opportunities with network modifications

# Cost Estimates

The following construction cost estimates were developed by identifying major pay items and utilizing proposed roadway cross sections to determine a rough order of magnitude of cost. The cost estimates reflect a thirty percent contingency as they are conceptual design level opinion of probable cost. Please note that the estimates do not include costs for engineering analysis and design easement and right-of-way acquisition; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. Rough costs based on percentage have been assigned to general categories such as utility relocations and unforeseen risks. These costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost opinion herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

## Concept Level Cost Estimate for Wausau Center Urban Design and Transportation Master Plan

Prepared April 2019 by Toole Design

Item	Total Linear Feet	Unit Cost (Low and High)	Total Construction Cost
<b>Corridor Modifications</b>			
First Street (Preferred): Washington Street to Forest Street	650	\$ 75.00 \$ 200.00	\$ 48,750.00 \$ 130,000.00
Forest Street (Preferred): First Street to Grand Avenue	1500	\$ 75.00 \$ 200.00	\$ 112,500.00 \$ 300,000.00
Washington Street (Interim): First Street to Second Street and Fourth Street to Sixth Street	1200	\$ 75.00 \$ 200.00	\$ 90,000.00 \$ 240,000.00
Washington Street (Interim) near Third Street	500	\$ 75.00 \$ 200.00	\$ 37,500.00 \$ 100,000.00
Washington Street (Preferred): First Street to Sixth Street	1800	\$ 75.00 \$ 200.00	\$ 135,000.00 \$ 360,000.00
Fifth Street (Preferred): Scott Street to Forest Street	1300	\$ 75.00 \$ 200.00	\$ 97,500.00 \$ 260,000.00

Item	Total Each	Unit Cost (Low and High)	Total Construction Cost
<b>Entry Sequence Modifications</b>			
First Street/River Drive/Washington Street	1	\$ 1,850,000.00 \$ 2,225,000.00	\$ 1,850,000.00 \$ 2,225,000.00
Grand Avenue/Forest Street/Sixth Street	1	\$ 1,850,000.00 \$ 2,225,000.00	\$ 1,850,000.00 \$ 2,225,000.00
Subtotal (Low)			\$ 4,221,250.00
Contingency 30%			\$ 1,266,375.00
<b>Total (Low)</b>			<b>\$ 5,487,625.00</b>
Subtotal (High)			\$ 5,840,000.00
Contingency 30%			\$ 1,752,000.00
<b>Total (High)</b>			<b>\$ 7,592,000.00</b>

**Specific Notes:**

WisDOT's average unit price list FY 2018 updated 12/8/18, average road construction cost per mile, and professional judgement was applied.

All costs are in 2018 dollars and should be inflated as necessary for use in future construction years.

All construction costs include a 30% contingency.

**General Notes:**

Construction cost estimates were developed for the recommendations by identifying pay items and establishing rough quantities. Unit costs are based on 2018 dollars and were assigned based on unit prices per WisDOT's average unit price list FY 2018 updated 12/6/2018, and professional judgement. Please note that the estimates do not include any costs for engineering analysis and design, easement or Right-of-Way acquisition, or the cost for ongoing maintenance. Please note that rough costs have been assigned to some general categories such as utility relocations, however these costs can vary widely depending on the exact details and nature of the work. The overall estimates are intended to be general and used for planning purposes. Construction costs will vary based on the ultimate project scope (i.e. potential combination of projects) and economic conditions at the time of construction.

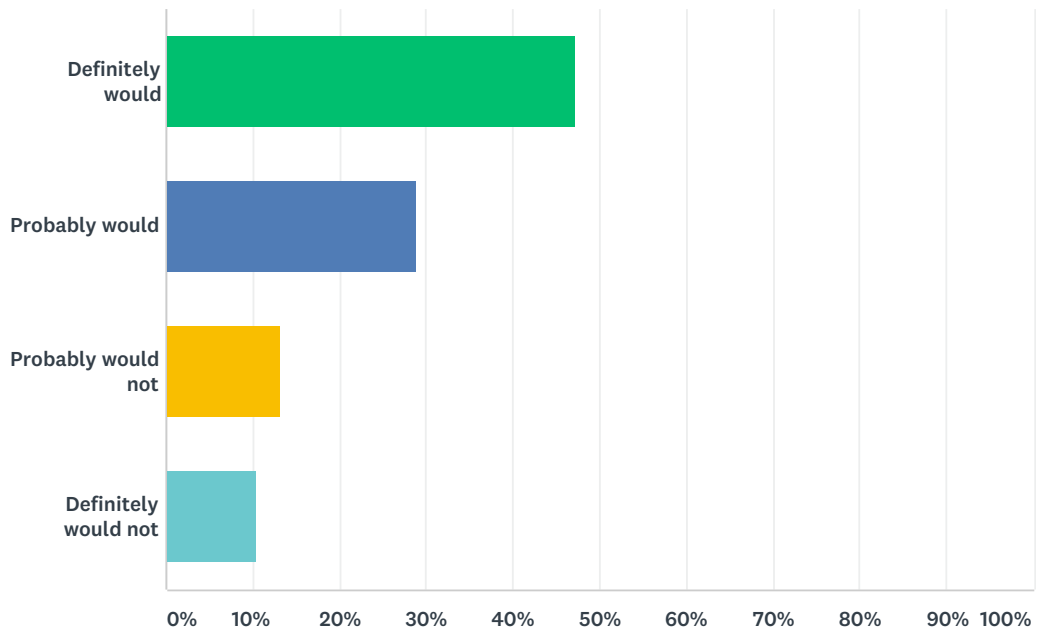
THIS PAGE INTENTIONALLY LEFT BLANK

# APPENDIX

## Appendix A // Community Outreach Survey

# Q1 Would these changes make it easier for you to navigate downtown Wausau?

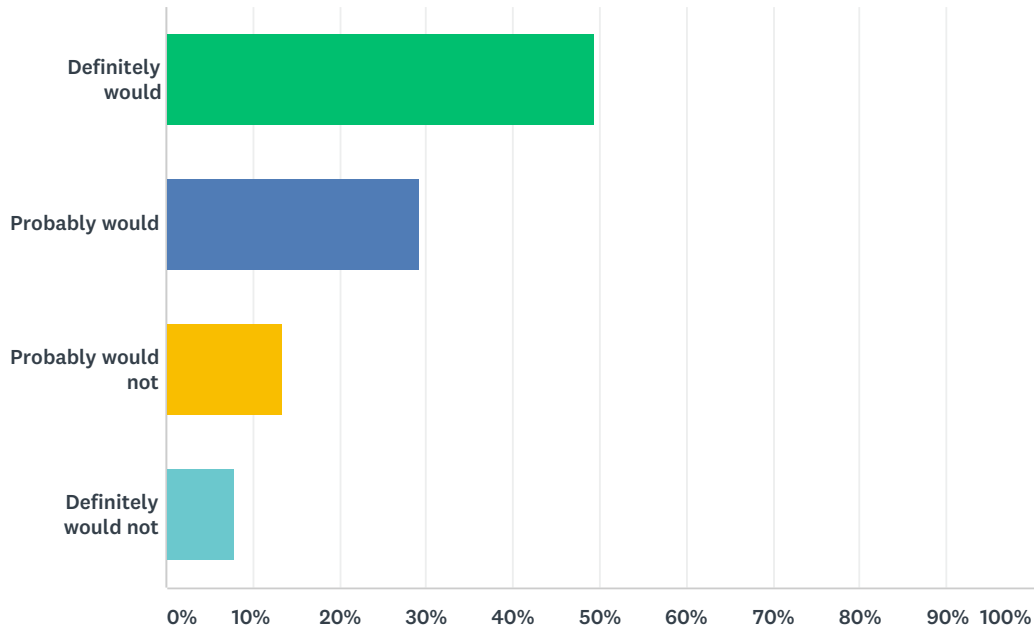
Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES	
Definitely would	47.37%	36
Probably would	28.95%	22
Probably would not	13.16%	10
Definitely would not	10.53%	8
<b>TOTAL</b>		<b>76</b>

