



OFFICIAL NOTICE & AGENDA

REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, August 13, 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).

July 9, 2026 Regular Infrastructure and Facilities Minutes

3 Discussion and possible action.

- a. Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr
- b. Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street
- c. Approving Easement for WIN, LLC. at 814 N. 1st Street
- d. BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St
- e. BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St
- f. BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive
- g. BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive
- h. Amending Section 6.48.010 Mowing Required
- i. Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street
- j. Amending Section.10.40.040 Rules of the Road and Areas of Operations.
- k. Authorizing sign disposition plan for City signs
- l. Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.
- m. Approving non-binding letter of intent between City of Wausau and TLC Properties (Lamar) for purchase of perpetual easement for advertising signs placed at 1514 N. 3rd Street
- n. Approving Access Agreement with 3M Company at 1300 Cleveland Avenue
- o. Approving Encroachment Permit for 630 N.3rd 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: 08/05/2026

TIME: 10:30AM

POSTED BY: Kristy Stoerzer



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YouTube and Channel 981 on Cable TV

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OFFICIAL MINUTES REGULAR MEETING

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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
Andrew Wiskowski Hoenecke
(VC) Kristin Slonski
Michael Martens

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens

Members Not Present:

Members Excused: Andrew Wiskowski, Kristin Slonski

Present 3, Not Present 0, Excused 2

Noting the presence of a quorum, the Chairperson called the meeting to order at 05:01 PM.

1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.

Chair Trueblood read the public comment statement.

James Wirig, 2408 Oakwood Blvd, here to speak about the snow plowing situation on the boulevards. Within the last couple of years, the policy has changed. He doesn't know why it changed, it was the policy for over 50 years. He has been told it was changed due to the snow plow riding on the curbs, and that there was a new driver in the area. Plowing snow onto the boulevard does cause a build up of snow on the boulevard. However, when you pull up to an intersection you expect to look both ways before entering the intersection. When snow is plowed onto the driveway side of the street, you now have all the driveways that have large piles, which creates multiple backing hazards along the block. On his block alone there are 6 driveways, so you have 6 potential accident spots as opposed to 2 spots (the intersections). The second issue with plowing to the curbside is that the storm drains get blocked, causing icing issues. Another problem is that when plowing, the plow does not clear the whole road. Last winter he measured, and it was feet from the curb to where the plow started. The boulevard is already a narrow street, and this just causes it to keep getting more narrow as the winter goes on. He thinks it's in the best interest as a collective to make sure we do the right thing for the neighborhood. The way it is being done right now doesn't seem right to him.

Karen Briggs, 154 Eau Claire Blvd, has lived in her home since 1975, and up until the past few years, snow was plowed onto the boulevard. If i worked 50 years ago, with better equipped vehicles now, why can't we do what we did before? Another concern is snow is not being plowed to the curb, which causes you not to be able to park on the street. The 100 block of Eau Claire Blvd has multiple homes with shared driveways. With the shared driveways, they can't have any service vehicles parked in the driveways because it blocks the neighbor from getting out. The service vehicles need to park on the street. Therefore, the whole street needs to be plowed out. at a previous neighborhood meeting, an employee mentioned that the department can't do custom service for individuals. She agrees, but feels in the south-east side neighborhood there are about 140 houses on a boulevard. That is not a custom service when you have that many in the neighborhood. The neighborhood is a special situation. Grand Ave is plowed differently because it's a special situation. She feels we should do what makes life better for everyone and go back to the old plowing method.

Jean Crooks, 119 Eau Claire Blvd, has lived at this address for over 30 years. Her home is the 3rd house from Grand Ave on the south side of the boulevard. She understands city policies, procedures, and budgets. However, the Eau Claire Heights historic district has its distinctive set of

challenges when it comes to safe travel during snow season. The first hundred block of Eau Claire Blvd is unique as it is the only south-east side boulevard with two center boulevard breaks, due to the longer length of the block. This year the snow was not plowed tightly to the curb, perhaps to protect newly placed storm drains. With snow not plowed the whole width of the road, it makes it hard for her SUV to pass neighbors who may be parked in the street, due to shared driveways. With larger full-size pick-up trucks, SUVs, delivery vehicles, and emergency vehicles, it's hard to get down the street when it is not plowed to the full width. She has seen vehicles going east realizing that they can't fit safely through, so they go to the other side of the boulevard, therefore traveling the wrong way. This is unsafe. There are also businesses on both the north and south corners of Eau Claire Blvd at Grand Ave, causing the block to get more traffic. With one of the two center boulevard breaks in front of their driveway area, with the new way of plowing, the additional snow gets pushed into her driveway. Their driveway is long and narrow by the street and with the extra snow that they receive in the driveway, it causes very high snowbanks causing difficulty turning into and unsafe backing out of due to not being able to see clearly. She appreciates the consideration in reevaluating the snow plowing policy and returning to plow to the center boulevards for safety in travel.

Jean & Michael Rolnecki, 146 Eau Claire Blvd, have been in their home for 5 years. The first 3 years had no problems. The last 2 years have been an issue with snowplowing. In addition to the points already mentioned previously, garbage pickup has been increasingly difficult with the large snowbanks in front of the sidewalks. Many times the snow has prevented getting the carts out safely. There have been times that the garbage truck has put the can down, and it falls into the street. This has only been a problem for the past two years. Another problem that they recently noticed, even though the street was repaired 2 years ago, trees on the boulevards are dying. They are wondering if it is due to the lack of snow and moisture it had been getting. They appreciate the council considering the points that have been brought up and reconsider policy changes.

Jonathan Smith, 1114 Prospect Ave, He would like to encourage development of preliminary plans for the Wausau center urban design and master plan. As someone who bikes and a commuter downtown, often on a bike, the improvements that are being considered would not only improve the area for bicyclists and pedestrians, but it would improve the safety for all users of the road. When this project was initiated originally, it got him interested and made him realize this stuff can make a difference. The decisions made by the committee make a difference. He also would encourage approval of the Rectangular Rapid Flashing Beacons at both locations. Especially the Thomas St location. That has been a priority since the river trail extension south of Thomas St. This is a very high priority. He sat and waited 2–3 minutes to cross at this location numerous times.

Alder Carol Lukens, who represents the Southeast side of Wausau, 725 Ethel St. Here, on behalf of the residents that live along the boulevard streets; Midway, Oakwood, Elmwood, Mount View, and Eau Claire Blvds. To ask the committee to reverse a plowing policy change and return to plowing snow toward the grass centered boulevards. These streets are not ordinary residential streets. The south-east side dates back to the 1920s and 1950s. They were built with wide center grass medians and snow has been pushed to the center for decades, keeping the narrow travel lanes and the driveway aprons clear. The citizens are not asking for a new service, they are asking to restore the practices that have been ongoing for decades. A few years ago, practices were changed citywide in the name of efficiency and consistency. While the goal is understood, the result has been a safety problem. Over 40 residents have signed a petition asking the committee to consider reversing the policy, stating that it creates unsafe backing blind into the street around snow piles that block sight lines. Like others have already mentioned, she has also had calls about snow not being cleared to the curb, and residents having to shovel the several feet into the street to allow for parking space in the winter. They have heard the city's reasons and want to direct them directly. Yes, plowing to the outside of a street is more efficient for a standard street, but the boulevard streets are not standard, they already require different handling because of the center median. The efficiency argument that applies to a typical local street doesn't map cleanly on to a street that was engineered differently from day one. On cost, public works rental figures show plow attachments run \$100 a month and skid steers are \$200 an hour, which is a modest fraction of the overall public works budget. On the concern of more snow collection at boulevard crossings, that is a solvable operational detail, not a reason to shift risk onto residents' driveways for an entire winter.

Sarah Watson, Alder for district 8, 412 N 5th Ave. here on behalf of a citizen who was not able to

be here but sent a letter for her to read to the committee. Dear Infrastructure and Facilities Committee,

I am writing to respectfully request that the City evaluate the installation of a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street.

As a resident of the neighborhood, this intersection has become a growing safety concern. My daughter and I have personally experienced two separate close calls while attempting to cross Stevens Drive, with drivers either traveling too fast or failing to notice pedestrians in the crosswalk until the last moment. This appears to be a well-known traffic enforcement area, as I frequently see police monitoring speeds at this location. While enforcement is certainly helpful, it also suggests that speeding has been an ongoing concern. The geometry of the intersection presents an additional challenge. Vehicles are navigating a long curve on Stevens Drive, which can limit sight lines and reduce the amount of time drivers have to recognize pedestrians entering the crosswalk. Combined with vehicle speeds, this creates a situation where even attentive drivers may not see pedestrians soon enough. This is a school zone and a heavily traveled residential area with many families, children, and pedestrians using the sidewalks and crossing Stevens Drive daily. An RRFB system would significantly improve the visibility of pedestrians and encourage drivers to yield, making the crossing much safer for everyone who lives in the neighborhood. I respectfully ask that the Committee consider reviewing this location for an RRFB installation or other pedestrian safety improvements. I would be happy to meet onsite or provide any additional information that would be helpful during your evaluation. Thank you for your time, your service to our community, and your consideration of this request. Sincerely, Eric Lokemoen
1409 Golden Meadow Street

Danielle Fischer, 1212 Highland Park Blvd, her neighbor Lydia, was not able to attend, but she brought her mailbox on her behalf as a representative of that household, which is also one of the casualties of the new plowing policy. The neighborhood is required by the USPS to have front-facing mailboxes that are accessible from the curb. So the carrier does not have to leave the vehicle to deliver the mail. When a mailbox gets knocked over in winter, it is impossible to pour a base set up to get anything set up in a timely fashion to restore a receptacle, which means residents are not getting mail or are having to go to the post office to collect their mail. They also have to pay for the repair and damages incurred. She sent pictures of the boulevards to Kody and Rachel for reference, so you know what the boulevards look like, you will notice the sidewalk is in the middle of the boulevard for the neighborhood. The snow used to be plowed there. Now, as others have said, there are mounds of snow in more locations. Since the city is not cleaning off the sidewalk in the boulevard, we are still not able to use it, and we are also having issues with the piles of snow at the ends of driveways, in front of mailboxes, and fire hydrants, etc. This creates a hazard on the curved and steep hilly roads when it is icy and there is low visibility due to snow being piled up at many locations verses the boulevard where it had been placed for many years. There is a petition that was signed by every household in the Highland Park Blvd neighborhood asking the committee to consider reverting to the previous plowing policy. For fiscal and safety reasons, any of the money being saved is not the same case for the residents. It's costing more money in damages and time for the residents that live up there, in addition to safety concerns. Asking for the committee's consideration in reverting to the previous plowing policy.

Felix Gallo, 1206 Highland Park Blvd, the committee has seen and heard from many people about how they would like the committee to revert this ill-thought policy of plowing into the driveways when the medians are free. When discussion on this issue originally started, the Director, Kraege and Gallo had long email discussions. In which the ideas for why this was happening were constantly shifting. Originally it was that the plows could not plow to the other side. It was the drains were placed in such a way that the ice would flow across the road if you plowed to that side. Perhaps the snow was going to cause damage to the median. There were endless excuses as to why this policy would be put into place. In his confusion, he reached out to Kraege to work on getting all the facts. When, in fact, the drains are on both sides of the boulevards, in fact the plows can plow to both sides and have been doing it for over 70 years. He wanted to visually show Kraege some of the geometrical problems of how the snow had to end up in the median. There is no way for a plow to sometimes clear a multiple-way intersection anywhere, but in the medians, there is nowhere else to go with the snow. He stated that Kraege came out on site and met with him, and they had a great conversation. He stated that Kraege acknowledged that the snow does need to go to the medians, at least the end points of the medians for sure. This would be a tremendous problem if plowing snow away from the median, then the sidewalk would have to be cleared in accordance with the municipal code. He stated that Kraege acknowledged the

department is overstretched, and they would not be able to plow the sidewalks without getting additional funds. He stated that Kraege was very candid, and told him that there was no study done, and had one been done you would have found it in the packet. He stated that Kraege acknowledged that the plows can plow to the other side of the road. He stated that Kraege acknowledged it is not about money. The problem was that there are many possible cases of exception throughout the city. There are people who want snow plowed into a nearby field, or here or there. Kraege couldn't make heads or tails of it, so he wanted the committee to make that decision for him. That's the fundamental problem here. Gallo stated that, personally, as someone who is a longtime manager, that makes him a little mad. This is attributed to a goal-orientated metrics chase. Where Kraege has been told to do something, he is doing whatever he can, without considering what Wausau needs out of a public works superintendent. Which would be to consider the needs of the citizens, and include them in decision-making. That would have meant knowing the geometry, facilities, and what the medians are like, how they look, the size and shape, the size of the streets and how things have been done. It would have included going to the neighborhood and talking to the residents, getting input and learning more. Chair Trueblood enforced Gallo's 3 minutes.

Courtney Olson, 1206 Highland Park Blvd, would like to focus on the mission statement and vision of the city is to provide respect, integrity, and accountability. She walked door to door with her neighbor and every single house in this very polarized environment was completely unified, every single neighbor. Everyone agreed that plowing the snow to the middle was beneficial. The way that things have changed does not serve any on the neighborhood. So she asks, in terms of integrity, accountability, respect, and professionalism, that you consider the needs of the citizens. This benefits everyone, and we would like you to consistently change it back. There was no one here today that spoke out in favor of the way it is currently being done.

2 Consideration of the minutes of the preceding meeting(s).

May 14, 2026 Regular Infrastructure and Facilities Minutes

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve **May 14, 2026 Regular Infrastructure and Facilities Minutes**. Motion Passed 3-0.

3 Discussion and possible action.

a. Snow plowing policy

Martens stated when the committee originally took this item up, they were not ready to make a decision and needed more information and public engagement. We have gotten public engagement and that helps with working through a decision. His concern is about the options we have. The plows can not run counterflow, they have to go in the direction of travel, which would require multiple passes or reconfiguring a piece of equipment to push snow to the median. Or is there some other method in which they could get the snow to the median? Kraege stated current equipment is designed with right side wings, sending snow to the right side of the street. There is equipment, like the county has, as someone mentioned, that has wings on both sides. In order to do it in one pass like we do now, we would need to put a left wing on the loaders that plow those routes. This won't change the efficiency of the intersection by placing the snow banks in the middle. The wing plows are what pushes the snow to the curb or the median. Borelli gave an example, stating that if the first 3 storms, we get 4 inches per storm, then we can make it in 2 rounds. Mid-year and a couple of 8-inch storms, the boulevards take 3-4 passes to get the snow up high enough. When the snow gets high enough, and gets pushed against the light poles and glass bollards have fallen off, or the snow rolls back down off the bank and then there are frozen chunks in the street. Which requires crews to come back the next day and do it again. Borelli mentioned that in the route he did with a loader, plow and wing set up, going to the driveway side saved him 2 hours on his route. When looking at overtime hours, 2hrs on one route for one 2-3 inch snowfall may not seem like much, but in a 8-10 inch snowfall you're looking at 4-6 hours on that route. Multiplying that by 2-3 routes, results in more work hours and equipment hours. Just like a normal winter in Wisconsin, everyone has snow to clean up at the end of their driveway.

Martens agreed that by the end of winter his street it is probably 4–5 feet narrower because the snow can only be pushed so far. Would doing snow removal in the area be a solution? Kraege noted that as the winter goes on they evaluate areas and do snow removal as time allows in areas that need it. Typically starting in the downtown business areas and then moving out to residential areas. It is definitely an option to look at if we have a break in storms and have time to do snow removal. Borelli said that from DPW standpoint, if you have to go backwards in the boulevards, we don't want the staff doing that. It is against the law and if there is an accident, the employee is liable, it goes against their personal insurance, they have to pay any fines, and if points are lost it goes against their driving record. Borelli stated in his opinion it is not in the cities' best interest to put employees at risk. Martens noted that with holding a CDL the stakes are even higher. Borelli mentioned that adding a wing to the left side of a loader would not be cheap, it would be thousands of dollars. For the current set-up on the 2 loaders, you are looking at over \$70,000 a piece. Adding another wing and harness, basically redoing a set-up, sending it out to the dealer to add more parts will not be cheap. Hoenecke feels that the amount of snowfall we received this year may have exasperated things. He is finding it difficult as he looked through the packet prior to the meeting and didn't find any information on the previous snow plowing policy. Hoenecke questioned if, years prior, when we were plowing onto the boulevard, were we actively breaking the law to do that, every year? Borelli and Lindman confirmed that was the case, with drivers driving the wrong way on the street. Hoenecke has concerns about that. He feels it would be an improvement for residents in the area where the streets are narrow to have the snow go onto the boulevard, but without making equipment changes, he doesn't see how it would be possible. He definitely would not advocate for plow drivers in city equipment, putting the city at a risk of liability as well, and driving equipment in the wrong direction in order to get snow where we would like it to be. Hoenecke feels we need to have a serious discussion about how to make it happen legally. We should not drive down the wrong side of the road. However, the standard was set with the boulevard built the way it was that it was how it was originally done. The snow was pushed onto the boulevard and not the residences. There had to have been a long-standing good reason it was done and continued for 50 plus years. Hoenecke stated he has a hard time wanting to keep the policy as is, but at the same time, he sees a conundrum in the fact that we can make the change, but he is not comfortable directing staff to do something that's illegal if we don't have the equipment to do what we are tasking them with. Lindman said if that is the direction the committee wants to go, then equipment changes would be necessary. We would need to purchase equipment and get the current equipment set up to do that, so we are not breaking the law and putting the drivers at risk. Trueblood noted that both of these neighborhoods were set up privately. The city has never had any sort of agreement with the neighborhoods, there has never been any covenant to plow snow onto the boulevard. He went back as far as he could in the city records, he went to the historical society. You can actually find the ads where it was first advertised with lots for sale in boulevard neighborhoods. It is fascinating, yet means nothing. As far as we can tell, they were originally not plowed into the boulevards. However, in the 1930s there was a large movement to keep sidewalks off the neighbor's yards in Highland Park and that came to the council, and it was agreed that the sidewalk would be placed in the boulevard. Trueblood stated that when this came up he drove both these neighborhoods, and they are narrow, but we allow cars to park on the road side today and in some cases it is hard to get around those. Especially when the cars are not parked close to the curb. Is there a reason we are not plowing to the curb? Kraege noted that with more snow the piles like to fall back. He stated it could be new drivers. There is a learning curve with getting comfortable knowing where the end of the wing is. There is a learning curve regarding how close to get without doing damage to the curb or the wing. With big snow, if we push to the curb and there is already a snow pile, a lot of the snow will go over the snow pile and land on residents' sidewalks, so sometimes concessions are made and drivers start backing off a little to prevent the pile from landing on the sidewalks. Trueblood stated he heard the arguments, he understood the changes in equipment. Some of the arguments concerned him. Taxes, we all pay the same taxes, it is the same levy per \$100,000. We are all getting older. Trueblood said he has tried but is not getting younger no matter what he eats or how much kale he grows. His neighbor also likes to park right behind his drive regardless of how much snow is back there. All of these are challenges we all face. Plowing to the boulevard is something that was done in the past, but we have done a lot of things in the past that we probably shouldn't have done. Trueblood personally, as a former snow plow person, likes consistency. Being able to start and go, having it become routine. The more routine it is, the better we become at it, especially once you have learned your piece of equipment. So, whether it is practice, training, dry runs in the summer with the wing. If practice makes it better,