## Q2 Would these changes make it easier for you to direct visitors around downtown Wausau?

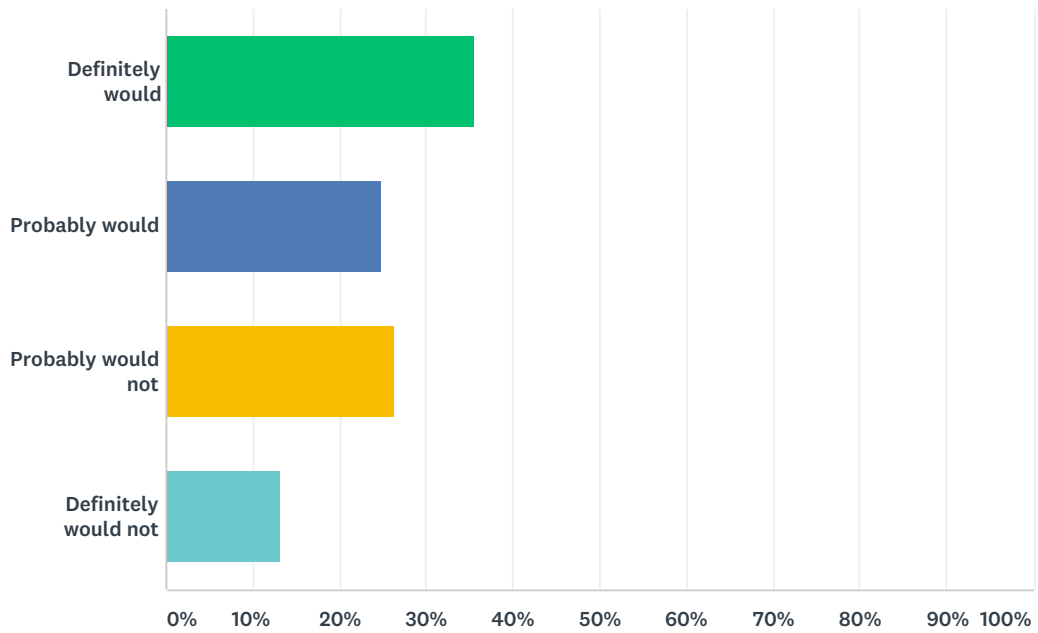
Answered: 75 Skipped: 1



ANSWER CHOICES	RESPONSES
Definitely would	49.33% 37
Probably would	29.33% 22
Probably would not	13.33% 10
Definitely would not	8.00% 6
<b>TOTAL</b>	<b>75</b>

### Q3 Would you be more likely to visit downtown to shop, dine, or recreate if the preferred alternative was implemented?

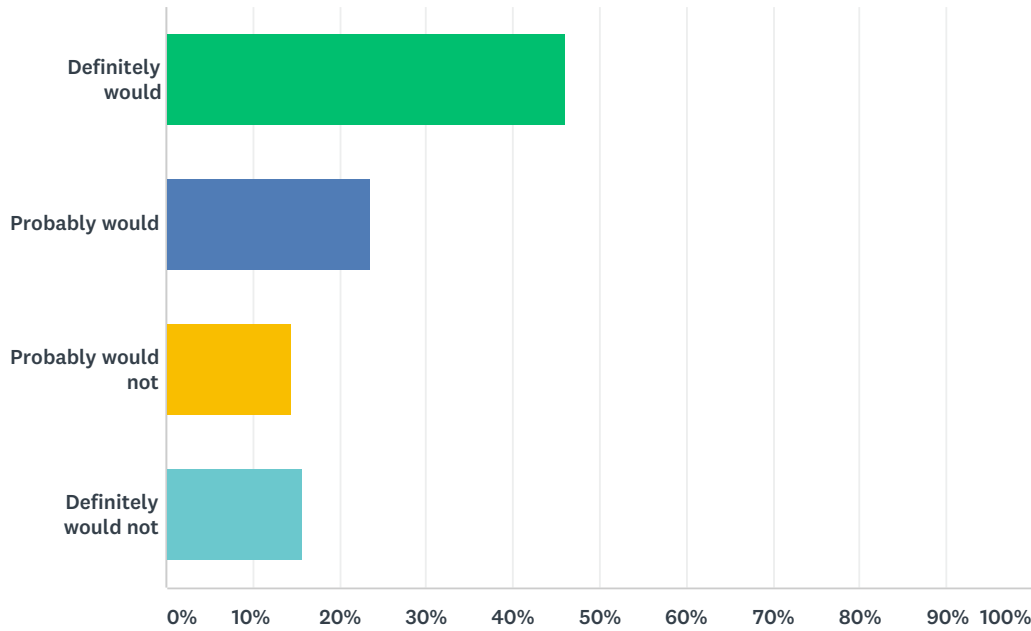
Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES	
Definitely would	35.53%	27
Probably would	25.00%	19
Probably would not	26.32%	20
Definitely would not	13.16%	10
TOTAL		76

### Q4 Would you be more likely to walk or bike on these streets if the preferred alternatives were implemented?

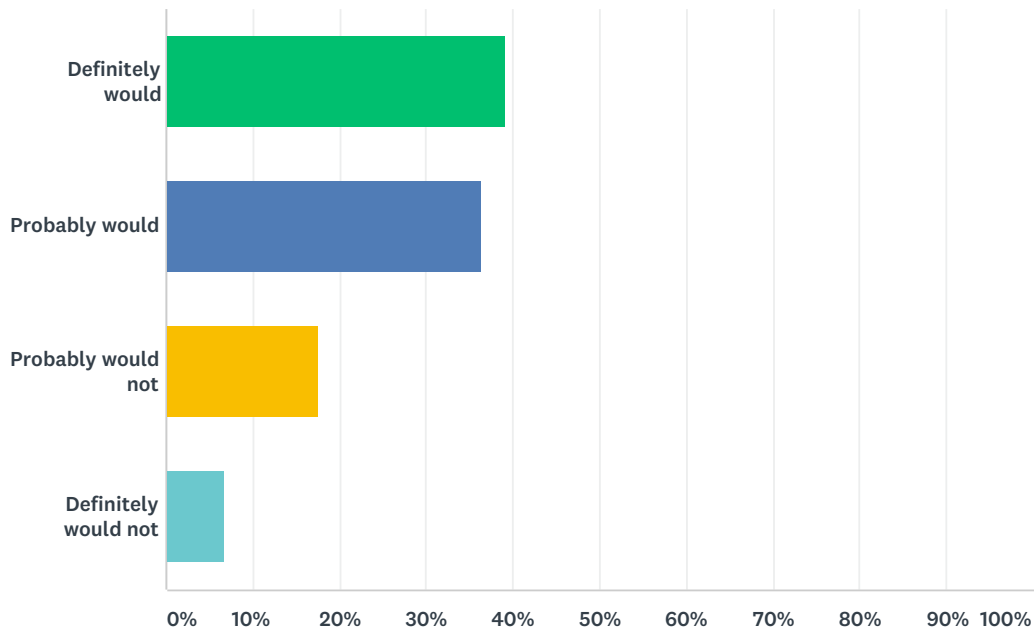
Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES	
Definitely would	46.05%	35
Probably would	23.68%	18
Probably would not	14.47%	11
Definitely would not	15.79%	12
<b>TOTAL</b>		<b>76</b>

### Q5 Would these changes make it easier to operate a successful business in the study area?

Answered: 74 Skipped: 2



ANSWER CHOICES	RESPONSES	
Definitely would	39.19%	29
Probably would	36.49%	27
Probably would not	17.57%	13
Definitely would not	6.76%	5
TOTAL		74