we need to practice. Drains clogging and creating ice may be something we need to look at. On his block they put in a second drain. Trueblood feels that, unfortunately, there will be a learning curve on everyone's part. If we have been doing something the same way for 50 years and all of a sudden we changed, we can't expect things to go the way they were for 50 years, because we made a change and now we have to adapt to the change, or come up with another solution. Alder Slonski submitted a statement for public comment to Trueblood that he read into the record for her. Slonski's comment: On the issue of the Highland Park Blvd snow removal question, I have great sympathy for the position of the residents. I live at the far end of a cul-de-sac myself, and it is my yard and sometimes driveway that bears the majority of the removed snow from our street. So, I recognize that it is a pain to deal with. I also hear the complaints of the Highland Park residents that their taxes are high, and they would appreciate a higher level of service accordingly. However, I think it is important for us as a council to keep in mind that the taxes paid by our residents support services for the City as a whole, and not for the individual taxpayer. With that in mind, and given the Department's very rational reasons for not wishing to deviate from best practices for any one neighborhood — those being safety, uniformity, timely removal of snow in the rest of the City, and cost, I would urge the Committee to vote to continue the Department's policy of plowing to the outside curb in all neighborhoods, even those with a center boulevard. She also made some suggestions in her email about possibilities of what could be done on the city website for handling snow. Hoenecke asked about the county trucks being able to plow to the left. Kraege stated that he believes the highway plows have those, but he was unsure. Trueblood added those do widen the footprint of the truck considerably. Borelli clarified that there would be a hanging wing on the right side, and a hanging wing on the left also, which would make the unit wider when traveling down the road, giving the option to plow to either side of the road, but to upfit the loaders will come at a cost. The difference with the county is that they are going down highways at a higher speed and the snow is thrown farther. In the city, the plows go slower and the snow piles get higher to prevent snow from filling the sidewalks. Hoenecke stated that without having the infrastructure to support what is being requested, he finds it difficult to know how we can move forward. Trueblood clarified that if no motion is made, we move forward with the current policy. Martens suggests that if snow on the narrow boulevards is the concern, then we just need to make a more concerned effort to do snow removal to keep them open wide enough. Trueblood recognizes Alder Lukens for comment. Lukens was under the understanding that either way this would go on to city council to the common council meeting. Trueblood noted that if there is no motion, it would not go on and would have to be brought up separately. Lukens stated that she really appreciates Hoenecke's questions and while she understands everyone has hardships to deal with, these are narrow streets. She asked if there is a way to work with the county to see if there are any other creative solutions they could look at. She has heard from many residents about the snow being 4 feet out from the curb, and that is making an already narrow one-way street even more narrow. The boulevards are not the same as other areas when it comes to plowing. Also, the 100 block of Eau Claire Boulevard is very long with multiple fire hydrants, so is it the residents responsibly to clear those? Trueblood noted that everywhere else in the city, the residents clear fire hydrants. Lukens is trying to advocate because it is different than everywhere else in the city, because for many, many years it was plowed onto the boulevard. Trueblood noted that without a motion this would go no further. There is a reasonable motion that could be made, however as chair he cannot make it. Hoenecke stated he is not comfortable making a motion at this time with limited members present and barely within the grounds of a quorum. He asked Lindman if we could take a look at what it would cost to outfit the trucks, and get some hard figures on that? Lindman stated he could put it together and share it with the committee. Committee members in attendance were in consensus that this item could be brought back in August. Martens made a formal motion to bring it back in August with cost estimates on outfitting 2 loaders with left and right wings, and any other possible costs or measures to keep the boulevards clean. Hoenecke seconds. Kraege asked if when it is brought back in August, if this is the route the committee wants to go, can they establish some guidelines for what the determination factors will be when he gets requests for plowing changes? He gets 100's of requests every winter from residents wanting plowing and snow clearing done differently. He would like some guiding principle. Is it age, cost? What are the metrics for when we consider making changes to the policy? Trueblood noted that we will include that in the discussion. Hoenecke stated that unless we actually put it into policy, we would not be directing public works to make adjustments based off individual requests. Hoenecke asked the committee if that is correct, we should be following city policy on all things. Trueblood stated that if we were doing that, that is why we started plowing to the outside. Martens stated that if we were going to start making

exceptions those should be based off of infrastructure and not based on personal abilities. Trueblood stated it will be part of the discussion in August.

Without objection, this item was postponed until the August 13th meeting. With the request that the Department of Public Works get estimates on what it would cost to outfit 2 end loaders with left and right wings.

b. STH 52, E Wausau Ave (N 6th Street to N 18th Street) Transportation Project Plat (TPP)
Project ID 6999-00-01

Weslowski noted this is a connecting highway project that is under design by the Wisconsin Department of Transportation. After several rounds of design and community engagement meetings, the design is at roughly 70%. With that, there are some needs for right of way, there are some small takings and small easements. This transportation project plat outlines those takings and easements that are needed. From there, the real estate professional will go out and secure those easements and takings. This is the first step to approving the plat. Once approved by council, the real estate professional can approach homeowners to purchase the real estate. Staff recommends approval.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve STH 52, E Wausau Ave (N 6th Street to N 18th Street) Transportation Project Plat (TPP) Project ID 6999-00-01 all items outlined below. Motion Passed, 3-0.

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.

Weslowski stated that a valid petition was received, this would set the public hearing so those bordering on or in the neighborhood could come and voice their concern, opposition or support for it. Then this body would vote on it based upon public comment. This would set that public hearing.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve a preliminary resolution to set a public hearing to vacate the alley bounded by Lake View Drive, Bertha Street, Elmwood Boulevard and Midway Boulevard.. Motion Passed 3-0.

d. Approving a sculpture at the south-east corner of 3rd Street and Washington Street.

Trueblood noted that the arts committee passed item 4-1, and we are reviewing the placement of it in the right of way. Weslowski stated they would need to work with the attorney's office to get an encroachment permit, which would include insurance. Hoenecke asked if there were any concerns about it blocking views of people at that corner with the abutting street trying to see to the adjacent street. Wesolowski would recommend that engineering get final recommendation on placement. He doesn't feel it would be an obstruction. Hoenecke asked if this would incur any costs for the city, or is it being financed by the party requesting? Lindman and Wesolowski agreed that this is being funded by the requesting party, it would be 100% their cost. Trueblood noted that the requesting party would own and maintain the sculpture, we are just allowing them to place it on city property.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve a sculpture at the south-east corner of 3rd Street and Washington Street. Motion Passed 3-0.

e. Renewal of the Stormwater Memorandum of Agreement with surrounding municipalities.

Niksich stated that Marathon County owns and operates storm sewer and storm water facilities in surrounding communities in Marathon County. This is a memorandum that they agree to follow the ordinances of these communities and then work together to maintain and support compliance. Staff recommends approval.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Renewal of the Stormwater Memorandum of Agreement with surrounding municipalities.. Motion Passed 3-0.

f. Approving a preliminary resolution to set a public hearing to vacate a portion of Liberty Ridge Way

Wesolowski stated that a petition was received from the owner at the end of Liberty Ridge Way. There are maps in the packet. This would vacate a small portion at the request of the owner. This would set the public hearing for the vacation. Martens questioned if the developer is not looking to develop past the area looking to be vacated. Wesolowski believes those plans changed. There is a large home going up just to the west of the section to vacate.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve a preliminary resolution to set a public hearing to vacate a portion of Liberty Ridge Way. Motion Passed 3-0.

g. Developing preliminary engineering plans to implement the Wausau Center Urban Design and Transportation Master Plan

Wesolowski stated the Toole design plan was included in the packet. This was originally adopted by council. The design was developed in 2019. Since then, the city has been working with the Wisconsin Department of Transportation to get the classifications of Highway 52 and Highway 51 removed from the downtown. That was finalized last year, so now we can have more flexibility about what the city wants to do with the downtown streets. Now that that important first step has been completed, we are looking for guidance towards moving ahead and adopting some of these implementations that were adopted by the council. Staff suggests that the first step be to get some 30% engineering plans considering the suggestions in the Toole design plan, which was a planning tool, not an engineering study. A lot needs to go into looking at moving First and Forest to two-way streets; there are complicated and signalized intersections, including ramps and business entrances that are currently based on a one-way. There are some pretty important considerations that need to be made. A 30% plan would help sort out some of those, and give us some better cost estimates. Martens is glad to see this plan come back. He wanted to give some context since it had been quite some time. When this plan was adopted in May 2019, the mall was still a mall, it was in receivership, the city had not purchased it yet. However, after this plan was approved, things moved quickly. In the past 7 years, we have seen a lot of change in our downtown district. Much of what this plan foretells has happened. It's good that we are to a point that we can start acting on some of these things. Wausau has had one-way streets encircling the mall for years. It would be quite a pari dime shift to change them. Martens feels we are ready for it, and it's something that we need to do. Looking at improving how we move about in our downtown district is important. He feels Forest definitely needs to be a two-way street. If it does become a two-way street, he feels that the protective bike lane would be a great addition to the community. The only problem with the bike lane that he sees is that the Toole plan has it on the south side of the street. He feels the flow for cyclists would be better if it was on the north side of the street, because then, the only cross traffic for cyclists to be concerned with would be the ramp traffic. The round-a-bout at Grand Ave he feels is a good idea for traffic flow, but would like to see some engineering plans for that, as well where River Dr would be realigned at First and Washington intersections. Hoenecke asked for clarification on what preliminary funding plans meant in terms of committed dollars. Wesolowski stated it would be proposed that money be allotted in the 2027 budget. Numbers would have to be finalized, but Wesolowski figured we would be around \$150,000 to get a 30% plan in this area. It will depend on how the RFP is put out, cost-based, where we state this is what you have, or whether you leave it more open-ended. There are options. We are just asking if we have support from this committee with going forward asking for the \$150,000 in the budget for the study. Hoenecke asked if the Toole design plan was also a paid-for service? Wesolowski stated that, yes, it was a planning tool that was paid for by the city. It is a high-level plan, it does not get into things that the 30% plan would like how to change the signals at 5th and Forest, which is one-way traffic now. The round-a-bout at Grand Ave and Forest is a pretty picture, but will it fit there? Round-a-bout designs have a lot of regulations and there is not a lot of options in what will and will not work, so Wesolowski feels getting a professional engineer who has designed some round-a-bouts to see if it will fit in the suggested footprint. With an engineer's plan, we will know if it will fit, if we have to buy property to make it work or not. With realigning River Dr. and First, there may be some other options there as well. That is a very busy intersection and if you add two-way traffic going northbound on First, it will only complicate that intersection, without realigning river drive. Getting professional traffic engineers in to look at it will help clarify what can and can't be done. Trueblood asked if the 30% included traffic studies. Wesolowski, said it will look at traffic, but not an actual study. We can ask for what we want in our proposal. It will look at existing traffic patterns and see if a round-a-bout will work. Trueblood stated that 90% of the negative comments he received about the proposal were about the round-a-bout. The area

that is most concerning to him is where currently we have 3 lanes on Stewart that split into 4 lanes, which go to 3 lanes on Forest. At the stoplight by the library, two lanes go north onto First St, one also allows travel to the east, and two go south onto Forest St, and one curves onto River Dr. There is a lot of traffic narrowing at that point already. With the plan, it would narrow into one lane going south, and you would be sending southbound traffic across. Is making Forest two lanes going to be sufficient, or do we need to look at four lanes? With this plan being made in 2019 and the changes that we have seen to the downtown so far and planning for future changes to the downtown district, have we considered that with this plan? Trueblood is all for reevaluating the traffic flow. The part of the plan he received the most positive feedback on was the bike lane. Everyone wants the downtown to be more bikeable, walkable. Wesolowski stated that he feels that any engineer that would look at this would want the current traffic counts. Lindman stated that typically when we get into these 30% plan documents, we provide what information is known right now and what the wants are of the city, but as we work through the plans and time goes on there are always new evolutions by the time the plans are received. Trueblood asked what the timeframe was for the 30% plan to be completed. Lindman figured it would be about 12 months to get something and then there would be some discussions in this committee next year once there is an engineer on board, and we have some ideas. Most likely 9–12 months before we have some more formal plan in place. Trueblood asked if it's possible that this could all be done, and when we get the proposal back, and it is not even feasible? Wesolowski stated there are always opportunities for grants, we can apply for STP Urban funding, and we can apply for LRIP funding. If we develop these plans, and they are feasible, Wesolowski suggests we apply for STP Urban or LRIP funding. Hoenecke stated he is very interested in seeing the long-term implementation of improvement in traffic flow in the downtown. At this time, he is not in favor of proposing that we commit funding to this. We are still in the early stages of prioritizing items for our budget, and at this time he is not sure if we have a pressing need for this, as opposed to it being more of a want in terms of implication and what he knows is coming up in budget discussions. He would be welcome to revisit it once he knows where priorities sit after the upcoming budget meeting. Martens asked if this would fall under the purview of the tax increment distinct 3 or 12? Lindman said he believes 12, Trueblood believes that 12 was established to deal with the fall out of the mall closing and the developments. Lindman emphasized this was to see if the committee would support the idea of this being put in the 2027 budget. This is a unique project from infrastructure and engineering, there has been a lot of support for this plan throughout the community as well as keeping this plan moving forward after the state highway is out of the downtown and keeping this at the forefront with proposed development that is moving forward downtown. The planning documents take a longtime so to keep it moving forward staff would like to put it in the 2027 budget for consideration of the council. Martens stated that it could always be put into consideration for the 2027 budget and, depending on what happens, it could get moved around or cut.

Motion by Alderperson Martens to approve Developing preliminary engineering plans to implement the Wausau Center Urban Design and Transportation Master Plan. Motion died due to lack of a second.

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

Niksich stated he worked with Edmondson, the Assistant Planner, on this item. This is for the trail crossing on East Thomas. It met all the guidelines, except for the pedestrian traffic. However, it was noted by the engineering staff that did the counts that those trying to cross had to wait for an extremely extended amount of time. Leading Niksich to believe that may be dissuading people from using this trail, and it being a newer trail. If this crossing was made safer, it would probably cause more pedestrian traffic to use this crossing and trail. The 3rd criteria is 1500 vehicles per day minimum. The amount of traffic on Thomas St far exceeds that and this is not a very safe crossing. For that reason, staff recommends approval, and it is also supported by the bicycle and pedestrian committee. Hoenecke confirmed that this is immediately to the west of the bridge. Niksich stated he was correct. After a motion to approve and a second, Hoenecke asked if there was an estimate of the cost of installation. Niksich stated it depends if it is bid out to a third party or done in house. It can range from \$15,000 to \$20,000. Trueblood asked if they are solar. Niksich believes there is power in that location, so they would likely not be solar. They would be manually activated. Trueblood asked for a brief history of what has been done to manage traffic at this site. Niksich stated that the trail was just completed in 2024. Previously, the only pedestrian traffic would have been coming from

the north traveling south. There has not been anything except the high-visibility crosswalk put in there. Trueblood questioned if, for significantly less, could a state law requires Yielding to pedestrians at crosswalk sign be placed, or a narrowing of the curbs? Are there other options that were being considered? Nicksich noted that at this crossing there is already a center median for a pedestrian refuge island, lanes are already reduced, we would not want to reduce any further with bike lanes being on either side. There is currently high visibility signage for pedestrian crossing posted. Thomas St was just reconstructed in 2018 or 2019, making it a fairly new construction that is pedestrian-friendly. Martens feels that the RRFB would greatly improve the pedestrian experience at this location. It is a nice path, and we should encourage people to use it.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve a Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street. Motion Passed 3-0.

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

Nicksich stated this meets all criteria except the pedestrian crossing. However, the traffic was much less for staff reviewing this location. In their opinion, there were no close calls or extended waiting periods for crossing. The Bicycle and Pedestrian Advisory committee did recommend placing an RRFB at this location. However, staff does not support this. Hoenecke would also not be in support of this. Having frequented the area, he would consider something like this at W Wausau Ave before he considered this location, given the nature of the amount of traffic and the lack of pedestrian traffic. Marten is concerned that the pedestrian counts were done on June 4th when school may not have been in full swing. He asked if this was something we could study at a later date, maybe September or October.

Motion by Alderperson Martens to Postpone until October so we can have in session school counts for Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street.. Motion died due to lack of a second.

4 Discussion.

- a. Future agenda items

Hoenecke is interested in knowing a strong breakdown of pressing needs for our infrastructure and facilities as opposed to what would be considered wants or items that could be postponed. He asked if Lindman could provide a list for the committee. Things that are necessary and pressing, that if we don't do something we will not have a viable way to move forward without updating or making adjustments to things in the next 5 years. In lieu of the scrutiny some anonymous citizens are doing, and in looking over the budget, it is a good thing for us to be extremely intentional about recognizing wants versus needs at this time for the city. Lindman said he will prepare the infrastructure proposal and bring it forward for committee discussion. Trueblood would like to follow Attorney Jacobson's recommendation in reviewing the purview of the committee and put together our description. He would like to review that at least by the September meeting, preferably in the August meeting if possible.

5 Adjournment.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Adjournment. Motion carried. The meeting adjourned at 06:49 PM.

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



City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov



DRAFT



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

PURPOSE

The purpose of this item is to establish "No Parking from Nov. 1 to April 1" restrictions on Greenfield Avenue from Fernwood Dr to Summit Dr.

BACKGROUND

Alder Rasmussen and DPW plow drivers have identified Greenfield Avenue as a narrow street width, where on-street parking during the winter months makes it difficult to plow. The parking restrictions were approved by IF and Council, however, the item approved at Council did not have the stipulation 'November 1st to April 1st'

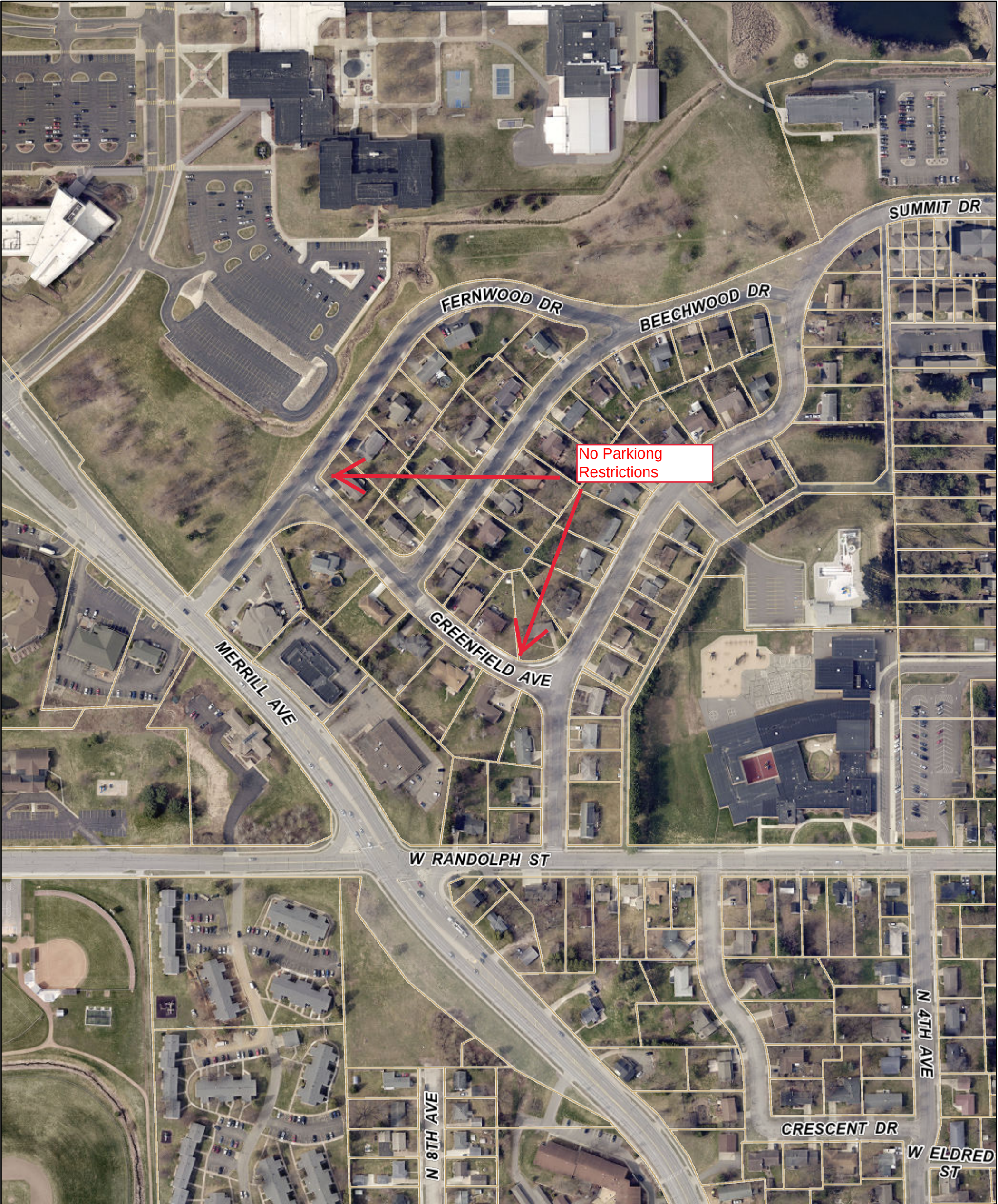
RECOMMENDATION

Staff recommends amending the current parking restriction to add "November 1st to April 1st"



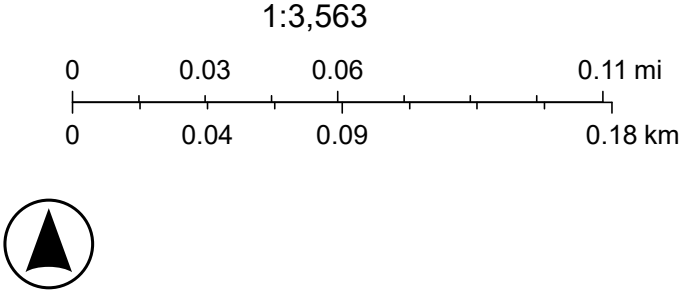


ArcGIS Web Map



12/29/2025, 1:49:08 PM

- Parcel
- Right Of Way





Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

PURPOSE

Installation of electrical lines by WPS on City owned property.

BACKGROUND

The Wausau Water Works is building a new waste water lift station at this address. WPS needs an easement to get electric to the new facility.

RECOMMENDATION

Staff recommends approval.

3345608

Easement

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

Part of **Lot 1** of the recorded plat of **Paul O Schmidts Memorial Addition**, being part of the Northwest Quarter of the Northwest Quarter (NW 1/4 – NW 1/4) of Section **24**, Township **29 North**, Range **7 East**, **City of Wausau**, County of **Marathon**, State of **Wisconsin**, as shown on the *attached Exhibit "A"*.

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

Tax Parcel Identification Number
(PIN)

29129072420033

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

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

[REMAINDER OF PAGE LEFT BLANK]

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

City of Wausau
Organization name

Sign Name

Print name & title

Sign Name

Print name & title

STATE)
OF _____)SS
COUNTY)
OF _____

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____ as _____ for the **City of Wausau**, to be known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name

Print Name

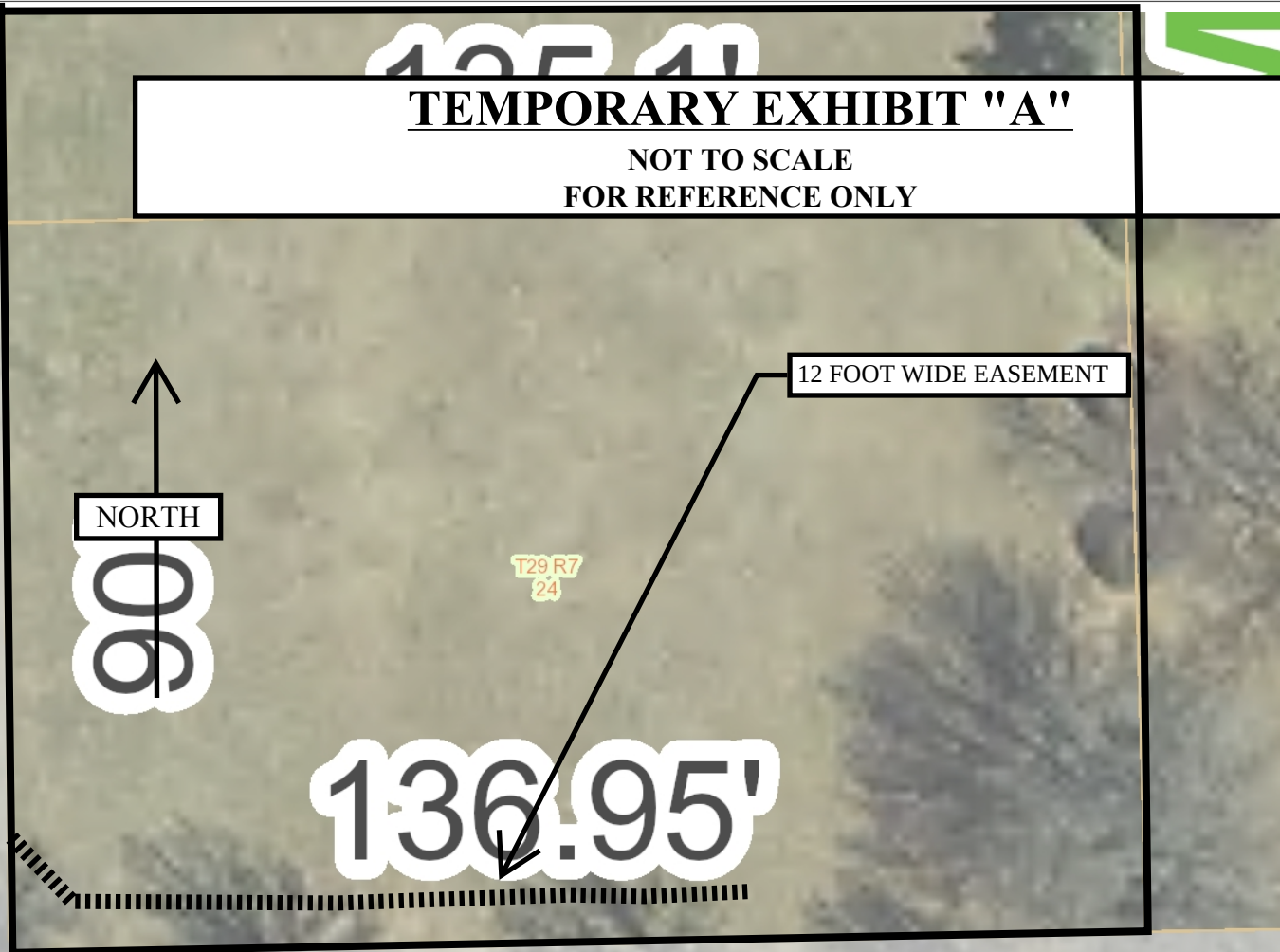
Notary Public, State of _____
My Commission expires: _____

This instrument drafted by: Erica Pomerening
Wisconsin Public Service Corporation

REMS Entity ID	WR Number	Document ID	REMS Formatted Number
1495431	WMIS-3501143	3345608	INT11-495-431

TEMPORARY EXHIBIT "A"

NOT TO SCALE
FOR REFERENCE ONLY



****Temporary Exhibit ****
****Final Exhibit will be sent for approval at a later date****





6/24/2026

CITY OF WAUSAU
407 Grant St
Wausau, WI 54403

Dear Customer:

You or your agent recently worked with a Wisconsin Public Service Corporation representative to define the location of an easement at ***1603 Martens St., in the City of Wausau, County of Marathon, State of Wisconsin.***

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

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

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

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

Please contact me if you have any questions regarding the easement. Please refer to Work Request **WMIS-3501143**.

Erica Pomerening- Right of Way Agent
Wisconsin Public Service Corporation
920-433-4929
Erica.Pomerening@wisconsinpublicservice.com

Enclosed



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving Easement for WIN, LLC. at 814 N. 1st Street

PURPOSE

The purpose of this item is to decide if the City of Wausau will grant Elexco, Inc. an easement to place a powered cabinet for fiber transmission.

BACKGROUND

WIN LLC is requesting an easement on the city-owned parcel at 814 N. 1st Street. The easement would be to place a powered cabinet and handhold to support fiber optic cable installations in the area for WIN LLC. Attachments show the location of the easement, a drawing of the easement, and a drawing of the cabinet with dimensions.

RECOMMENDATION

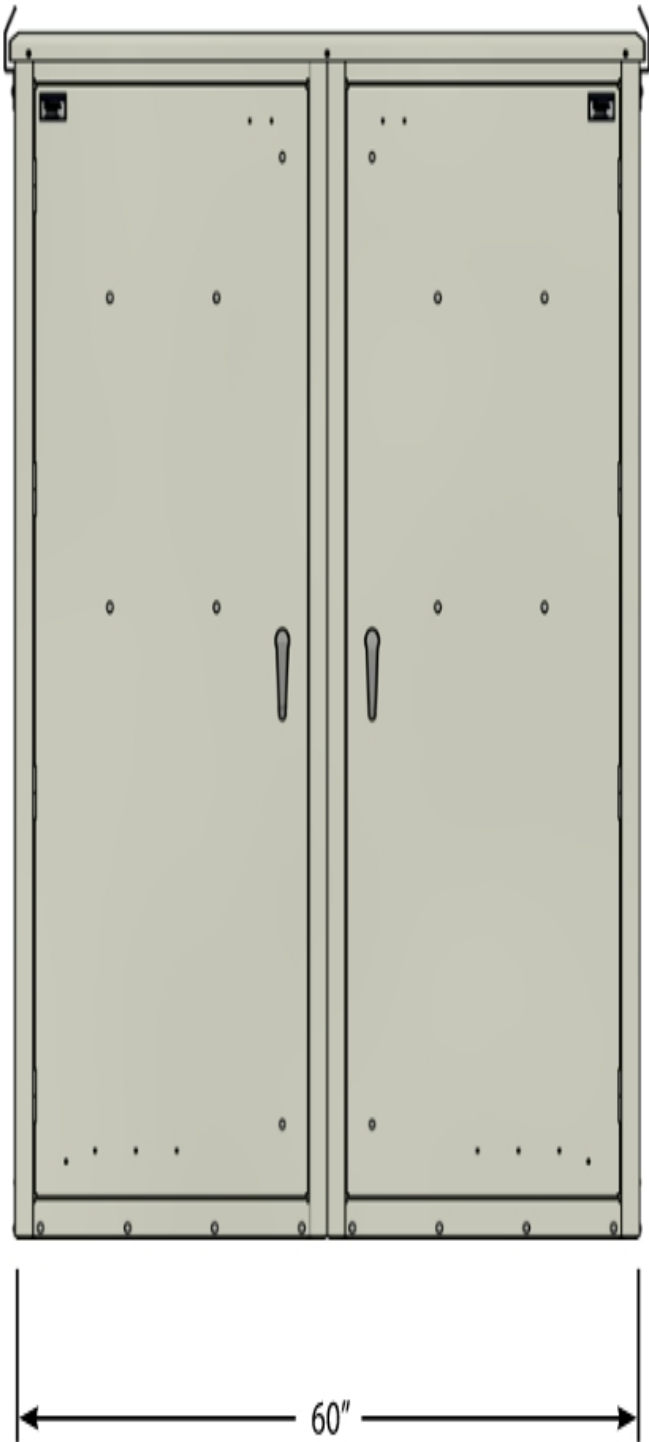
Staff recommends approval to work with WIN LLC and grant the easement.

**Available
Cabinet
Heights**

32" Min
47"
58"
68"
78" Max

36.000"
or
42.000"

**Available
Depths**



**Available
Width**
(Dual Bay Models)

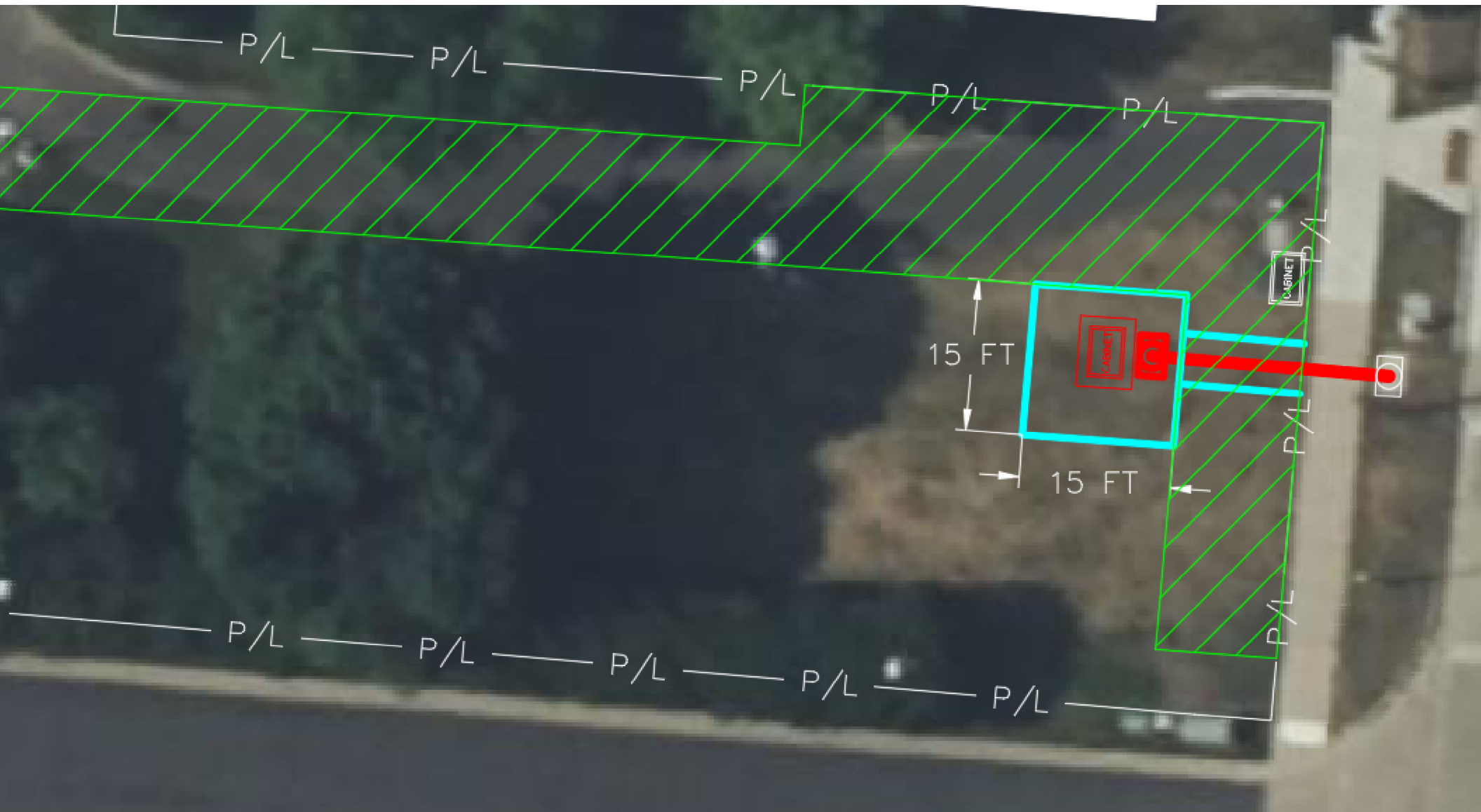
899 US-51 BUS

Wausau, Wisconsin



May 2025 [See more dates](#)





Document No.

**FIBER-OPTIC
TELECOMMUNICATIONS
EASEMENT**

Document Title

THIS INDENTURE, made this _____ day of _____, 2026, by and between CITY OF WAUSAU, a municipal corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, Grantor, for One and no/100 dollars (\$1.00) and other valuable consideration paid to it by WIN, LLC, a Wisconsin Limited Liability Company, its successors and assigns, hereinafter called "Grantee," receipt whereof is hereby acknowledged, does hereby grant unto Grantee, its successors and assigns, the perpetual right, permission, authority, privilege and easement, to do any of the following:

Construct, place, operate, inspect, maintain, access, repair, replace and remove such communication facilities including a powered cabinet and concrete slab, construction line connecting the existing hand hole in the right-of-way to support fiber optic installations and transmissions under and over land owned by said Grantor in the City of Wausau, County of Marathon, State of Wisconsin, more specifically described in Exhibit A ("Easement Area"), including any related ingress and egress rights. Grantee shall maintain any of its improvements constructed or installed within the Easement area. The operation and maintenance of such improvements within the Easement area shall be at the Grantee's sole cost and expense.

This easement is granted together with all the associated rights and privileges for the full enjoyment or use of the Easement Area for the aforesaid purpose, including but not limited to the following rights: (1) the right of ingress and egress to the Facilities located upon, over, in or under the Easement Area for the purpose of locating, constructing, reconstructing, maintaining, operating, patrolling, repairing and removing Facilities; (2) the right to use property of Grantor outside of and adjacent to the Easement Area for ingress and egress; (3) the right to trim, cut down or control the growth of any trees or other vegetation on the Easement Area and such other trees and vegetation adjacent thereto as in the judgment of Grantee may interfere with the construction, reconstruction, maintenance, operation, repair, use of the Facilities or equipment appurtenant thereto.

Grantee shall keep the Easement Area free and clear of any and all liens for labor performed or materials furnished at the request or for the benefit of Grantee. Grantee shall leave the Easement Area in good or better condition than its initial condition that its initial condition, and shall comply with all rules and regulations, whether federal, state, county, or municipal, relating to the use of the Easement Area.

The Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric codes or any amendments thereto.

Grantor expressly reserves for itself, its successors and assigns, the right to use the Easement area or to grant other easements or licenses at the same location so long as such use does not unreasonably interfere with the rights herein granted. Grantee shall not materially interfere with the operations and activities of Grantor on Grantor's property.

Recording Area

Name and Return Address

City Attorney's Office
407 Grant Street
Wausau WI 54403

PIN:

Grantee shall exercise the rights granted in the Agreement at its own risk, and agrees to indemnify and hold Grantor harmless for any property damage or personal injury resulting from the negligence of Grantee in connection with Grantee's exercise of the rights granted herein, unless such damage or injury is due to the negligence or willful misconduct of Grantor.

This instrument contains the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any oral representations or modifications concerning this instrument shall be of no force or effect except in a subsequent modification in writing, signed by the parties, and recorded.

IN WITNESS WHEREOF, the undersigned has caused these presents to be executed in its corporate name by its proper officers duly authorized and its corporate seal is to be hereunto affixed the day and year first above written.

[SIGNATURES ON NEXT PAGE]

CITY OF WAUSAU

WIN, LLC

Doug Diny, Mayor

Rachel Brown, City Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2026, the above named Doug Diny, Mayor, and Rachel Brown, City Clerk, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin

My commission expires: _____

STATE OF _____)
) ss.
COUNTY OF _____)

Personally came before me this _____ day of _____, 2026, the above named _____
_____ to me known to be the person(s) who executed the foregoing
instrument and acknowledged the same.

Notary Public, Wisconsin

My commission expires: _____

This instrument was drafted by
Anne L. Jacobson, City Attorney
for the City of Wausau
407 Grant, Street
Wausau, WI 54403-4783

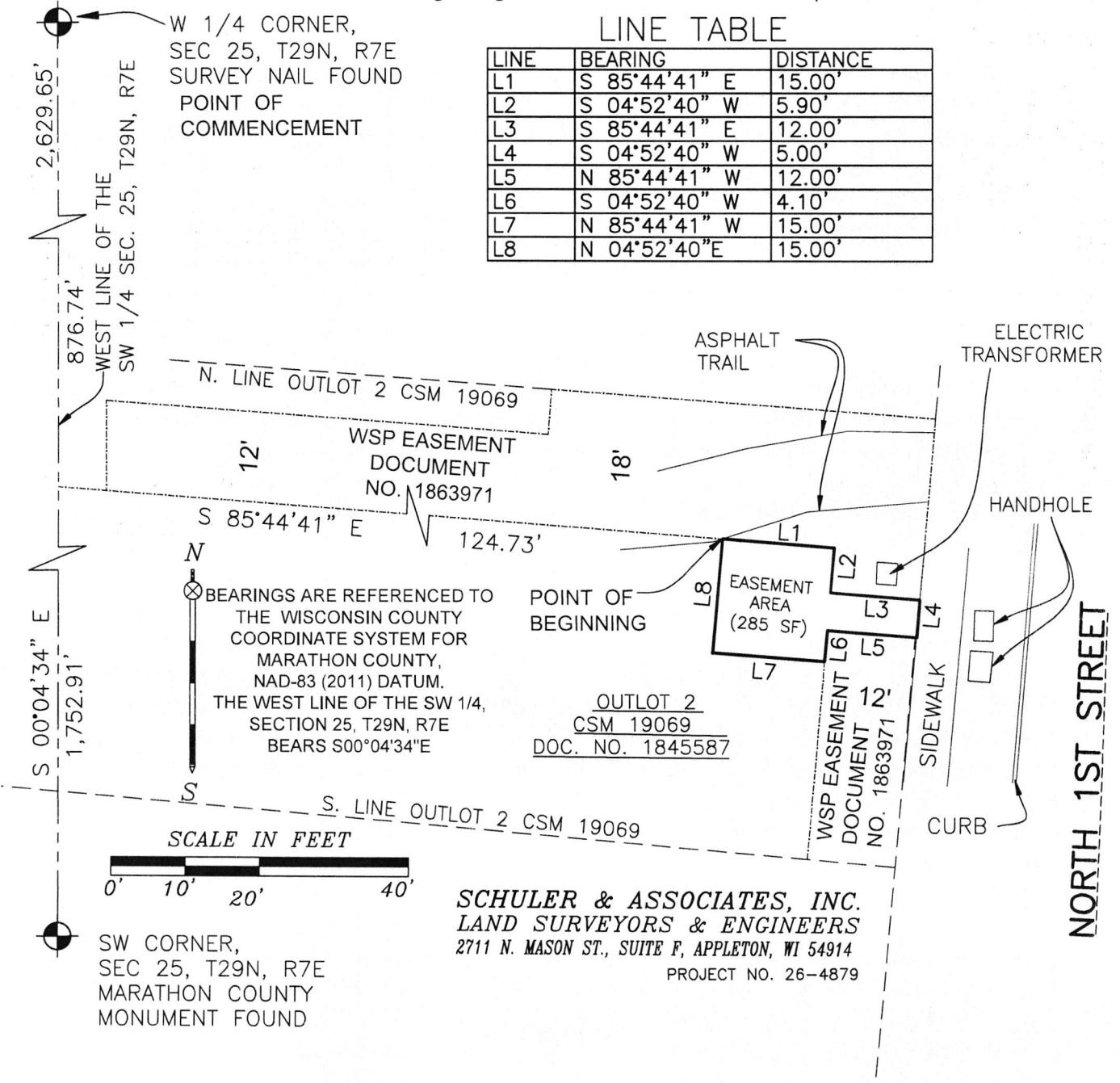
EXHIBIT -- EASEMENT AREA

EASEMENT DESCRIPTION

Part of Outlot Two (2) of Certified Survey Map No. 19069, recorded in the Marathon County Register of Deeds Office as Document No. 1845587, and being part of the Northwest 1/4 of the Southwest 1/4 of Section 25, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows: Commencing at the West 1/4 corner of said Section 25; thence South 00 degrees 04 minutes 34 seconds East 876.74 feet along the West line of Northwest 1/4 of said Section 25; thence South 85 degrees 44 minutes 41 seconds East 124.73 feet along the Southerly line of the WPS Easement described in Document No. 1863971, and its Westerly extension thereof, to the Point of Beginning; thence continuing South 85 degrees 44 minutes 41 seconds East 15.00 feet along the Southerly line of said WPS Easement; thence South 04 degrees 52 minutes 40 seconds West 5.90 feet along the Westerly line of said WPS Easement; thence South 85 degrees 44 minutes 41 seconds East 12.00 feet; thence South 04 degrees 52 minutes 40 seconds West 5.00 feet along the Westerly line of North 1st Street; thence North 85 degrees 44 minutes 41 seconds West 12.00 feet; thence South 04 degrees 52 minutes 40 seconds West 4.10 feet along the Westerly line of said WPS Easement; thence North 85 degrees 44 minutes 41 seconds West 15.00 feet; thence North 04 degrees 52 minutes 40 seconds East 15.00 feet to the Point of Beginning. This easement covers 285 square feet.

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 85°44'41" E	15.00'
L2	S 04°52'40" W	5.90'
L3	S 85°44'41" E	12.00'
L4	S 04°52'40" W	5.00'
L5	N 85°44'41" W	12.00'
L6	S 04°52'40" W	4.10'
L7	N 85°44'41" W	15.00'
L8	N 04°52'40" E	15.00'



SCHULER & ASSOCIATES, INC.
 LAND SURVEYORS & ENGINEERS
 2711 N. MASON ST., SUITE F, APPLETON, WI 54914
 PROJECT NO. 26-4879

From: Mike Herres

Sent: Wednesday, June 17, 2026 6:07 AM

To: 'Allen Wesolowski' <Allen.Wesolowski@wausauwi.gov>

Cc: Lisa Parsch <Lisa.Parsch@wausauwi.gov>; Eric Becker <eric.becker@wintechology.com>

Subject: RE: City of Wausau Powered Cabinet Easement Request

Good Morning Allen – thank you for the update below.

Here are a couple of pictures from an easement we just completed a few months ago, please use this information for who the easement will be granted to:

The undersigned, hereinafter called “Grantor”, in exchange for good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, does hereby grant and convey unto WIN, LLC, a Wisconsin Limited Liability Company, whose address is 4955 Bullis Farm Road, Eau Claire, WI 54701, its successor and assigns, lessees, licensees and agents (“WIN” or “Grantee”), a perpetual easement with the right, privilege and authority to locate, construct, reconstruct, maintain, operate, enlarge, repair, patrol, remove and replace such communication facilities as WIN may require (the “Facilities”), together with the power to extend to any other party the right to use, jointly with WIN, pursuant to the provisions hereof, upon, under, over and across the following

RETURN TO: Joshua Kramer
WIN, LLC
4955 Bullis Farm Road
Eau Claire WI 54701

Let me know if you have any further questions or comments.

Thank you.

Mike



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St

PURPOSE

The purpose is to approve the Transportation Project Plat for BUS 51 (Grand Avenue) from Lakeview Drive to Kent Street.

BACKGROUND

The WDOT will be reconstructing this segment of Grand Avenue in 2029. As part of the project, the WDOT will need to acquire fee simple real estate and easements to construct the project. Approving the TPP allow the real estate acquisition to begin negotiations with the property owners. In accordance with the State/Municipal Agreement the City will purchase the necessary property and easements and the WDOT will reimburse the City 100 percent of the costs.

RECOMMENDATION

Staff recommends approval



STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

6999-02-20

C WAUSAU, GRAND AVENUE

LAKEVIEW DR TO KENT ST

BUS 51

MARATHON COUNTY

4

CONVENTIONAL SYMBOLS

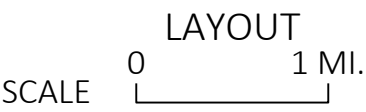
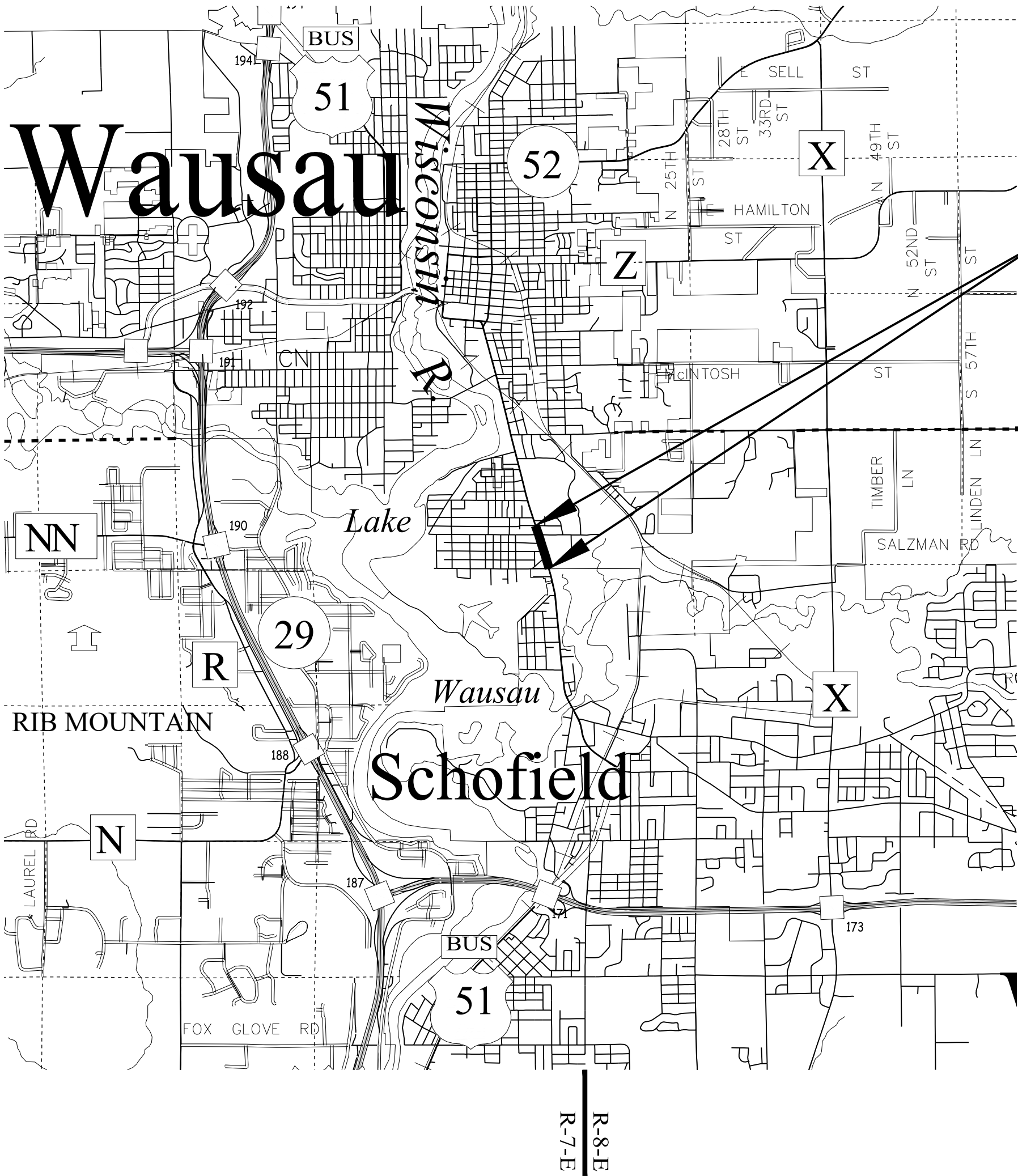
SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	NON-MONUMENTED R/W POINT	○		
SIXTEENTH LINE	---	SECTION CORNER MONUMENT		FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)	IP
NEW REFERENCE LINE		GEODETIC SURVEY MONUMENT			
NEW R/W LINE	---	NON-PERMITTED SIGN		PERMITTED SIGN	
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
EXISTING CENTERLINE	---	ACCESS RESTRICTED BY ACQUISITION			
CORPORATE LIMITS	---	NO ACCESS (BY STATUTORY AUTHORITY)			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
TEMPORARY LIMITED EASEMENT AREA		NO ACCESS (NEW HIGHWAY)			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		PARCEL NUMBER			
BUILDING		TO BE REMOVED		PARALLEL OFFSETS	
BRIDGE		CULVERT			

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6999-02-20

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 AND PERMANENT EASEMENT 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.

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 6999-02-20 - 4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.01

THAT PART OF LOT 1 OF CSM 13076 AND PART OF LOT 1 CSM 18013, INCLUDING PART OF VACATED EAST LAKE DRIVE, LOCATED IN THE SW 1/4 OF THE SE 1/4, AND THAT PART OF LOT 1 OF CSM 18013 LOCATED IN THE SE 1/4 OF THE SE 1/4, ALL LOCATED IN SECTION 1, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - BUS 51, C WAUSAU - GRAND AVENUE (LAKVIEW DR TO KENT ST), 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-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

NOTES:

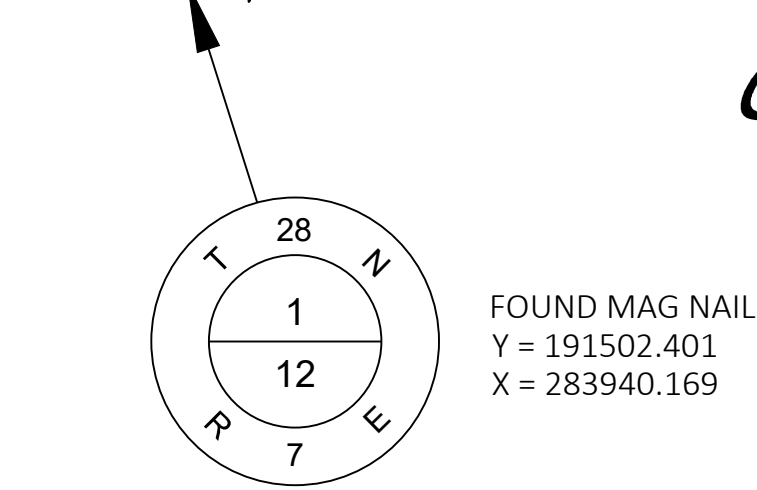
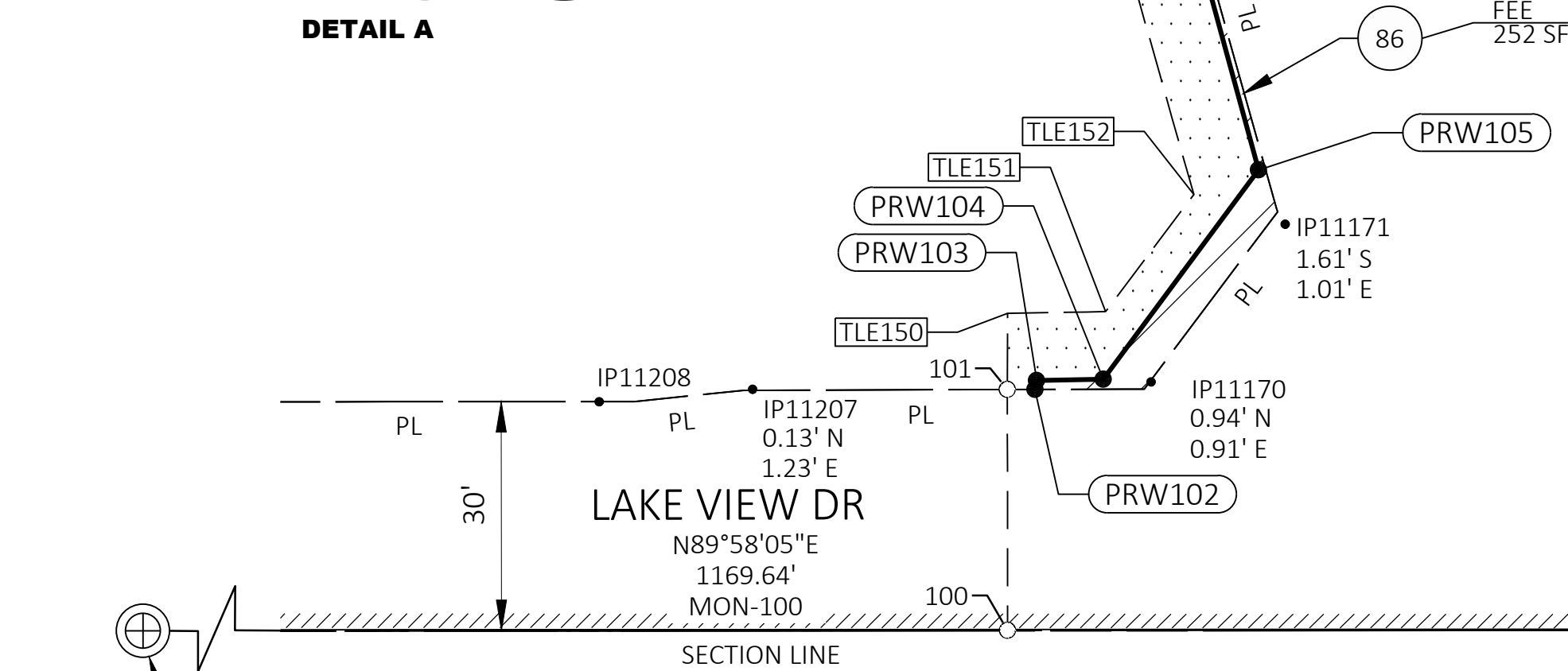
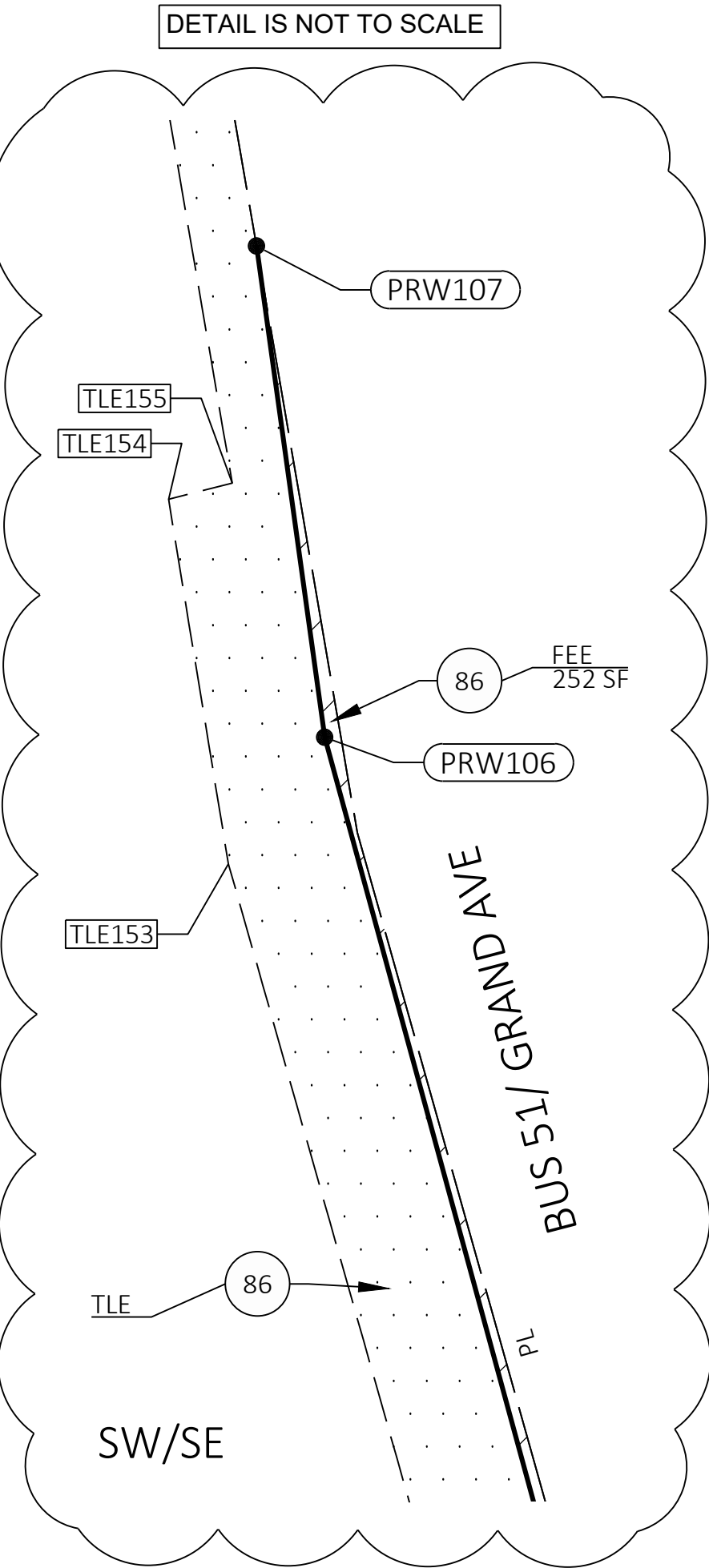
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011)IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT 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.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR BUS 51/GRAND AVE: RWPLAT 6410-07-21, CSM 13076, CSM 18013, AND EXISTING CENTERLINE.