## Q6 What do you like most about the proposed designs and want to keep?

Answered: 64 Skipped: 12

#	RESPONSES	DATE
1	I like the separation of bike lanes from roadways, but changing a three lane one way street to only accommodate one lane of car traffic in that same direction seems counter productive.	2/26/2019 11:09 AM
2	Two-way street proposals.	2/25/2019 8:53 AM
3	Fewer one way streets, more bike lanes	2/25/2019 6:34 AM
4	Love the bike lanes, wider sidewalk area, and trees lining the sidewalks. Also love the Washington and Forest St updates plans/changes.	2/23/2019 10:04 AM
5	protected bike lanes	2/22/2019 1:09 PM
6	Love it all! Better traffic flow, better walkability and bikeability. I repeat, love it All!	2/22/2019 10:10 AM
7	Eliminate one way streets	2/22/2019 9:51 AM
8	The addition of pedestrian and bike lanes.	2/22/2019 9:44 AM
9	The bike/pedestrian improvements	2/21/2019 8:53 AM
10	Two way traffic	2/15/2019 5:33 PM
11	Roundabout and 2-way traffic.	2/15/2019 2:16 PM
12	Washington street two-way	2/15/2019 8:03 AM
13	More street parking. Better traffic flow. Back to two way streets.	2/14/2019 12:23 PM
14	roundabouts	2/14/2019 11:21 AM
15	bike lanes, wider sidewalks, trees	2/9/2019 10:35 AM
16	The bike lanes and being pedestrian friendly	2/1/2019 9:12 AM
17	Adding two way traffic	1/27/2019 10:22 PM
18	Pedestrian/bike safety	1/25/2019 4:51 PM
19	more parking	1/25/2019 3:03 PM
20	Better access to downtown. Fewer one-ways. Easier for peds and bikes to safely navigate.	1/25/2019 10:54 AM
21	Round about at sixth and grand.	1/24/2019 8:44 PM
22	The street parking and wide streets. Wausau has too many one way streets. Need to make them bi-directional.	1/24/2019 5:15 PM
23	I never take forest street and avoid it at all cost this would improve things	1/24/2019 8:30 AM
24	Two way traffic with roundabouts makes more sense than the mess of one ways	1/23/2019 11:48 PM
25	Models are way to understand	1/23/2019 10:38 PM
26	Making one way streets two way	1/23/2019 10:36 PM
27	Round about	1/23/2019 10:21 PM
28	More parking on streets may be good. May be good to change things from one way to two way. I know people from out of town do get confused by this.	1/23/2019 9:56 PM
29	Get rid of some one way streets.	1/23/2019 9:38 PM
30	Nothing	1/23/2019 9:35 PM
31	Roundabout at grand/forest, two way traffic on forest /1st	1/23/2019 8:53 PM
32	2 way streets, i see too many people going the wrong way on one way streets	1/23/2019 8:07 PM

33	2way traffic	1/23/2019 8:01 PM
34	It's multimodal and not just about motorized vehicles. Downtown needs to be walkable and inviting to be successful.	1/23/2019 7:12 PM
35	I liked all of them. It is time for the change. The Mall no longer drives downtown and the one way concept is an old model.	1/23/2019 6:31 PM
36	Tress are great but not a fix just plastuc	1/23/2019 4:03 PM
37	I like the wider pedestrian/ bike lanes and the increased number of two-way streets.	1/23/2019 1:15 PM
38	I like changing the one way streets to two way streets	1/23/2019 8:50 AM
39	Absolutely nothing, poorly planned	1/22/2019 11:08 PM
40	The accessibility of downtown to all modes of transportation	1/22/2019 12:32 PM
41	Washington street as a two way street	1/22/2019 10:29 AM
42	I like the bike paths. Also having more two way streets.	1/21/2019 7:34 PM
43	nothing	1/21/2019 5:59 PM
44	Two way access to all these streets	1/21/2019 2:48 PM
45	Bike lanes, roundabout by Forest & 6th St, TREES	1/21/2019 8:51 AM
46	Narrowing the roadway, eliminating one-ways, increasing landscaping/walkways	1/20/2019 10:20 PM
47	Allowing bikers to ride in the street, and be safe from traffic. Having a designated lane will ensure that.	1/20/2019 1:41 PM
48	Even if no roads were made two-way, a roundabout at Forrest & 6th St (Courthouse and Subway) would improve circulation.	1/20/2019 12:08 PM
49	Two-way traffic throughout the area and designated bike lanes.	1/20/2019 8:23 AM
50	Na	1/19/2019 8:51 PM
51	bike lanes and round-about	1/19/2019 8:49 PM
52	Incorporating two way streets and separated two way designated bike lanes. Also the roundabout is a great option at Grand, 6th and Forest.	1/19/2019 8:41 PM
53	Addition of bike lanes	1/19/2019 1:01 PM
54	Bicycle lanes	1/19/2019 11:33 AM
55	The ONLY element I like is having two way traffic on Forest in front of the Post Office because it might make it easier to get to vs. looping around the whole downtown.	1/19/2019 11:25 AM
56	ability to bike around downtown	1/19/2019 11:08 AM
57	Appears more green, modern, and ped/bike friendly	1/18/2019 11:13 PM
58	Bike lanes.	1/18/2019 6:43 PM
59	Switching the one way streets to two-way is a great improvement. It will, if DOT approves it on Forest and First Streets which is a highway route, improve access.	1/18/2019 6:18 PM
60	I think crossing River Drive. It is hard to see the pictures in this survey.	1/18/2019 3:44 PM
61	Two way traffic so you can get into downtown and around it easier--right now it's like a vortex you can't get into easily.	1/18/2019 10:52 AM
62	Love that the design had bike/ped in mind! Also, LOVE the traffic circle!	1/17/2019 2:52 PM
63	I love the two-way cycle tracks. Navigating downtown is difficult because of all the one-way streets. It is very clunky and inefficient as a bicyclist.	1/17/2019 2:48 PM
64	I like the increased accessibility and decrease in one-way roadways. I like that there is an increase in non-motorized transportation options.	1/16/2019 1:50 PM

## Q7 What do you dislike most about the proposed designs and want to change?

Answered: 49 Skipped: 27

#	RESPONSES	DATE
1	I'd like to see pedestrian and bike areas more mixed like in Europe. Bikes don't belong on the roadways with cars (100+ times heavier).	2/26/2019 11:09 AM
2	N/A	2/23/2019 10:04 AM
3	unprotected bike lanes	2/22/2019 1:09 PM
4	Too many bike lanes	2/22/2019 9:51 AM
5	How do they interface with existing traffic--i.e., changing 5th to two way within that footprint, but one way elsewhere. That can get confusing to people unfamiliar with the area.	2/22/2019 9:44 AM
6	I really didn't see anything about what you are doing with the mall itself. Traffic patterns look good, provided we have some need to go downtown.	2/21/2019 8:53 AM
7	would like more street parking	2/20/2019 12:34 PM
8	Does there need to be two bike lanes going opposite ways? Can you add more parking?	2/15/2019 5:33 PM
9	Even with preferred design, Washington between 2nd and 4th - and the 300 block of 3rd - still has issues. I think parking in this section is a higher priority than a bike lane for this particular area. Bikes can be diverted to adjacent streets. A straight thru one-way may also be less friendly to pedestrians at the mall entrance.	2/15/2019 2:16 PM
10	The corner of First and Forest is extremely dangerous. Poor visibility around the sharp corner. During the winter, multiple accidents with cars sliding across lanes. It NEEDS to be fixed.	2/14/2019 12:23 PM
11	The one access to River Dr	2/1/2019 9:12 AM
12	Potential for destroying historic parts of Wausau to expand roads	1/27/2019 10:22 PM
13	Is the juice worth the squeeze? Cost = \$\$\$?	1/25/2019 4:51 PM
14	the closings while under construction	1/25/2019 3:03 PM
15	Put a road through the mall to increase access.	1/25/2019 10:54 AM
16	The more bike lanes	1/24/2019 8:44 PM
17	Nothing	1/24/2019 5:15 PM
18	Rather have street lights instead of round about	1/24/2019 8:30 AM
19	Physically separated bike lanes look like they would be a pain	1/23/2019 11:48 PM
20	Wasted money without a solid return	1/23/2019 10:38 PM
21	Bike lanes. Waste of valuable parking space and unnecessary.	1/23/2019 10:36 PM
22	Bike lanes	1/23/2019 10:21 PM
23	Don't need bike lanes. Hardly see anyone on bikes downtown. Also I hate roundabouts.	1/23/2019 9:56 PM
24	None	1/23/2019 9:38 PM
25	Bike lanes	1/23/2019 9:35 PM
26	The river Dr changes seem unnecessary. The changes to Washington and forest could be done while keeping the existing intersection.	1/23/2019 8:53 PM
27	The 5th St 2-way bike lane needs a barrier (ex. Curb), not the breakaway construction steaks. They will only look good for so long anyway. Provides a false sense of security.	1/23/2019 7:12 PM
28	Parking for a dead mall? That makes no sense	1/23/2019 4:03 PM