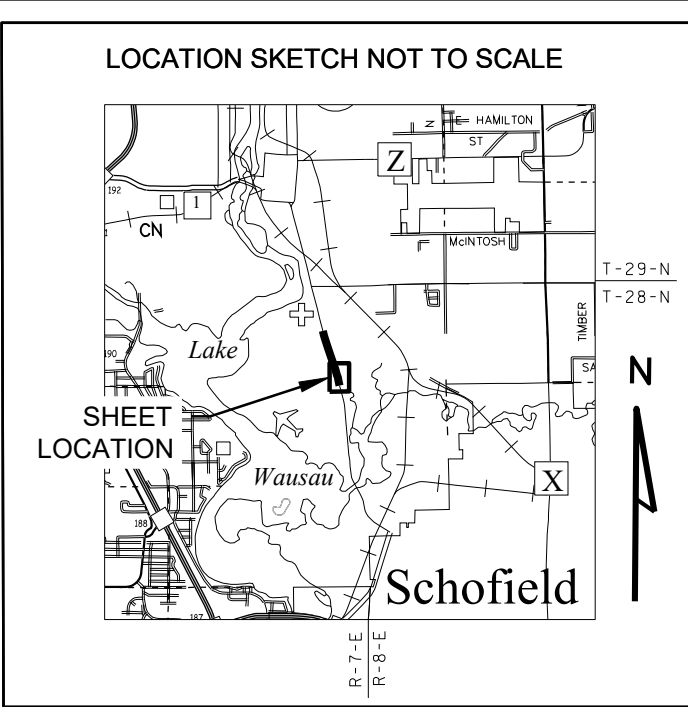
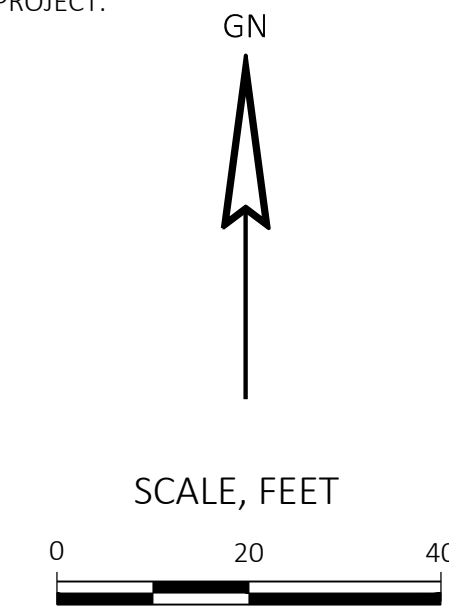
TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE150	800+61.00	-105.00'
TLE151	800+58.00	-92.50'
TLE152	800+70.00	-77.50'
TLE153	801+31.50	-79.00'
TLE154	801+59.50	-76.50'
TLE155	801+59.50	-71.50'
TLE156	803+63.36	-54.79'
TLE157	803+63.80	50.50'
TLE158	802+79.00	50.50'
TLE159	801+98.50	40.50'
TLE160	800+35.00	40.50'
TLE161	800+22.00	110.50'
TLE162	799+66.41	96.50'



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 OF WAUSAU.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
86	L&J INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	262	---	262	2051
87	BRICKNER INVESTMENTS, A WISCONSIN GENERAL PARTNERSHIP	FEE/TLE	2823	---	2823	5614



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6999-02-20 - 4.01

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, FOR ADDITIONAL INFORMATION

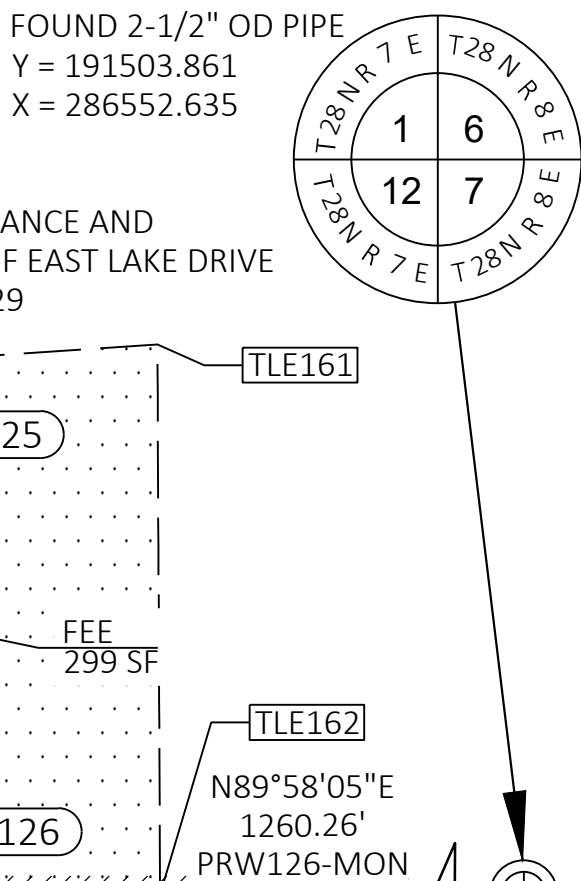
ALL TLES ARE FOR SLOPE GRADING PURPOSES

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP11170	191535.604	285128.608	3/4" REBAR
IP11171	191556.270	285146.166	3/4" REBAR
IP11207	191534.629	285076.428	CUT X
IP11208	191533.001	285056.356	MAG NAIL

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

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	N00° 01' 55"W	31.55'
101-PRW102	N89° 49' 03"E	3.61'
PRW102-PRW103	N10° 43' 23"E	1.18'
PRW103-PRW104	N88° 49' 12"E	8.73'
PRW104-PRW105	N36° 31' 35"E	34.12'
PRW105-PRW106	N15° 15' 47"W	68.01'
PRW106-PRW107	N07° 54' 57"W	37.74'
PRW107-PRW108	N09° 44' 39"W	177.09'
PRW108-PRW109	S75° 34' 46"W	2.21'
PRW109-PRW110	N08° 04' 49"W	4.53'
PRW110-PRW111	N75° 34' 46"E	2.08'
PRW111-112	N09° 44' 39"W	5.88'
112-113	N75° 34' 46"E	49.94'
113-114	N75° 34' 46"E	28.89'
114-PRW115	N74° 24' 01"E	5.61'
PRW115-PRW116	S14° 25' 14"E	167.47'
PRW116-PRW117	N75° 34' 46"E	3.00'
PRW117-PRW118	S14° 25' 14"E	6.00'
PRW118-PRW119	S75° 34' 46"W	3.00'
PRW119-PRW120	S14° 25' 14"E	143.50'
PRW120-PRW121	N75° 34' 46"E	2.00'
PRW121-PRW122	S14° 25' 14"E	14.50'
PRW122-PRW123	S67° 59' 12"E	18.02'
PRW123-PRW124	N77° 37' 33"E	8.93'
PRW124-PRW125	N86° 41' 02"E	10.27'
PRW125-PRW126	S03° 23' 26"E	44.43'
PRW126-127	S89° 58' 05"W	3.26'
127-128	S89° 58' 05"W	60.23'
128-100	S89° 58' 05"W	119.08'

RW STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
100	800+20.76	-115.34'
101	800+51.32	-107.50'
PRW102	800+50.43	-104.00'
PRW103	800+51.50	-103.50'
PRW104	800+49.50	-95.00'
PRW105	800+71.00	-68.50'
PRW106	801+39.00	-69.50'
PRW107	801+76.50	-65.22'
PRW108	803+53.00	-50.79'
PRW109	803+53.00	-53.00'
PRW110	803+57.50	-52.50'
PRW111	803+57.50	-50.42'
112	803+63.36	-49.94'
113	803+63.36	0.00'
114	803+63.36	28.89'
PRW115	803+63.47	34.50'
PRW116	801+96.00	34.50'
PRW117	801+96.00	37.50'
PRW118	801+90.00	37.50'
PRW119	801+90.00	34.50'
PRW120	800+46.50	34.50'
PRW121	800+46.50	36.50'
PRW122	800+32.00	36.50'
PRW123	800+21.30	51.00'
PRW124	800+20.98	59.92'
PRW125	800+19.00	70.00'
PRW126	799+75.39	61.50'
127	799+76.20	58.34'
128	799+91.17	0.00'



I, TODD M. COPISEY 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: TODD M. COPISEY
REGISTRATION NUMBER: S-3097

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

SIGNATURE: _____ DATE: _____
PRINT NAME: DOUG DINY

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 OF WAUSAU.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE R/W	SF REQUIRED	TLE
			NEW	EXISTING	TOTAL
86	L&J INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY LAMAR CENTRAL OUTDOOR, LLC	TLE	---	---	---
88	MOUNTAIN BAY FOODS LLC LAMAR CENTRAL OUTDOOR, LLC	TLE	---	---	---
89	JSP INVESTMENTS OF WAUSAU LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	39	---	39
90	RBW PROPERTIES, LLC	TLE	---	---	---
91	GA PROPERTIES I, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 10% INTEREST TENANT IN COMMON; GA PROPERTIES II, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 40% INTEREST TENANT IN COMMON; AND GA PROPERTIES III, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 50% INTEREST TENANT IN COMMON.	FEE/TLE	432	---	432
92	NC7 INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	237	---	237

SCHEDULE OF SIGN STRUCTURES		
SIGN NUMBER	SIGN OWNER(S)	OASIS NUMBER
86-1	LAMAR CENTRAL OUTDOOR, LLC L&J INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	007959
88-1	LAMAR CENTRAL OUTDOOR, LLC MOUNTAIN BAY FOODS LLC	007960

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

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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.

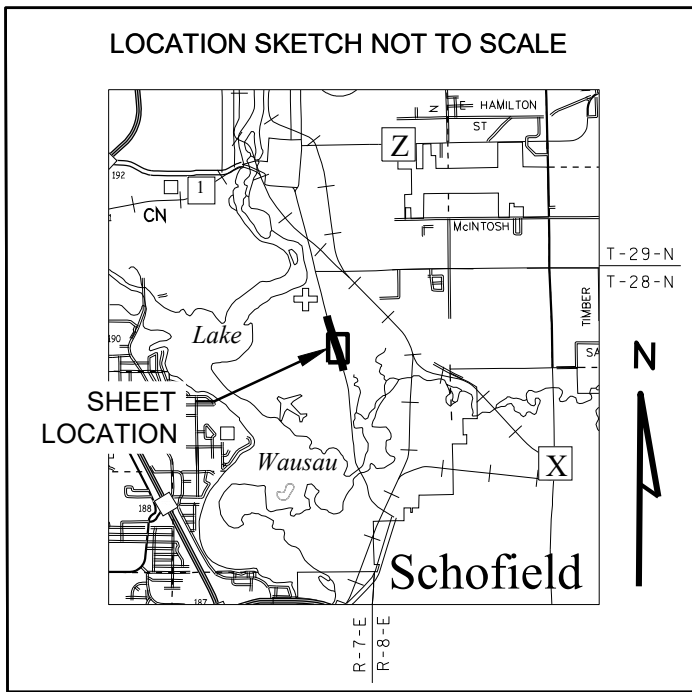
ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

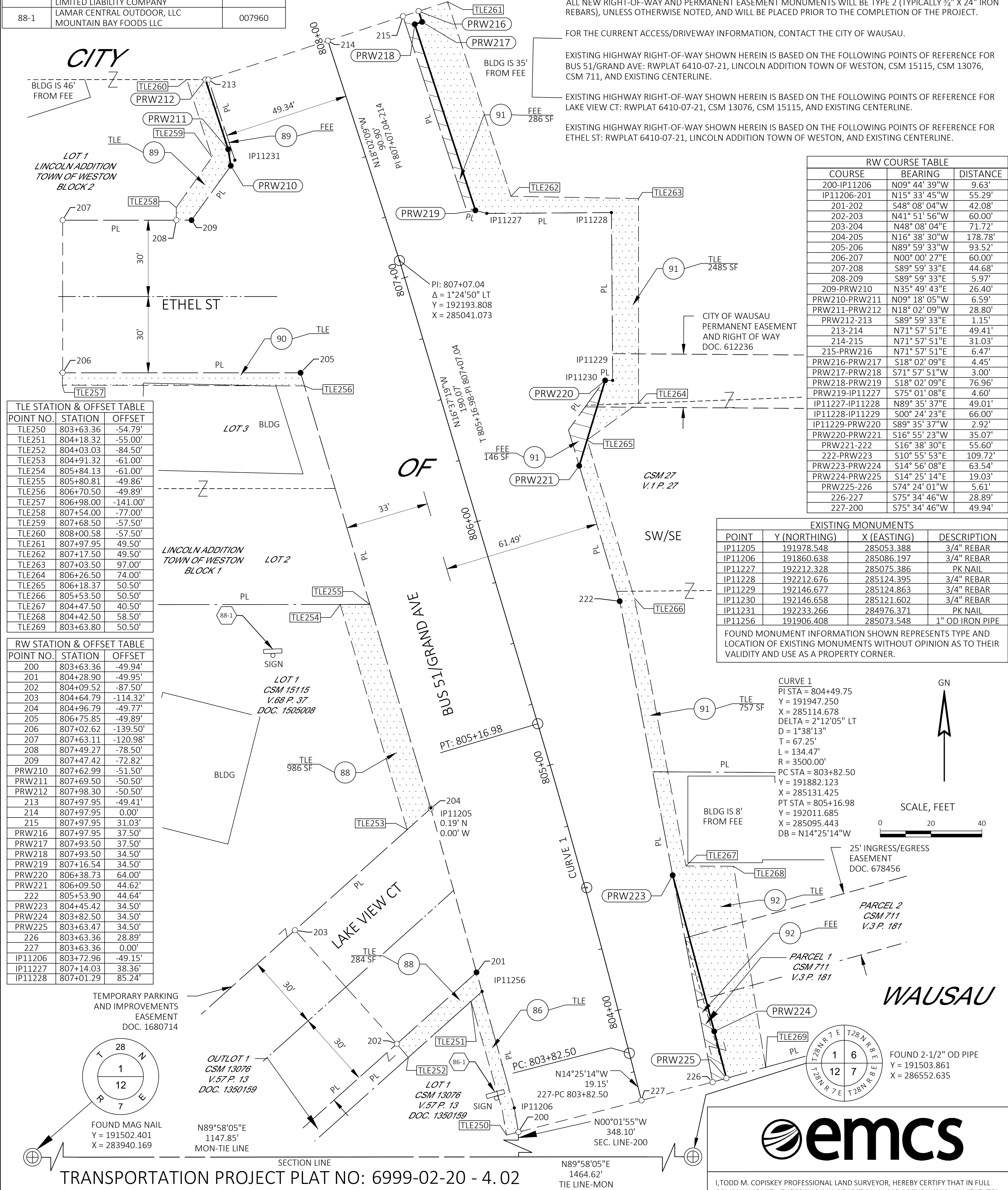
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR BUS 51/GRAND AVE: RWPLAT 6410-07-21, LINCOLN ADDITION TOWN OF WESTON, CSM 15115, CSM 13076, CSM 711, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR LAKE VIEW CT: RWPLAT 6410-07-21, CSM 13076, CSM 15115, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR ETHEL ST: RWPLAT 6410-07-21, LINCOLN ADDITION TOWN OF WESTON, AND EXISTING CENTERLINE.