29	The access to River Drive seems limited from the North. With the Farmer's Market, County buildings, and other activities along the River Walk that would be a pain. I also hate the idea of adding roundabouts in the downtown area. I know many older adults who go miles out of their way to avoid them as they find them intimidating and confusing and there are several senior housing units nearby.	1/23/2019 1:15 PM
30	Nothing.	1/23/2019 8:50 AM
31	By making the one way a two way in front of the post office, you are causing more congestion to the existing entrances of the post office. Not only additional traffic but also adding a bike lane. If a 2 way is on Washington, you are still going to be turning right to get over the Scott st. bridge because you are not changing the bridge, and again causing more accidents. Keep the flow of traffic moving by keeping the 3 lanes. It is easier to get around the center with one way traffic on all 4 sides!	1/22/2019 11:08 PM
32	I love it all!	1/22/2019 12:32 PM
33	Forrest street becoming tow way would be confusing - especially for older drivers who have always gone only one way on that street	1/22/2019 10:29 AM
34	Seems like the car lanes are narrow. Also, will need more parking spots.	1/21/2019 7:34 PM
35	spends money wausau does not have for a problem that does not exist	1/21/2019 5:59 PM
36	Concerned about traffic flow being slowed down by reducing from three or two lanes to one lane.	1/21/2019 2:48 PM
37	Unsure about proposed changes for accessing River Road/Drive.	1/21/2019 8:51 AM
38	Roundabout, if the wide bike lanes do not get used	1/20/2019 10:20 PM
39	In winter, will the bike lanes be kept clear of snow and ice? This is vital. As a winter biker, I would anticipate that the extra snow from the lanes of traffic would end up in the bike lane. Should that happen, then this proposal won't work. It is easier then to ride in the lanes with traffic, but not as safe	1/20/2019 1:41 PM
40	1st Street should NOT become two-way. Would not be able to access the lower level JCPENNEY parking ramp if 2-way, cause people would whip northbound around the corner and stop all traffic until I was able to use the lower level. Also, access to River Drive would be eliminated from downtown.	1/20/2019 12:08 PM
41	Entrance to River Drive from Washington Street.	1/20/2019 8:23 AM
42	Na	1/19/2019 8:51 PM
43	Keeping with a signalized intersection at Stewart/Washington/First adjacent to the library?	1/19/2019 8:41 PM
44	Not sure how existing one way streets would work with conversion of one way to two way in this area	1/19/2019 1:01 PM
45	I think everything else is jnneccary and a waste of tax payer money. I don't know how on earth the city thinks the sidewalks and streets can be widened with a bike lane added in. There's just not enough space between buildings. And I understand we have a nice little biking community in Wausau ... but I really don't think it's necessary or even makes sense to keep putting in/labeling all these stupid bike lanes. It's repetitive, unnecessary and a waste of money. Bikers technically should be able to use the roads with traffic and if someone is driving they should know the rules for allowing space for bikers.	1/19/2019 11:25 AM
46	Nothing	1/18/2019 6:43 PM
47	There is a little thing with Forest, 6th, and Grand. A roundabout is great here perhaps with a centerpiece statue honoring someone like Walter McIndoe, but I would definitely allow for westbound traffic on Forest to enter the roundabout to head south on Grand or west on Forest. It just makes sense.	1/18/2019 6:18 PM
48	Nothing- I hope we could do it all but I don't know if that'll be possible.	1/18/2019 10:52 AM
49	Nothing	1/17/2019 2:52 PM

## Q8 Please share any other comments you have on the proposed designs.

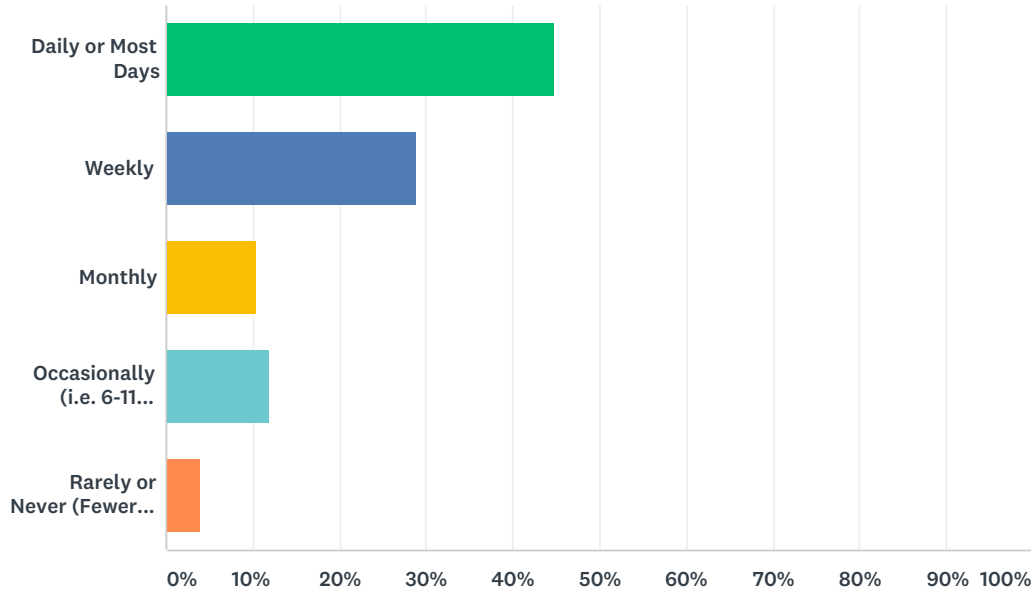
Answered: 36 Skipped: 40

#	RESPONSES	DATE
1	How do bus stops integrate with this plan? Will their stops now block traffic on the one-lane-per direction roads? Please take a more European approach to traffic and bicycle usage planning!	2/26/2019 11:09 AM
2	Looks great, it will really spruce up the area!	2/23/2019 10:04 AM
3	It's still an improvement. My concerns are the previous mentioned, as well as rush hour on Forest St.	2/15/2019 2:16 PM
4	Downtown businesses would need plenty of forewarning before the projects would start. Planned detours would have to be well marked and easy to navigate. Many small businesses downtown could not survive with roads closed for weeks or months.	2/14/2019 12:23 PM
5	Diagrams show street lighting removed - assuming that's not the case?	2/14/2019 11:21 AM
6	People do not like roundabouts	2/4/2019 12:13 PM
7	Over all I think they are good. It will take getting used to if the streets go from one way to two way	2/1/2019 9:12 AM
8	Roundabouts can be more confusing for visitors then helpfull	1/27/2019 10:22 PM
9	Wausau needs to stop wasting tax payers dollars. When this finally occurs, projects like this look more economically palatable. Don't try to sell me on how this will have a huge impact on the tax burden in a favorable way. I have heard that song before.	1/25/2019 4:51 PM
10	This would be a bold and progressive choice to go with the designs and reshape the future of Wausau. It could be as revolutionary as building the mall itself.	1/25/2019 10:54 AM
11	I don't think it is going to get more people to downtown!	1/24/2019 8:44 PM
12	Sounds like a good plan until the mall can be removed	1/24/2019 8:30 AM
13	Fix/finish existing projects before delving into another unwanted debt trap.	1/23/2019 10:38 PM
14	I think bike lanes are wasteful and wider sidewalks just mean more square footage of snow for business owners to clear in winter. However, making all the one way streets in wausau (especially downtown and on the west side) would be hugely beneficial, making it easier to navigate and increasing property values.	1/23/2019 10:36 PM
15	Looks like wasted spending on roads that serve their purpose now. Especially with the future of the mall unknown. Why do all this now?	1/23/2019 9:56 PM
16	This has been a waste of money.	1/23/2019 9:35 PM
17	There are a lot of nay-sayers in this city who are always opposed to change. Most of them probably haven't left the city in over a decade. Wausau has to keep up and make it's downtown more viable otherwise it's going to lose out to the likes of Eau Claire, Appleton, Stevens Point and beyond. Millennials are already leaving and most aren't coming back like people once thought. Give them a reason to.	1/23/2019 7:12 PM
18	Make sure the designs softens the concrete feel of the area, with the trees and bike trails that are shown.	1/23/2019 6:31 PM
19	I moved my business out of the city of Wausau because of tax assessors who haven't the foggiest idea how to assess and are jerks. The parking problem is not the mall why spend money there it's dead! Get it through your heads!	1/23/2019 4:03 PM
20	Not sure if this would help or make worse the issue of pedestrian traffic crossing Washington Street by the bridge behind the library/ With increased marketing of the River Trail, there are many more people wanting to walk or bike in the area, but traffic is so heavy in that area, pedestrian safety crossing the street is a definite issue as drivers do not yield despite the warning sign.	1/23/2019 1:15 PM

21	One thought to consider is to think about the people that get motion sick while going in a straight direction, think about them going around in circles...3 of them added to the down town area!! Please NO!!	1/22/2019 11:08 PM
22	With the expansion occurring at the YMCA, there will be more older people driving down tow to get there. While the Y is not in your street design area, older drivers will have to navigate through your area to get to the Y. Please consider this plan from the perspective and ability of our older residents. Secondly, what will happen to the mall and how will that impact how people want to travel around that block????? Will they drive by (if it becomes a jail) or will they want to stop (if it become retail/restaurant space)?	1/22/2019 10:29 AM
23	I think the streets redesign in downtown is a good idea. But I think we should figure out what to do with the mall first. We don't want to do all of this street work then when the mall plans change, we would have to redo some of these streets. That would be wasteful.	1/21/2019 7:34 PM
24	Will not "save the mall"	1/21/2019 5:59 PM
25	I wasn't clear about traffic studies (maybe I read through this too fast). My concern about reducing to one lane on streets where there are more is whether one lane can handle the current traffic flow adequately at all times. At this point I'm quite used to the current traffic flow and how to find my way around after living here for the past five years. I don't really see the current set up as being untenable, but I am open to change as long as it doesn't slow down traffic. And, if converted there it will take a bit of time to get acquainted with the new traffic patterns.	1/21/2019 2:48 PM
26	Put bike lanes on outside of roadway, so parked cars are inbetween bike lane and traffic lanes.	1/21/2019 8:51 AM
27	I like the proposed changes. Not only will they allow vehicular traffic to flow better but also will allow bicycle and foot traffic to navigate Wausau's streets more safely.	1/20/2019 1:41 PM
28	All designs need to protect road capacity when the Mall comes back strong. Anything else is short sighted.	1/20/2019 12:08 PM
29	I would prefer soft barriers on bike lanes, rather than curbs.	1/20/2019 8:23 AM
30	Great job!	1/19/2019 8:51 PM
31	Would it be feasible to place an urban roundabout at the intersection of course Stewart/Washington/First adjacent to the library?	1/19/2019 8:41 PM
32	What would be necessary to implement preferred two way for Washington street. Where would required width come from?	1/19/2019 1:01 PM
33	I really think this whole thing is a waste of money. We have bigger problems to focus on in our city — like the mall and supporting environmental sustainability. We should be focusing on making our city a leader in reusable energy, recycling, etc. and figuring out the money pitnof the mall.	1/19/2019 11:25 AM
34	I like this to be bike-friendly!	1/18/2019 6:18 PM
35	I was wondering if you are making these changes would you consider adding accessible pedestrian signals at the same time. I also wonder how this would impact the Metroride bus route in Wausau	1/18/2019 3:44 PM
36	Make sure any ped crossings by the train tracks as you approach the River Drive intersection is very well marked- no one ever yields now to pedestrians. It's within the culture of our town and we need to get drivers to yield.	1/18/2019 10:52 AM

### Q9 How often do you visit downtown Wausau?

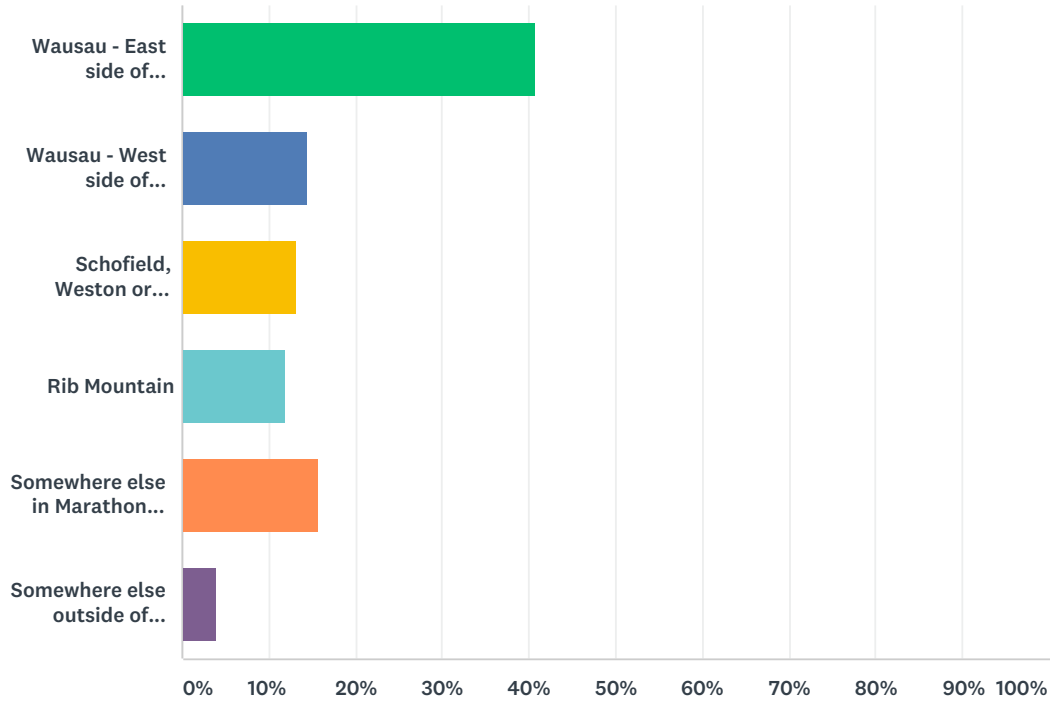
Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily or Most Days	44.74%	34
Weekly	28.95%	22
Monthly	10.53%	8
Occasionally (i.e. 6-11 visits per year)	11.84%	9
Rarely or Never (Fewer than 6 visits per year)	3.95%	3
<b>TOTAL</b>		<b>76</b>