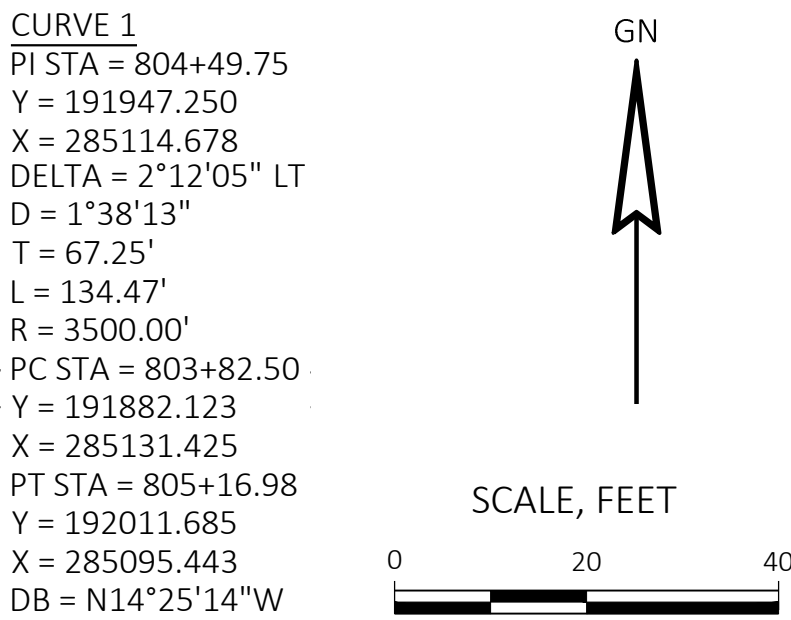
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6999-02-20 - 4.02



RW COURSE TABLE		
COURSE	BEARING	DISTANCE
200-IP11206	N09° 44' 39"W	9.63'
IP11206-201	N15° 33' 45"W	55.29'
201-202	S48° 08' 04"W	42.08'
202-203	N41° 51' 56"W	60.00'
203-204	N48° 08' 04"E	71.72'
204-205	N16° 38' 30"W	178.78'
205-206	N89° 59' 33"W	93.52'
206-207	N00° 00' 27"E	60.00'
207-208	S89° 59' 33"E	44.68'
208-209	S89° 59' 33"E	5.97'
209-PRW210	N35° 49' 43"E	26.40'
PRW210-PRW211	N09° 18' 05"W	6.59'
PRW211-PRW212	N18° 02' 09"W	28.80'
PRW212-213	S89° 59' 33"E	1.15'
213-214	N71° 57' 51"E	49.41'
214-215	N71° 57' 51"E	31.03'
215-PRW216	N71° 57' 51"E	6.47'
PRW216-PRW217	S18° 02' 09"E	4.45'
PRW217-PRW218	S71° 57' 51"W	3.00'
PRW218-PRW219	S18° 02' 09"E	76.96'
PRW219-IP11227	S75° 01' 08"E	4.60'
IP11227-IP11228	N89° 35' 37"E	49.01'
IP11228-IP11229	S00° 24' 23"E	66.00'
IP11229-PRW220	S89° 35' 37"W	2.92'
PRW220-PRW221	S16° 55' 23"W	35.07'
PRW221-222	S16° 38' 30"E	55.60'
222-PRW223	S10° 55' 53"E	109.72'
PRW223-PRW224	S14° 56' 08"E	63.54'
PRW224-PRW225	S14° 25' 14"E	19.03'
PRW225-226	S74° 24' 01"W	5.61'
226-227	S75° 34' 46"W	28.89'
227-200	S75° 34' 46"W	49.94'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP11205	191978.548	285053.388	3/4" REBAR
IP11206	191860.638	285086.197	3/4" REBAR
IP11227	192212.328	285075.386	PK NAIL
IP11228	192212.676	285124.395	3/4" REBAR
IP11229	192146.677	285124.863	3/4" REBAR
IP11230	192146.658	285121.602	3/4" REBAR
IP11231	192233.266	284976.371	PK NAIL
IP11256	191906.408	285073.548	1" OD 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.



I, TODD M. COPISEY 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: TODD M. COPISEY
REGISTRATION NUMBER: S-3097

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

SIGNATURE: _____ DATE: _____
PRINT NAME: DOUG DINY

TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.02

THAT PART OF LOT 1 AND OUTLOT 1 OF CSM 13076, THAT PART OF LOT 1 OF CSM 15115, THAT PART OF CSM 27, THAT PART OF PARCEL 1 AND PARCEL 2 OF CSM 711, AND THAT PART OF LOT 1, BLOCK 2, AND LOT 3, OF BLOCK 1, OF LINCOLN ADDITION TOWN OF WESTON ALL LOCATED IN AND PART OF THE SW 1/4 OF THE SE 1/4 SECTION 1, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - BUS 51, C WAUSAU - GRAND AVENUE (LAKVIEW DR TO KENT ST), 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-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.03

THAT PART OF CSM 1012, THAT PART OF CSM 345, AND THAT PART OF LOT 2, BLOCK 2 OF LINCOLN ADDITION TOWN OF WESTON ALL LOCATED IN AND PART OF THE SW 1/4 OF THE SE 1/4 SECTION 1, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - BUS 51, C WAUSAU - GRAND AVENUE (LAKVIEW DR TO KENT ST), 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-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SUBSECTION 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 EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR BUS 51/GRAND AVE: RWPLAT 6410-07-21, LINCOLN ADDITION TOWN OF WESTON, CSM 345, CSM 1012, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR EAU CLAIRE BLVD: RWPLAT 6410-07-21, CSM 345, CSM 1012, AND EXISTING CENTERLINE.

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

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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 OF WAUSAU.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE R/W NEW	SF REQUIRED EXISTING	TLE TOTAL
89	JSP INVESTMENTS OF WAUSAU LLC, A WISCONSIN LIMITED LIABILITY COMPANY LAMAR CENTRAL OUTDOOR, LLC	FEE/TLE	59	---	59
91	GA PROPERTIES I, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 10% INTEREST TENANT IN COMMON; GA PROPERTIES II, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 40% INTEREST TENANT IN COMMON; AND GA PROPERTIES III, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AN UNDIVIDED 50% INTEREST TENANT IN COMMON.	FEE/TLE	654	---	654
93	SCF RC FUNDING IV LLC, A DELAWARE LIMITED LIABILITY COMPANY	FEE/TLE	105	---	105
94	DOLLAR LOAN CENTER WISCONSIN, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	173	---	173
96	AREA 51 REALTY, LP, A FLORIDA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 80.93069% AND 1314 DINSMORE, LLC, A NEW YORK LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 19.06931%, AS TENANTS-IN-COMMON	FEE/TLE	681	---	681

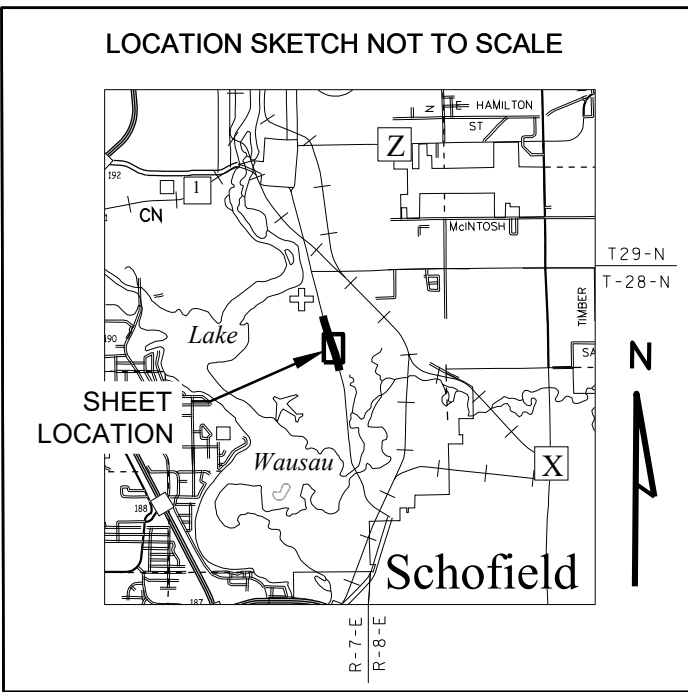
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP11148	192460.134	284987.062	CUT X
IP11181	192510.412	284872.125	CUT X
IP11185	192655.810	284936.948	CUT X
IP11186	192520.520	284967.082	CUT X
IP11232	192321.172	284947.454	PK NAIL
IP11233	192333.336	284943.453	PK NAIL
IP11234	192530.991	284878.516	PK NAIL

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

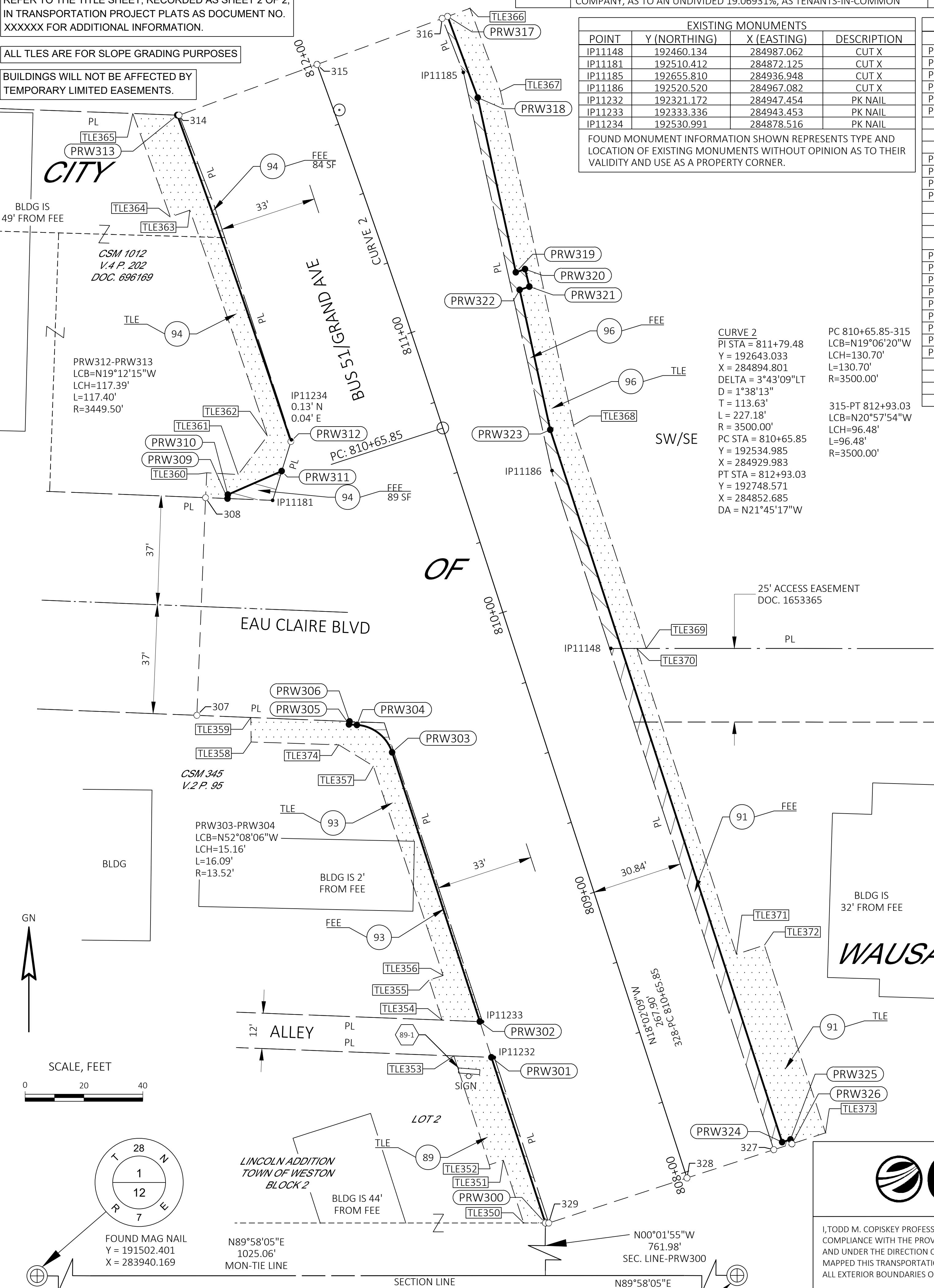
COURSE	BEARING	DISTANCE
PRW300-PRW301	N18° 02' 09"W	59.17'
PRW301-PRW302	N18° 02' 09"W	12.79'
PRW302-PRW303	N18° 02' 09"W	96.18'
PRW303-PRW304	SEE CURVE DATA	
PRW304-PRW305	N86° 14' 04"W	2.69'
PRW305-PRW306	N11° 09' 10"E	1.03'
PRW306-307	N87° 42' 37"W	51.94'
307-308	N02° 17' 23"E	74.00'
308-PRW309	S87° 42' 37"E	7.47'
PRW309-PRW310	N03° 55' 35"E	1.34'
PRW310-PRW311	N66° 26' 27"E	19.99'
PRW311-PRW312	N17° 15' 10"E	10.53'
PRW312-PRW313	SEE CURVE DATA	
PRW313-314	S87° 53' 02"E	0.60'
314-315	N69° 49' 28"E	49.94'
315-316	N69° 49' 28"E	45.33'
316-PRW317	N69° 49' 28"E	1.93'
PRW317-PRW318	S20° 24' 43"E	29.45'
PRW318-PRW319	S12° 19' 00"E	60.68'
PRW319-PRW320	N71° 16' 27"E	3.29'
PRW320-PRW321	S13° 58' 15"E	6.09'
PRW321-PRW322	S71° 22' 21"W	3.46'
PRW322-PRW323	S12° 18' 60"E	48.65'
PRW323-PRW324	S18° 02' 09"E	254.50'
PRW324-PRW325	N71° 57' 51"E	3.00'
PRW325-PRW326	S18° 02' 09"E	1.55'
PRW326-327	S71° 57' 51"W	6.47'
327-328	S71° 57' 51"W	31.03'
328-329	S71° 57' 51"W	49.41'
329-300	N89° 59' 33"W	1.15'

POINT NO.	STATION	OFFSET
PRW300	807+98.30	-50.50'
PRW301	808+57.47	-50.50'
PRW302	808+70.26	-50.50'
PRW303	809+66.45	-50.50'
PRW304	809+79.00	-59.00'
PRW305	809+80.00	-61.50'
PRW306	809+80.90	-61.00'
307	809+98.94	-109.71'
308	810+68.39	-84.00'
PRW309	810+65.74	-77.00'
PRW310	810+67.00	-76.50'
PRW311	810+68.95	-56.60'
PRW312	810+77.67	-50.50'
PRW313	811+96.78	-50.50'
314	811+96.55	-49.94'
315	811+96.55	0.00'
316	811+96.55	45.33'
PRW317	811+96.55	47.26'
PRW318	811+67.50	47.50'
PRW319	811+08.00	40.21'
PRW320	811+08.00	43.50'
PRW321	811+02.00	43.00'
PRW322	811+02.00	39.54'
PRW323	810+54.00	34.50'
PRW324	807+99.50	34.50'
PRW325	807+99.50	37.50'
PRW326	807+97.95	37.50'
327	807+97.95	31.03'
328	807+97.95	0.00'
329	807+97.95	-49.41'

POINT NO.	STATION	OFFSET
TLE350	808+00.58	-57.50'
TLE351	808+23.00	-57.50'
TLE352	808+23.00	-62.50'
TLE353	808+61.90	-62.50'
TLE354	808+74.69	-62.50'
TLE355	808+89.00	-62.50'
TLE356	808+89.00	-57.50'
TLE357	809+64.00	-58.00'
TLE358	809+84.63	-95.00'
TLE359	809+92.56	-92.50'
TLE360	810+76.50	-81.00'
TLE361	810+72.50	-71.00'
TLE362	810+82.00	-57.50'
TLE363	811+64.50	-57.50'
TLE364	811+64.50	-64.50'
TLE365	812+02.63	-64.50'
TLE366	811+96.55	55.36'
TLE367	811+67.00	55.50'
TLE368	810+53.00	42.50'
TLE369	809+73.29	42.50'
TLE370	809+74.26	39.50'
TLE371	808+65.00	39.50'
TLE372	808+65.00	49.50'
TLE373	807+97.95	49.50'
TLE374	809+74.50	-67.00'

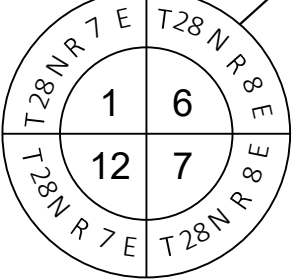


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6999-02-20 - 4.03



SIGN NUMBER	SIGN OWNER(S)	OASIS NUMBER
89-1	LAMAR CENTRAL OUTDOOR, LLC JSP INVESTMENTS OF WAUSAU LLC, A WISCONSIN LIMITED LIABILITY COMPANY	007961

FOUND 2-1/2" OD PIPE
Y = 191503.861
X = 286552.635



I, TODD M. COPISEY 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: TODD M. COPISEY
REGISTRATION NUMBER: S-3097

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

SIGNATURE: _____ DATE: _____
PRINT NAME: DOUG DINY

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR
BUS 51/GRAND AVE: RWPLAT 6410-07-21, GREENDALE ADDITION, CSM 5174, CSM 120, AND EXISTING CENTERLINE.

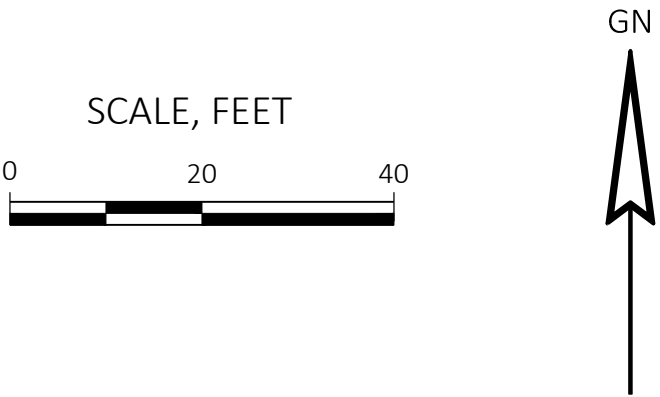
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF
REFERENCE FOR WEST KENT ST: RWPLAT 6410-07-21, GREENDALE ADDITION, CSM 5174, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF
REFERENCE FOR EAST KENT ST: RWPLAT 6410-07-21, CSM 120, CSM 16554, AND EXISTING CENTERLINE

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

ALL TLES ARE FOR SLOPE GRADING PURPOSES

SEE SHEET 2 OF 2 FOR TABLES & DETAILS.