### Q10 Where do you live?

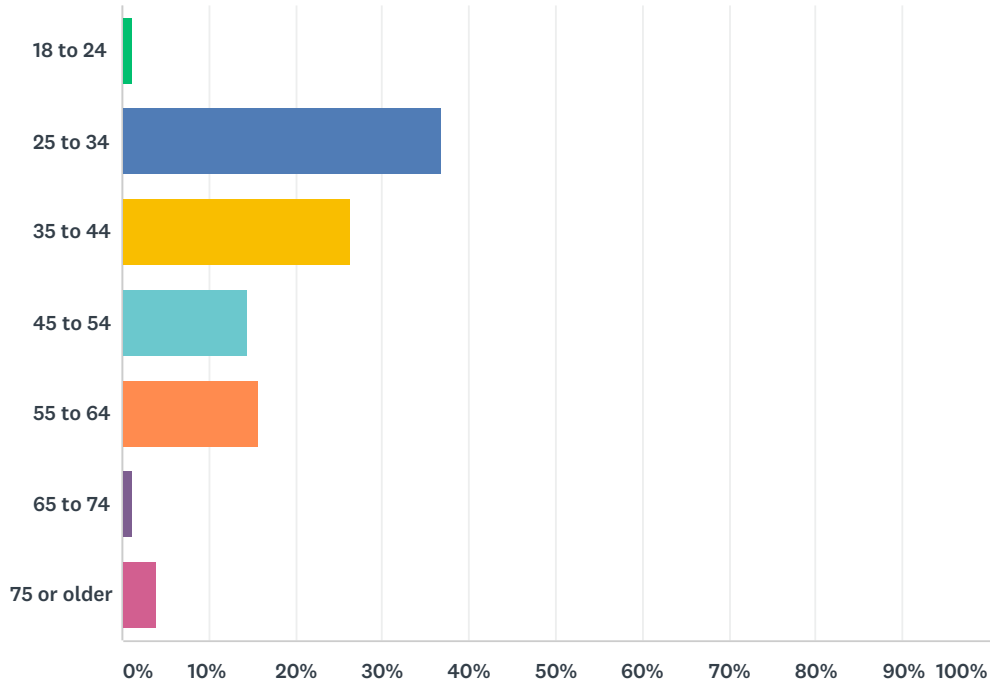
Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES	
Wausau - East side of Wisconsin River	40.79%	31
Wausau - West side of Wisconsin River	14.47%	11
Schofield, Weston or Rothschild	13.16%	10
Rib Mountain	11.84%	9
Somewhere else in Marathon County	15.79%	12
Somewhere else outside of Marathon County	3.95%	3
<b>TOTAL</b>		<b>76</b>

### Q11 What is your age?

Answered: 76 Skipped: 0



ANSWER CHOICES	RESPONSES
18 to 24	1.32% 1
25 to 34	36.84% 28
35 to 44	26.32% 20
45 to 54	14.47% 11
55 to 64	15.79% 12
65 to 74	1.32% 1
75 or older	3.95% 3
<b>TOTAL</b>	<b>76</b>

THIS PAGE INTENTIONALLY LEFT BLANK

**City of Wausau  
407 Grant Street  
Wausau, WI 54406  
<http://www.ci.wausau.wi.us/>**



Community Development  
Carrie Edmondson, Assistant City Planner

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street

## **PURPOSE**

Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street

## **BACKGROUND**

A request has come from a resident through Alder Terry Kilian to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of E. Thomas Street just west of McCleary Street. The crossing is instrumental in creating an interconnected River Edge Parkway trail system. When pedestrian counts were taken people were observed waiting as long as five to ten minutes.

## **RECOMMENDATION**

BPAC Recommend approval

Staff is recommending approval. Pedestrian counts do not meet warrants. However, given the volume of traffic and the fact this is a riverfront multi-use trail, staff concurs this is a location where RRFBs would be appropriate.



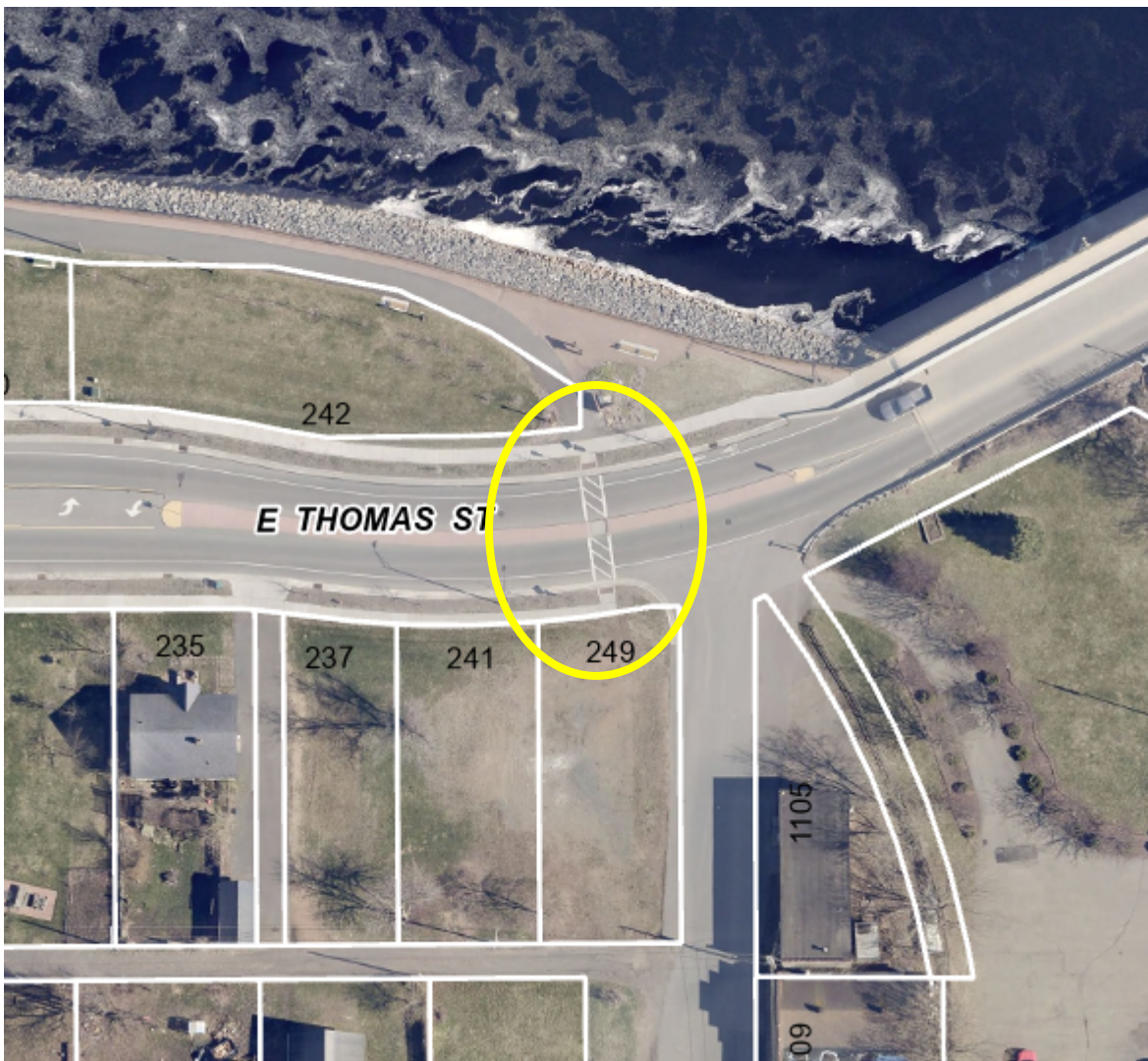
Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner  
Thomas Niksich, P.E., Project Engineer

**RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street**





A request has come from a resident through Alder Terry Kilian to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of E. Thomas Street just west of McCleary Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.