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 OF WAUSAU.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE NEW	SF EXISTING	SF REQUIRED TOTAL	TLE SF
96	AREA 51 REALTY, LP, A FLORIDA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 80.93069% AND 1314 DINSMORE, LLC, A NEW YORK LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 19.06931%, AS TENANTS-IN-COMMON	FEE/TLE	781	---	781	2408
97	CHARLES O'BRIEN AND BRENDA STIEGMAN, TENANTS IN COMMON	FEE/TLE	528	---	528	1901
98	THE ESTATE OF LUCINDA KINLOW	FEE/TLE	81	---	81	210
99	STARK-2114 GRAND AVENUE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	1111
101	JAIME LAFFIN	FEE/TLE	1028	---	1028	2625
102	CONVENIENCE STORE INVESTMENTS, A WISCONSIN LIMITED PARTNERSHIP	FEE/TLE	137	---	137	312

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP11183	192785.670	284918.600	MAG SPIKE
IP11184	192794.701	284948.476	MAG SPIKE
IP11239	192745.335	284902.084	CUT X

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6999-02-20 - 4.04

TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.04

THAT PART OF CSM 5174, THAT PART OF LOT 6 AND LOT 7 OF CSM 120, THAT PART OF LOT 1 OF CSM 16554 LOCATED IN THE NW 1/4 OF THE SE 1/4, AND THAT PART OF LOT 1, BLOCK 3, AND LOT 1, LOT 2 AND LOT 3, BLOCK 4, OF GREENDALE ADDITION, ALL LOCATED IN AND PART OF THE SW 1/4 OF THE SE 1/4 SECTION 1, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - BUS 51, C WAUSAU - GRAND AVENUE (LAKVIEW DR TO KENT ST), 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-NAMED PROJECT.

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

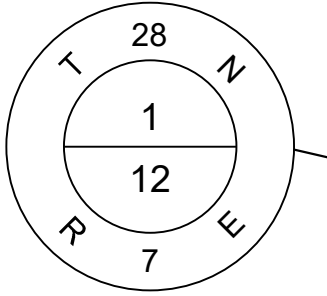
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY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

NOTES:

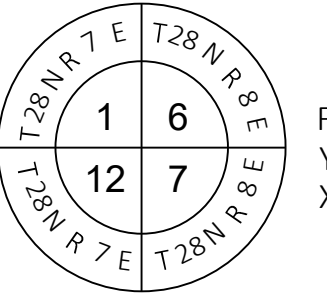
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT 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.

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



N89°58'05"E
900.19'
MON-TIE LINE
SECTION LINE
N00°01'55"W
1138.38'
SEC. LINE-PRW400
N89°58'05"E
1712.28'
TIE LINE-MON



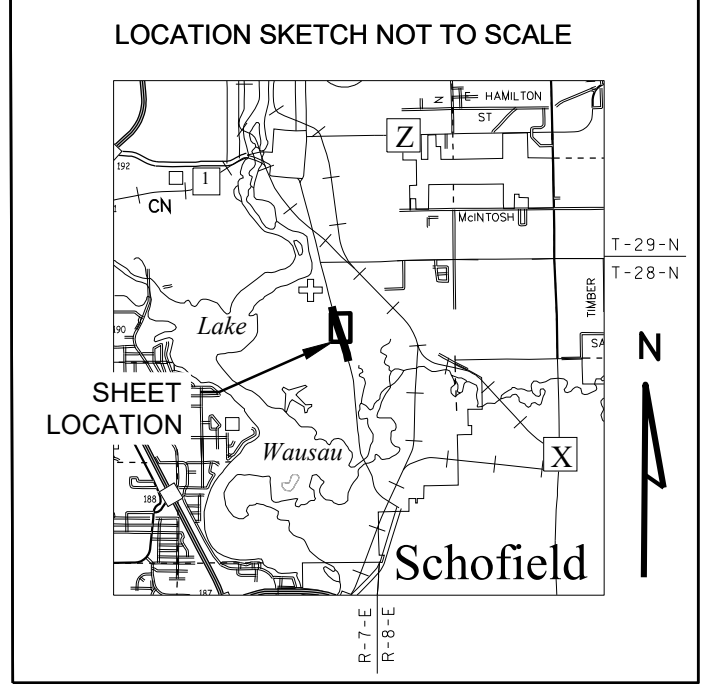
FOUND 2-1/2" OD PIPE
Y = 191503.861
X = 286552.635



SIGNATURE: _____ DATE: _____
PRINT NAME: TODD M. COPISEY
REGISTRATION NUMBER: S-3097

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

SIGNATURE: _____ DATE: _____
PRINT NAME: DOUG DINY



TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.04
EXTENSION SHEET 2 OF 2

RELOCATION ORDER BUS 51, C WAUSAU - GRAND AVENUE, LAKEVIEW DR TO KENT ST., MARATHON COUNTY

NOTES:

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN MARATHON COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NO. XXXXX

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.

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW400-401	N07° 15' 49"W	12.16'
401-PRW402	N22° 09' 31"W	103.04'
PRW402-PRW403	S68° 14' 43"W	3.51'
PRW403-PRW404	N21° 45' 17"W	33.50'
PRW404-PRW405	N54° 41' 02"W	22.23'
PRW405-PRW406	S89° 40' 35"W	25.50'
PRW406-PRW407	N00° 19' 25"W	3.50'
PRW407-PRW408	S89° 40' 31"W	17.50'
PRW408-PRW409	N84° 20' 34"W	52.79'
PRW409-PRW410	N00° 19' 25"W	3.13'
PRW410-411	S89° 21' 50"W	8.00'
411-412	N00° 04' 16"E	25.92'
412-413	N00° 04' 16"E	24.89'
413-414	S89° 55' 44"E	14.96'
414-415	N73° 44' 53"E	41.61'
415-416	N31° 57' 18"E	39.86'
416-417	N11° 55' 25"W	40.31'
417-418	N19° 02' 55"W	9.89'
418-419	N71° 41' 55"E	49.48'
419-420	N71° 41' 55"E	28.53'
420-PRW421	N71° 54' 44"E	5.97'
PRW421-PRW422	S18° 18' 05"E	55.34'
PRW422-PRW423	S18° 41' 23"E	19.87'
PRW423-PRW424	N70° 55' 18"E	2.00'
PRW424-PRW425	S19° 18' 27"E	11.71'
PRW425-PRW426	S56° 56' 45"E	30.34'
PRW426-PRW427	S89° 37' 30"E	26.50'
PRW427-PRW428	S00° 22' 30"W	3.00'
PRW428-PRW429	S89° 37' 30"E	41.00'
PRW429-PRW430	N00° 22' 30"E	4.00'
PRW430-PRW431	S89° 37' 30"E	16.01'
PRW431-PRW432	S00° 27' 13"W	4.00'
PRW432-PRW433	S73° 31' 40"E	63.57'
PRW433-434	S89° 45' 12"E	30.76'
434-435	S00° 14' 48"W	29.74'
435-436	S00° 14' 48"W	30.26'
436-PRW437	N89° 45' 12"W	16.03'
PRW437-PRW438	S00° 16' 18"W	0.73'
PRW438-PRW439	S89° 44' 29"W	52.22'
PRW439-PRW440	S82° 41' 07"W	19.40'
PRW440-PRW441	S67° 22' 08"W	23.27'
PRW441-PRW442	S28° 20' 35"W	15.00'
PRW442-PRW443	S57° 56' 19"E	5.07'
PRW443-PRW444	S30° 20' 02"W	8.26'
PRW444-PRW445	N61° 37' 07"W	4.66'
PRW445-PRW446	S28° 01' 52"W	16.44'
PRW446-PRW447	S10° 23' 32"E	18.59'
PRW447-PRW448	S20° 23' 36"E	57.21'
PRW448-449	S69° 49' 28"W	1.93'
449-478	S69° 49' 28"W	45.33'
478-479	S69° 49' 28"W	49.94'
479-400	N87° 53' 02"W	0.60'

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE450	812+15.87	-64.50'
TLE451	812+53.50	-64.50'
TLE452	812+53.50	-57.50'
TLE453	812+93.03	-57.50'
TLE454	813+13.00	-57.50'
TLE455	813+13.00	-60.50'
TLE456	813+54.00	-60.50'
TLE457	9+45.50WK	41.50'
TLE458	9+01.50WK	41.50'
TLE459	8+41.50WK	35.00'
TLE460	814+48.53	-100.00'
TLE461	814+58.50	-100.00'
TLE462	814+58.00	-87.00'
TLE463	814+79.00	-62.50'
TLE464	815+22.20	-64.87'
TLE465	815+22.15	41.50'
TLE466	814+48.50	41.50'
TLE467	20+33.50EK	-70.00'
TLE468	21+28.50EK	-70.00'
TLE469	21+24.00EK	-58.00'
TLE470	22+06.00EK	-29.74'
TLE471	22+05.00EK	30.26'
TLE472	22+05.00EK	39.00'
TLE473	21+43.00EK	37.00'
TLE474	21+26.00EK	37.50'
TLE475	812+72.00	79.00'
TLE476	812+28.50	55.50'
TLE477	811+96.55	55.36'

RW STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW400	811+96.78	-50.50'
401	812+08.80	-47.76'
PRW402	813+13.00	-49.49'
PRW403	813+13.00	-53.00'
PRW404	813+46.50	-53.00'
PRW405	9+45.00WK	38.00'
PRW406	9+19.50WK	38.00'
PRW407	9+19.50WK	34.50'
PRW408	9+02.00WK	34.50'
PRW409	8+49.50WK	29.00'
PRW410	8+49.50WK	25.87'
411	8+41.50WK	25.92'
412	8+41.68WK	0.00'
413	8+41.85WK	-24.89'
414	8+56.81WK	-24.79'
415	8+96.82WK	-36.21'
416	814+72.25	-53.83'
417	815+12.31	-49.35'
418	815+22.20	-49.48'
419	815+22.20	0.00'
420	815+22.20	28.53'
PRW421	815+22.18	34.50'
PRW422	814+66.84	34.50'
PRW423	814+46.50	34.50'
PRW424	814+46.50	36.50'
PRW425	814+34.50	36.50'
PRW426	20+37.50EK	-54.00'
PRW427	20+64.00EK	-54.00'
PRW428	20+64.00EK	-51.00'
PRW429	21+05.00EK	-51.00'
PRW430	21+05.00EK	-55.00'
PRW431	21+21.01EK	-55.00'
PRW432	21+21.00EK	-51.00'
PRW433	21+84.00EK	-29.90'
434	22+13.00EK	-29.74'
435	22+13.01EK	0.00'
436	22+13.03EK	30.26'
PRW437	21+97.00EK	30.27'
PRW438	21+97.00EK	31.00'
PRW439	21+43.00EK	29.00'
PRW440	21+25.50EK	30.50'
PRW441	812+96.50	81.50'
PRW442	812+87.00	70.00'
PRW443	812+83.00	73.00'
PRW444	812+78.00	66.50'
PRW445	812+81.50	63.50'
PRW446	812+71.00	51.00'
PRW447	812+53.00	47.50'
PRW448	811+96.55	47.26'
449	811+96.55	45.33'
478	811+96.55	0.00'
479	811+96.55	-49.94'

TRANSPORTATION PROJECT PLAT NO: 6999-02-20 - 4.05

THAT PART OF CSM 5174, AND THAT PART OF CSM 39, AND THAT PART OF LOT 1 OF CSM 18818 ALL LOCATED IN THE NW 1/4 OF THE SE 1/4, SECTION 1, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER - BUS 51, C WAUSAU - GRAND AVENUE (LAKVIEW DR TO KENT ST), 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-NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 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-NAMED PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WAUSAU, PURSUANT TO THE PROVISIONS OF SUBSECTION 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.

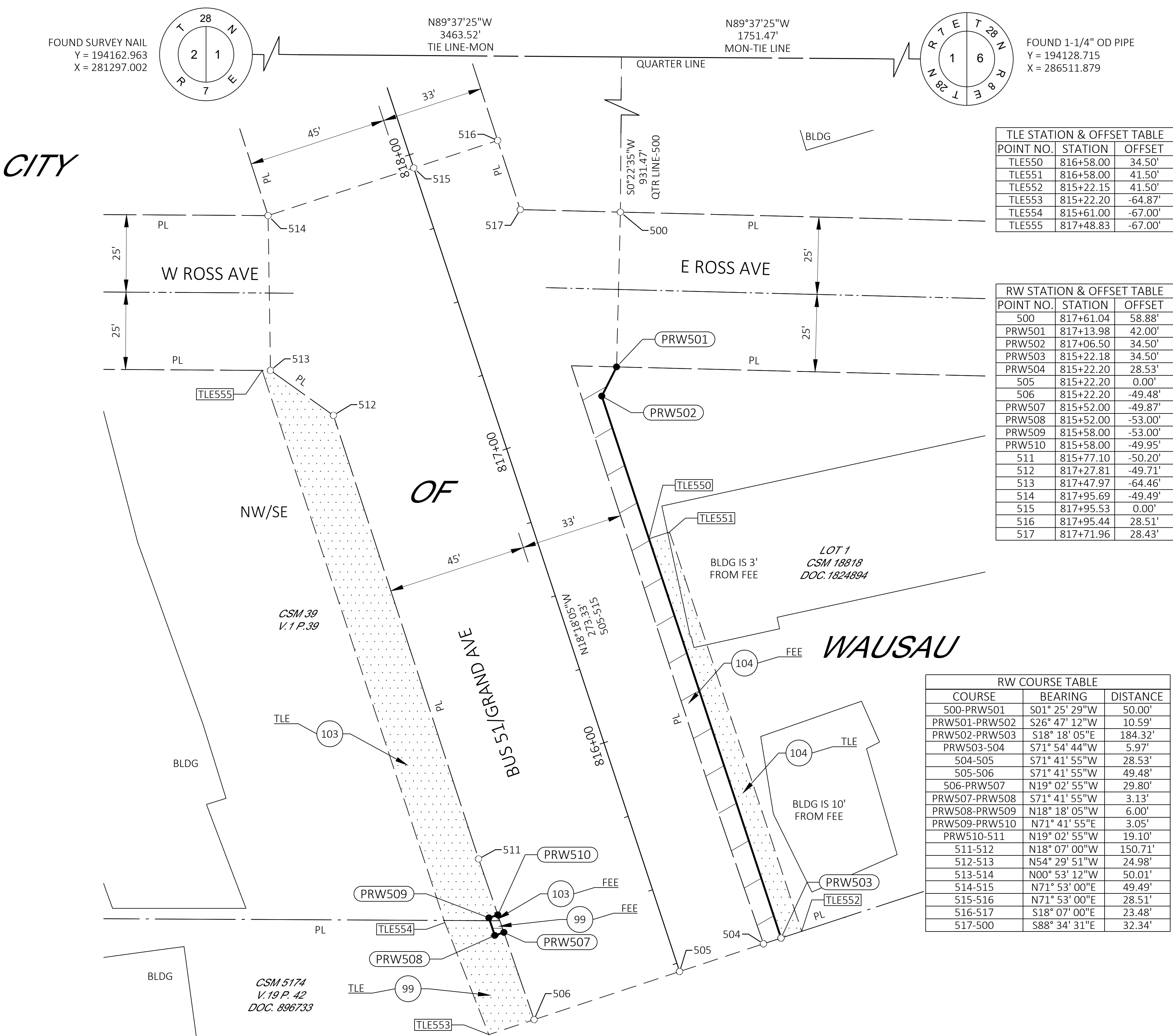
ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR BUS 51/GRAND AVE: RWPLAT 6410-07-21, CSM 5174, CSM 39, CSM 18818, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR WEST ROSS ST: RWPLAT 6410-07-21, CSM 39, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR EAST ROSS ST: RWPLAT 6410-07-21, CSM 18818, AND EXISTING CENTERLINE



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

ALL TLES ARE FOR SLOPE GRADING PURPOSES

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

FOUND 1-1/4" OD PIPE
Y = 194128.715
X = 286511.879

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE550	816+58.00	34.50'
TLE551	816+58.00	41.50'
TLE552	815+22.15	41.50'
TLE553	815+22.20	-64.87'
TLE554	815+61.00	-67.00'
TLE555	817+48.83	-67.00'

RW STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
500	817+61.04	58.88'
PRW501	817+13.98	42.00'
PRW502	817+06.50	34.50'
PRW503	815+22.18	34.50'
PRW504	815+22.20	28.53'
505	815+22.20	0.00'
506	815+22.20	-49.48'
PRW507	815+52.00	-49.87'
PRW508	815+52.00	-53.00'
PRW509	815+58.00	-53.00'
PRW510	815+58.00	-49.95'
511	815+77.10	-50.20'
512	817+27.81	-49.71'
513	817+47.97	-64.46'
514	817+95.69	-49.49'
515	817+95.53	0.00'
516	817+95.44	28.51'
517	817+71.96	28.43'

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
500-PRW501	S01° 25' 29"W	50.00'
PRW501-PRW502	S26° 47' 12"W	10.59'
PRW502-PRW503	S18° 18' 05"E	184.32'
PRW503-504	S71° 54' 44"W	5.97'
504-505	S71° 41' 55"W	28.53'
505-506	S71° 41' 55"W	49.48'
506-PRW507	N19° 02' 55"W	29.80'
PRW507-PRW508	S71° 41' 55"W	3.13'
PRW508-PRW509	N18° 18' 05"W	6.00'
PRW509-PRW510	N71° 41' 55"E	3.05'
PRW510-511	N19° 02' 55"W	19.10'
511-512	N18° 07' 00"W	150.71'
512-513	N54° 29' 51"W	24.98'
513-514	N00° 53' 12"W	50.01'
514-515	N71° 53' 00"E	49.49'
515-516	N71° 53' 00"E	28.51'
516-517	S18° 07' 00"E	23.48'
517-500	S88° 34' 31"E	32.34'

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 OF WAUSAU.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	FEE R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
99	STARK-2114 GRAND AVENUE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	14	---	14	578
103	BFP EAST LLC	FEE/TLE	5	---	5	3074
104	EMMERICH & ASSOCIATES, INC., A WISCONSIN CORPORATION	FEE/TLE	1296	---	1296	951



I, TODD M. COPISEY 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: TODD M. COPISEY
REGISTRATION NUMBER: S-3097

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

SIGNATURE: _____ DATE: _____
PRINT NAME: DOUG DINY



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St

PURPOSE

The purpose is to review and approve the 1st revision to the State/Municipal Agreement.

BACKGROUND

The WDOT will be reconstructing this segment of Grand Avenue in 2029. The city signed the original SMA to begin the project. Revision 1 provides updates to the SMA now that engineering costs and local utility costs can be more accurately estimated.

RECOMMENDATION

Staff recommends approval.



1st Revision

**STATE/MUNICIPAL
FINANCIAL
AGREEMENT**

This agreement supersedes the agreement signed by the Municipality on August 9, 2023 and signed by the State on August 16, 2023.