*Criteria Met*

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.

*Four one-hour counts were conducted, and results are listed below.*

Date	Time	Count	Information
6/3/26	11:00 a.m. – 12:00 p.m.	6	
6/3/26	12:00 p.m. – 1:00 p.m.	2	
6/11/26	1:20 p.m. – 2:20 p.m.	10	(Includes 2 double counted due to being young or elderly)
6/11/26	2:20 p.m. – 3:20 p.m.	6	

*Criteria not met.*

3. A maximum vehicular volume of 1,500 vehicles per day.

*Criteria met. 14,200 AADT*

4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.

*Criteria met. Two lanes.*

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

*Criteria met. ~2,000 feet to nearest controlled intersection at Grand Avenue and Thomas Street*

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

*Criteria met.*

Despite the potential safety benefit, the pedestrian count threshold is not met. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.



### Safety Benefits:

RRFBs can reduce crashes up to:

# 47%

for pedestrian crashes.<sup>4</sup>

RRFBs can increase motorist yielding rates up to:

# 98%

(varies by speed limit, number of lanes, crossing distance, and time of day).<sup>3</sup>



RRFBs used at a trail crossing.  
Source: LJB

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet\\_RRFB\\_2018.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf).

## Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.<sup>1</sup> RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.<sup>1</sup>

### Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.<sup>2</sup> Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.<sup>3</sup> RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.<sup>1</sup> The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

### Considerations

#### Agencies should:<sup>2</sup>

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

#### Agencies shall not:<sup>2</sup>

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

<sup>2</sup> "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

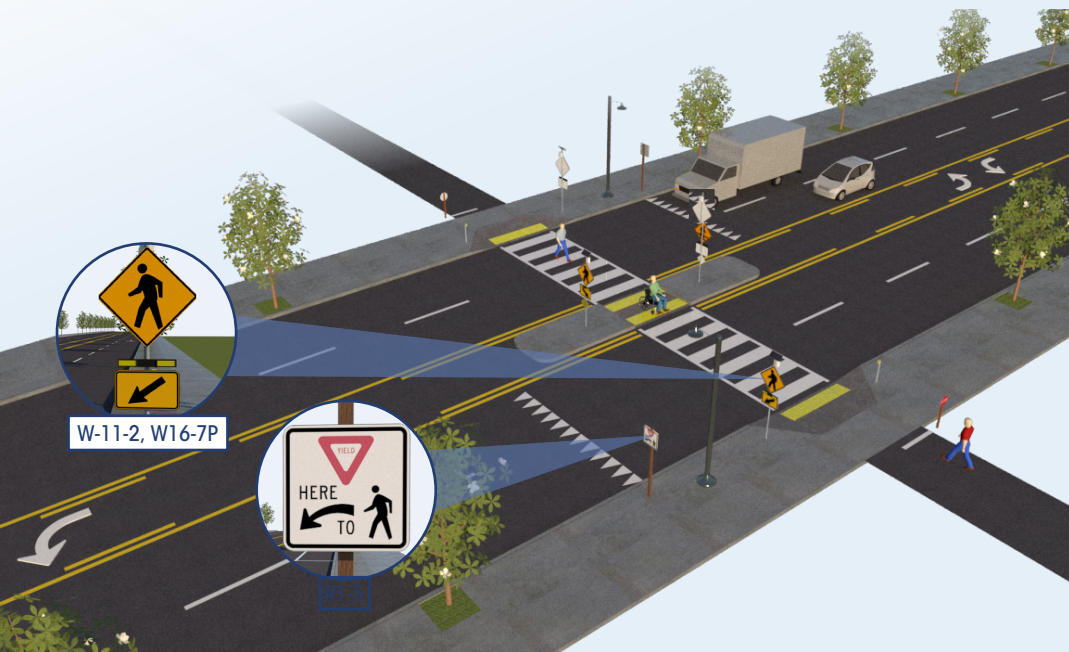
<sup>3</sup> Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

<sup>4</sup> (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

# Rectangular Rapid-Flashing Beacon (RRFB)

SAFE TRANSPORTATION  
FOR EVERY PEDESTRIAN

COUNTERMEASURE TECH SHEET



RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

The RRFB is a treatment option at many types of established pedestrian crossings. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (HSA-17-072) provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

⚠ Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

💡 RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by **47%**



## FEATURES:

- Enhanced warning improves motorist yielding

## OFTEN USED WITH:

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

# Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)



## CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

## COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

## References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016. <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-CTS-0010.pdf>

Federal Highway Administration. (2018). MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21). U.S. Department of Transportation, Washington, DC.

Federal Highway Administration. (2013). "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=54](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54)

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.



Community Development  
Carrie Edmondson, Assistant City Planner

---

**DATE:** July 9, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street.

## **PURPOSE**

Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street

## **BACKGROUND**

A request has come from a resident to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of Stevens Drive and Golden Meadow Street. This crossing is near Wausau West High School and although the pedestrian counts were not above the suggested Wisconsin Department of Transportation levels, the Bicycle and Pedestrian Advisory Committee determined that because many pedestrians are likely high school students and many drivers are likely high school students, safety concerns are warranted.

## **RECOMMENDATION**

BPAC recommended approval

Staff does not recommend approval, the pedestrian counts do not meet warrants. Please review the staff report for BPAC attached.

MINUTES

June 22, 2026

Members Present: Alder Kristin Slonski (Chair), Alder Terry Kilian, Chris Filtz, Cody Shaide, and Arlene Kaatz

Others Present: Makayla Galecki (Wausau MPO), Carrie Edmondson (staff), and Patricia Thwaites

Location: Wausau City Hall, 407 Grant Street, Council Chambers

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

---

**1. Call to Order by the presiding officer**

Chair Slonski called the meeting to order at 5:00 p.m.  
The group went around with introductions.

**2. Public Comment on agenda items and reading of the City of Wausau Public Comment Statement**

Patricia Thwaites 2407 Oakwood Blvd., Wausau, stated that she rides a traditional bicycle and has concerns about e-bikes and pedestrian safety on walking paths, specifically the River Edge Parkway. She is grateful for the posted 15 maximum speed limit, but encourages reduction to 8-10 mph. She also suggests requiring bells and horns be used to signal to pedestrians versus a person's voice, as it is more consistent.

**3. Election of a Vice Chair**

Alder Slonski nominated Alder Kilian for Vice-Chair who noted she would be open to other nominations.  
*Code Shaide self-nominated and Filtz seconded. Passed unanimously, 5-0.*

**4. Consideration of the April 27, 2026, meeting minutes.**

*Motion/second by Kilian/Filtz to approve. Passed unanimously, 5-0.*

**5. Discussion and possible action**

- a. Approve bike rack request (four total) for Westsider Diner & Lounge 628 N. Third Avenue

Carrie noted that the applicant had submitted a request for four bike racks and has ample space. She said that this item was before BPAC as four bike racks are requested and the City only has six in stock. Tyler noted that he would like to paint them orange. Alder Slonski noted that making them more visible would be positive. No one voiced objection to the number or the color.

*Motion/second by Filtz/Shaide to approve the four bike racks and to paint them orange.  
Passed unanimously, 5-0.*

- b. Approve River Drive bicycling on sidewalk and intersection improvements.

Carrie noted that this is a microgap that has been identified in the River Edge Parkway. A gap exists between the Thomas Street bridge and the River Edge Parkway within Oak Island Park. Alder Kilian stated she has no objection to allowing bicycling on the sidewalk. Arlene noted she thinks it is much more comfortable. The eventual goal will be to make this segment a multiuse path, Cody noted there is a desire path that cuts in further at the corner. Alder Kilian suggested signage noting that bicyclists may use sidewalk. Chris stated that signage similar to what is posted on Grand Avenue would work well.

*Motion/second Kilian/Kaatz to approve amending the municipal code to allow bicyclists on this sidewalk segment. Passed unanimously 5-0.*

*Motion/second Slonski/Shaide to create a high visibility crosswalk at River Drive at the intersection of Thomas Street at the River Drive.*

- c. Approve River Edge Parkway Sign Concept and Plan

Carrie noted that the sign where the River Edge Parkway meets Thomas Street was relatively inexpensive and was developed in-house. The committee consensus was to develop concepts for larger trailheads that could include a map and for small signs at key locations.

*Motion/second Kaatz/Filtz to approve development of sign concepts and implementation plan. Passed unanimously 5-0.*

- d. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street.

Pedestrians waited 5-10 minutes at times to cross because there was uninterrupted traffic. Cody noted that in the spirit of having an interconnected River Edge Parkway, counts will go up as we create the infrastructure. Alder Kilian noted that this is a very problematic crossing. *Motion/second Filtz/Shaide to approve. Passed unanimously.*

- e. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of 1<sup>st</sup> Street and McClellan Street

Cody noted that a 240 foot walk to the intersection is a 480 foot round trip for pedestrians. Alder Slonski noted that if people are going to the intersection and working in the Dudley Tower, they are not walking extra distance. Carrie also noted that during pedestrian counts it was noted that people are crossing illegally, which could indicate that they are comfortable crossing. Alder Slonski wondered about the likelihood of people going to an RRFB to cross if they are illegally crossing from the building to the parking lot now. Chris noted that the Dudley Tower has an agreement with the City for a skywalk.

*Motion/second Filtz/Slonski to deny Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of 1<sup>st</sup> Street and McClellan Street. Passed unanimously 5-0.*

- f. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street

The group discussed the age criteria for youth and noted that many of these pedestrians would likely be high school students and still near the age where pedestrians are double-counted.

*Filtz/Shaide motion/second to approve this location and to deny the Stevens Drive and Knox Street proposal. Unanimous approval 5-0.*

- g. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Knox Street

## **6. Discussion**

a. MPO Bike/Ped Subcommittee Update

- Wausau MPO Pedal Passport
- Wausau MPO Bike Map
- BFC Application  
Application was submitted
- Wisconsin River Loop
- Bike Counter Placement and Locations  
Near WOW, near Woodchucks, near old Marathon County buildings, and Peckham Way

Makayla provided an overview of current MPO Bike/Ped Subcommittee initiatives.

## **7. Update on City projects.**

a. RRFB installation 6<sup>th</sup> Avenue/Bridge Street and 1<sup>st</sup> Avenue/Callon Street

The 1<sup>st</sup> Avenue/Callon Street RRFB installation has been completed, and the 6<sup>th</sup> Avenue/Bridge Street should be completed by next meeting.

b. River Edge Parkway

The OCR petition process continues to move forward.

## **8. Items for future agendas.**

- RRFB analysis to cross Thomas Street at the intersection of E. Thomas Street and River Drive.
- RRFB installation at 6<sup>th</sup> Avenue and Bridge Street

## **9. Adjournment**

*Motion/second by Slonski/Filtz to approve. Passed unanimously. 5-0* The meeting was adjourned at 6:10 p.m.



Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner  
Thomas Nicksich, P.E., Project Engineer

**RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street**



Wausau City Hall  
407 Grant Street  
Wausau, WI 54403-4783

[www.wausaudevelopment.com](http://www.wausaudevelopment.com)

715-261-6680



A request has come from a resident to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of Stevens Drive and Golden Meadow Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.  
*Criteria Met*
  
2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.  
*Two one-hour counts were conducted, and results are listed below.*

Date	Time	Count	Information
6/4/26	7:20 a.m. – 8:20 a.m.	10	
6/4/26	8:20 a.m. – 9:20 a.m.	4	

*Criteria not met.*

3. A maximum vehicular volume of 1,500 vehicles per day.  
*Criteria met. 2800 AADT*
  
4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.

*Criteria met. Two travel lanes.*

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

*Criteria met. ~2800 feet to the nearest controlled intersection at Stevens Drive and Bridge Street*

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

*Criteria met.*

Despite the potential safety benefit, the pedestrian count threshold is not met. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.



### Safety Benefits:

RRFBs can reduce crashes up to:

# 47%

for pedestrian crashes.<sup>4</sup>

RRFBs can increase motorist yielding rates up to:

# 98%

(varies by speed limit, number of lanes, crossing distance, and time of day).<sup>3</sup>



RRFBs used at a trail crossing.  
Source: LJB

## Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.<sup>1</sup> RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.<sup>1</sup>

### Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.<sup>2</sup> Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.<sup>3</sup> RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.<sup>1</sup> The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

### Considerations

#### Agencies should:<sup>2</sup>

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

#### Agencies shall not:<sup>2</sup>

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

For more information on this and other FHWA Proven Safety Countermeasures, please visit

<https://highways.dot.gov/safety/proven-safety-countermeasures> and [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet\\_RRFB\\_2018.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf).

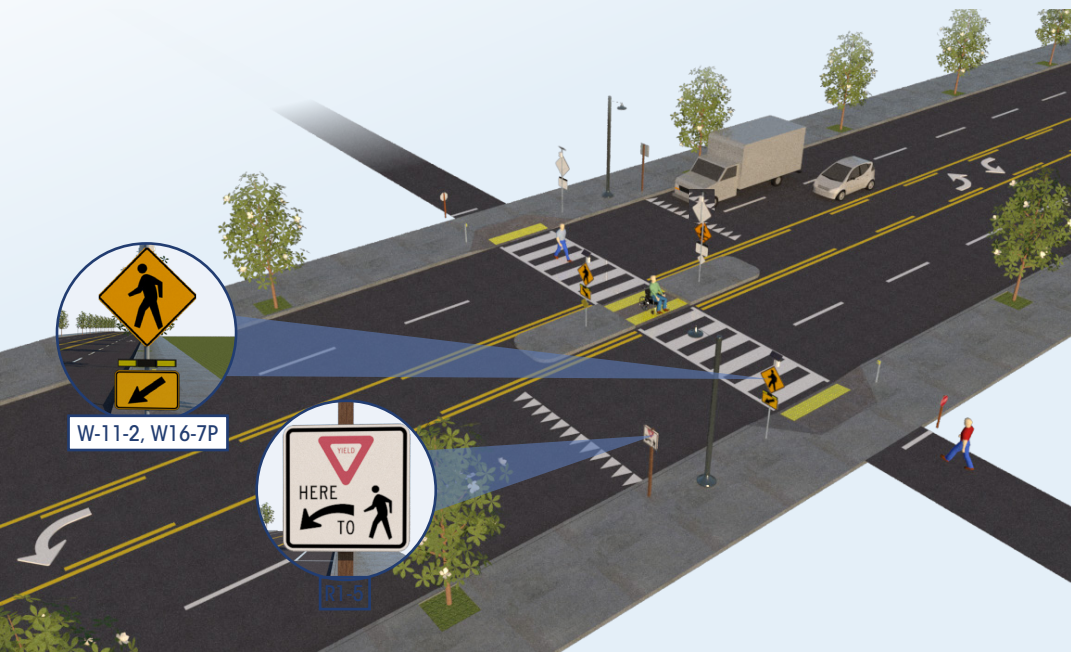
<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

<sup>2</sup> "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

<sup>3</sup> Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).


<sup>4</sup> (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).


# Rectangular Rapid-Flashing Beacon (RRFB)



RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

The RRFB is a treatment option at many types of established pedestrian crossings. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (HSA-17-072) provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

 Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by **47%**



**FEATURES:**

- Enhanced warning improves motorist yielding

**OFTEN USED WITH:**

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

# Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)



Princeton, NJ. Photo: VHB

## CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

## COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

## References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016. <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-CTS-0010.pdf>

Federal Highway Administration. (2018). MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21). U.S. Department of Transportation, Washington, DC.

Federal Highway Administration. (2013). "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=54](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54)

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.