Date: July 15, 2026
I.D.: 6999-02-10, 20, 80, & 82
Road Name: Business 51
Title: C Wausau, Grand Avenue
Limits: Lakeview Drive to Kent Street
County: Marathon
Roadway Length: 0.26 miles

The signatory **city of Wausau**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Grand Avenue is a four-lane divided urban roadway within the connecting street limits in the city of Wausau. The existing pavement has deteriorated and is reaching the end of its service life. The existing crosswalk curb ramps do not meet current Americans with Disabilities Act (ADA) Standards.

Proposed Improvement - Nature of work: The proposed improvement is a pavement replacement. Work consists of removing and replacing the existing pavement. The project will also upgrade crosswalk curb ramps, complete curb and gutter replacement in spot locations, and storm sewer repairs.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 3 (to be adjusted in the final plan).

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
6999-02-10 Preliminary Engineering:	\$ 241,800	\$ 181,350	75%	\$ 60,450	25%
6999-02-20 Real Estate Acquisition:	\$ 236,000	\$ 236,000	100%	\$ -	0%
6999-02-80 ¹ Construction:					
Roadway (cat 0010)	\$ 3,300,652	\$ 3,300,652	100%	\$ -	0%
Local Utilities (cat 0010)	\$ 41,148	\$ -		\$ 41,148	LS
Subtotal:	\$ 3,341,800	\$ 3,300,652		\$ 41,148	
6999-02-82 ¹ Local Utility	\$ 494,000	\$ -	0%	\$ 494,000	100%
Total Cost Distribution	\$ 4,313,600	\$ 3,718,002		\$ 595,598	

¹Estimates include construction engineering

See number 8 of Terms and Conditions

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 2 – 15); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the city of Wausau (please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the State (please sign in blue ink)	
Name Shannon P Riley	Title WisDOT North Central Region Planning Chief
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.

2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (i) Conditioning, if required, and maintenance of detour routes.
 - (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.

4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
6. The work will be administered by the State and may include items not eligible for federal/state participation.
7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.
8. Basis for local participation:
 - a) **Preliminary Engineering – 6999-02-10:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 75% and the Municipality is responsible for 25% of all design engineering costs necessary for State construction projects on a connecting highway.
 - b) **Real Estate Acquisition – 6999-02-20:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the acquisition of necessary real estate. However, it shall be the responsibility of the Municipality to provide all of the real estate work and payments necessary to acquire the rights, interests, and/or releases for this project.

When State or Federal dollars are to be used to reimburse the Municipality for any real estate acquisition related costs, all real estate activities are subject to reviews and approvals by the State. Required State reviews and approvals are identified in the Local Public Agency manual. Examples of some review and approval items are listed in the following table.

Contract services & fee for consultant services	Nominal Value approvals
Capability statement for consultant services	Administrative revisions
Appraisal reviews	Revised offers
Offering price approvals	Acquisition Stage Relocation Plan
Relocation computations	Revised relocation computations
Relocation claims	Sales Studies

The Municipality will be given a direct cash reimbursement for the approved real estate costs of this project. Reimbursement will be limited to one payment request for the total real estate expenditures when all real estate activities have been completed.

In order for the Municipality to receive reimbursement for acquiring the real estate, the State must be given copies of all the related documents for review and approval. The reimbursement will be based on detailed invoices and supporting documents provided by the Municipality to the State, which show actual expenditures.

Approved real estate costs are those actual costs appropriately documented by the Municipality, and further approved by the State for reimbursement.

Real Estate Remnant Parcels: Any remnant properties created by partial acquisitions and acquired as part of this public improvement project, or any additional lands deemed unnecessary for the project, will be acquired by the Municipality. Such remnants or additional lands will not be considered for reimbursement of their acquisition costs and must be purchased with Municipal funds. Post project disposal and/or use of these remnants and additional lands will be at the sole discretion of the Municipality.

All municipal lands, owned by the Municipality being party to this agreement, required for this improvement project shall be dedicated/donated as right of way by specific resolution of the municipal governing body at no cost to the State. Exceptions to this dedication are those lands held by the Municipality under 4F and 6F Park lands.

c) **Participating Construction – 6999-02-80:**

1. **Roadway Items (Category 010):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% for the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction, required through WisDOT design process and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement.

If the new sidewalk is NOT required through WisDOT design process; the Municipality is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Bicycle Accommodations: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs for bicycle accommodations, where recommended by the State's Facility's Development Manual.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the Maintenance agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of costs necessary to construct a storm sewer system that accommodates roadway drainage, and surface water naturally flowing to the state trunk highway. The Municipality is responsible for 100% of the cost to over-size the storm sewer system to accommodate all additional local storm water caused by existing or future developments, and the Municipality agrees to pay these costs.

Parking Policy: In accordance with State statute 86.32(4), the Municipality is required to pay the actual construction costs and any associated costs (if applicable) of that part of the state trunk highway on which parking is permitted. The local cost share is the amount of the total project cost that represents the construction cost of the parking lane(s).

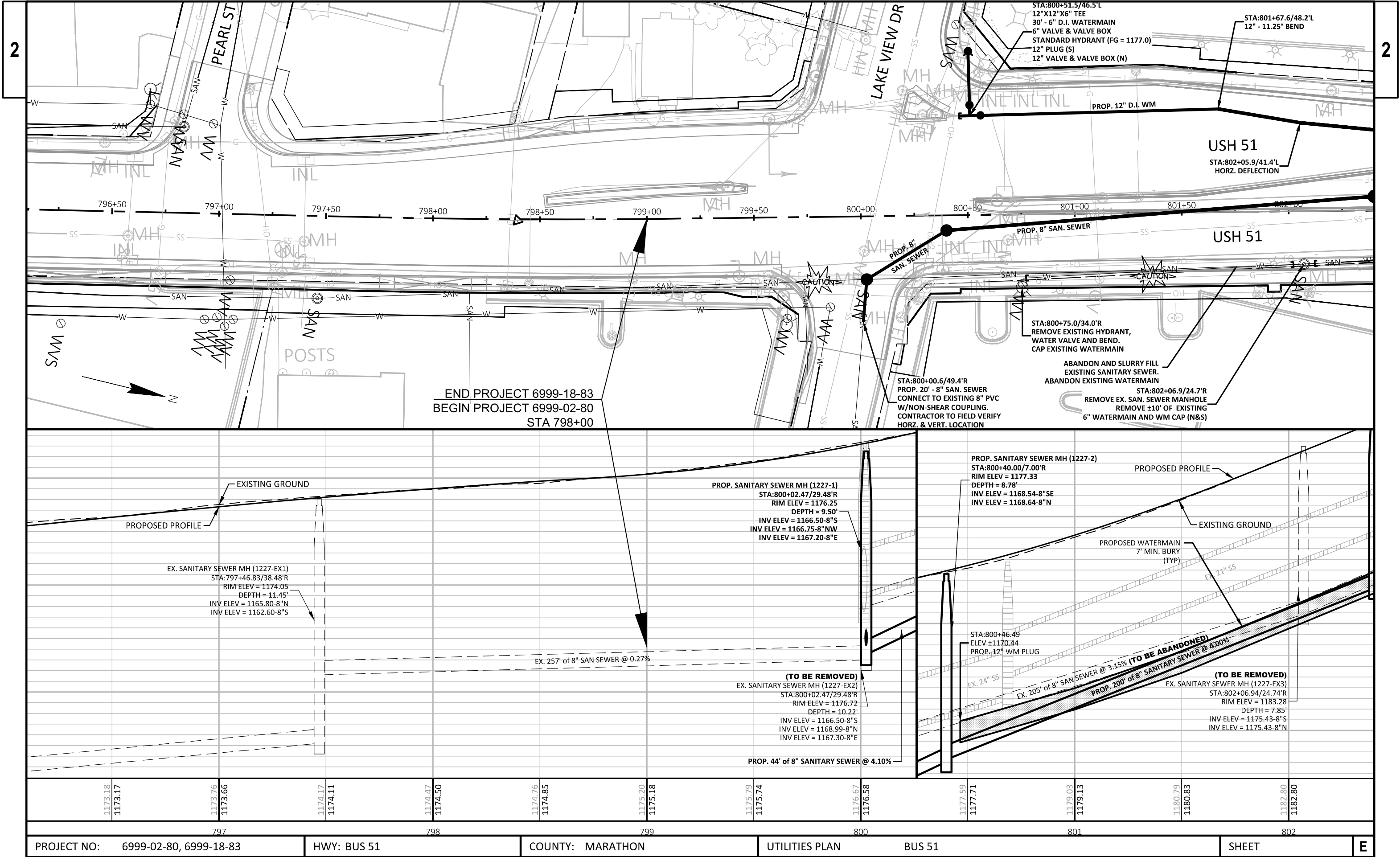
Utility Roadway Items: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to roadway items: removing asphalt, curb and gutter, concrete sidewalk, and excavation common; placement of base aggregate, HMA pavement, curb and gutter, and concrete sidewalk. The local cost share is the amount of the total project costs that represents the construction costs beyond the project's original limits. The Municipality has requested this utility work on East Kent Street and agrees to pay for the additional construction costs. The State has calculated the roadway items in this location for a total cost of \$41,148 including construction engineering. The Municipality agrees to pay a lump sum of \$41,148 (See Exhibit pages 14 - 15).

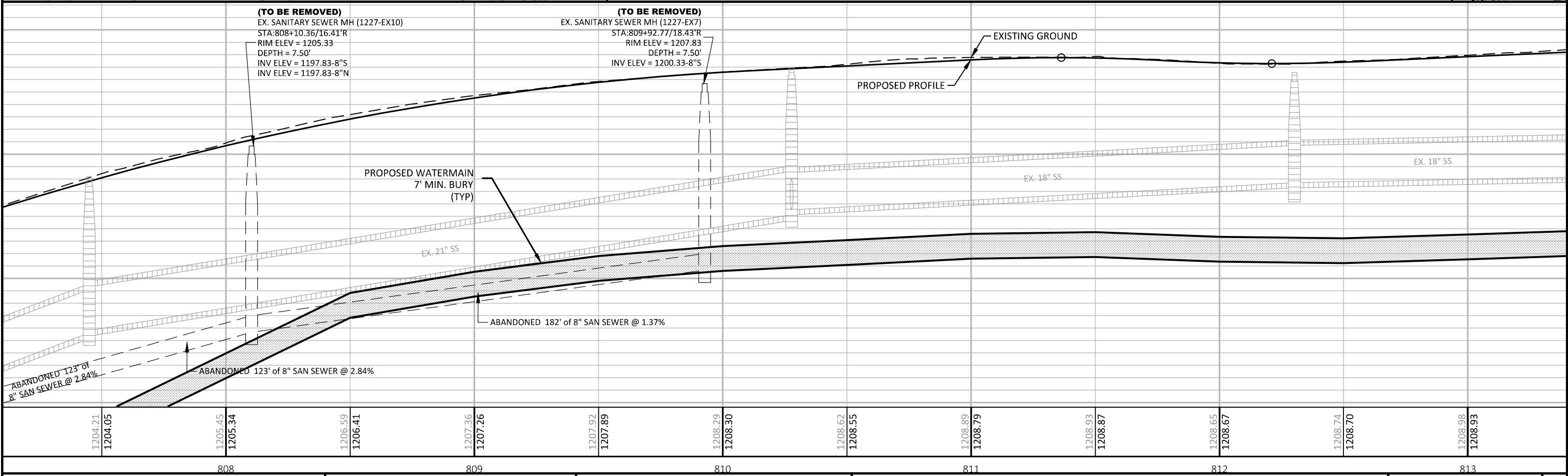
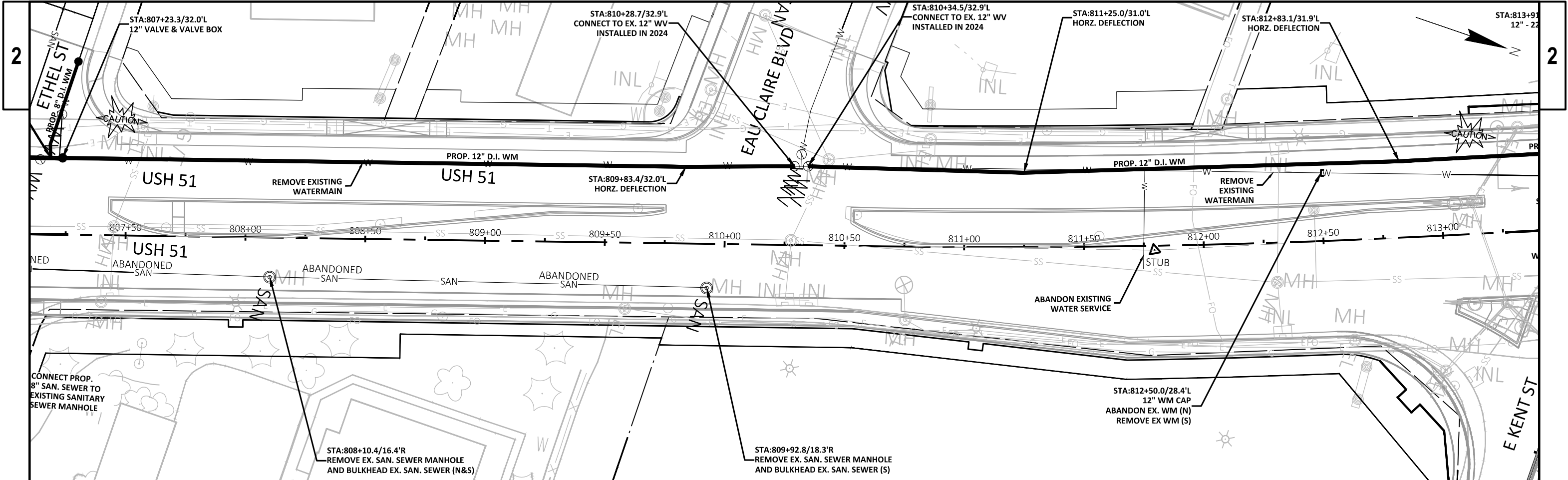
Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

- d) **Non-Participating Construction Local Utilities – 6999-02-82:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to, new installation or alteration of sanitary sewer and water, including service connections. The Municipality is also responsible for 100% of all costs caused by changes to Municipal owned utilities related to other utilities (gas, electric, telephone, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities).

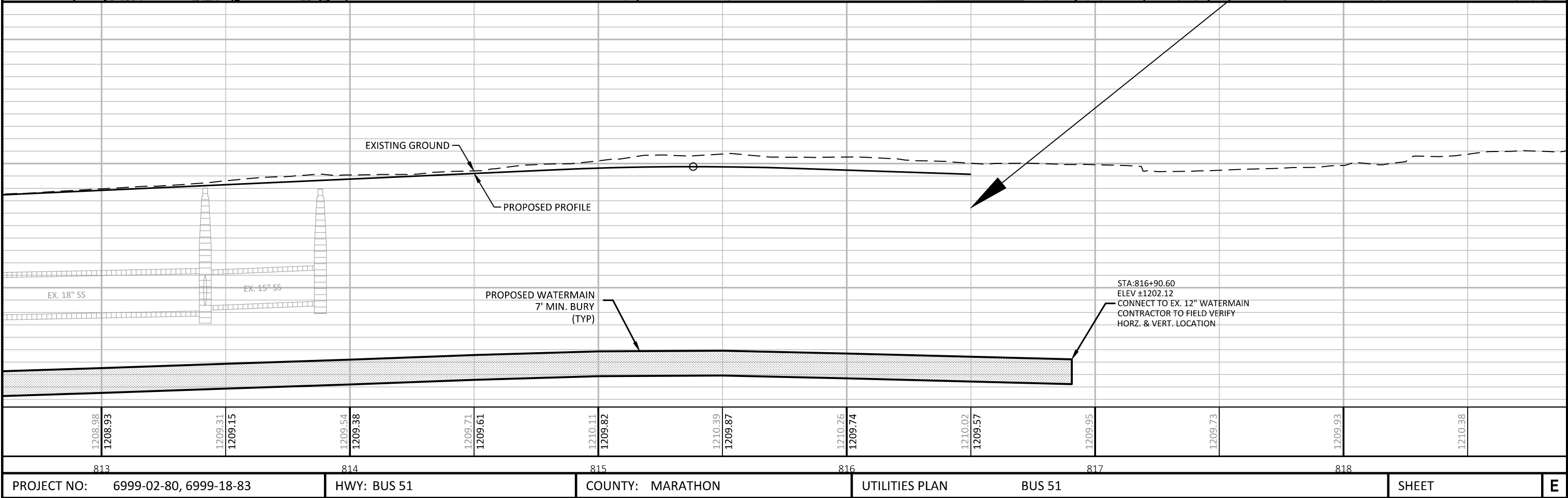
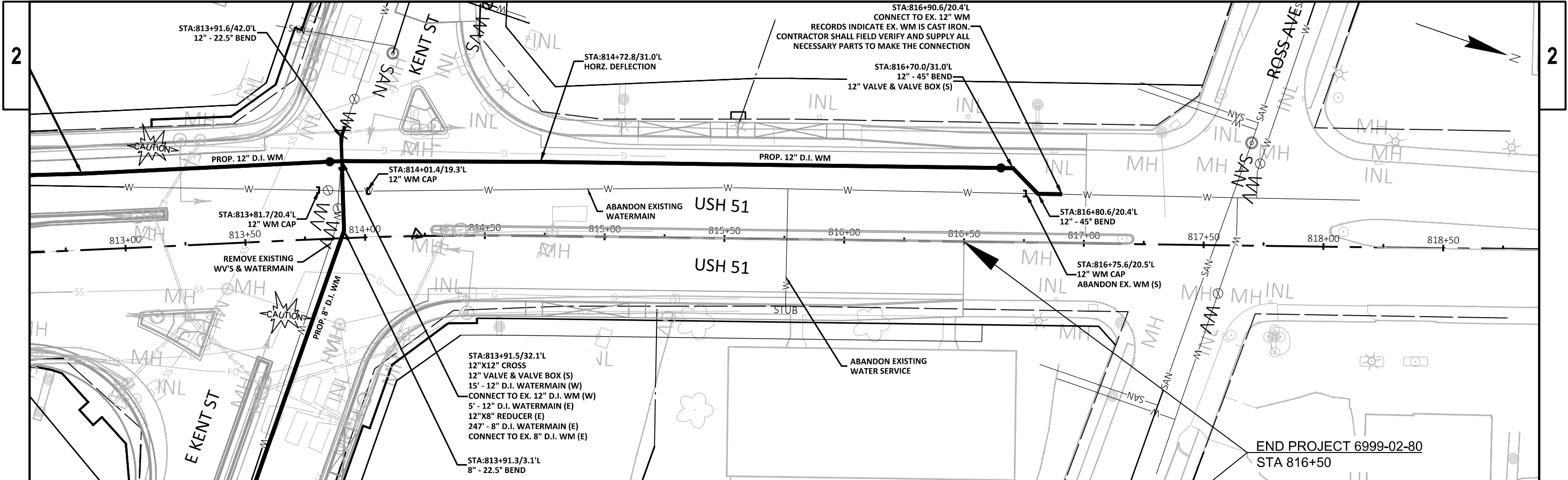
Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right of way, or participate in construction of a project that merits local involvement.

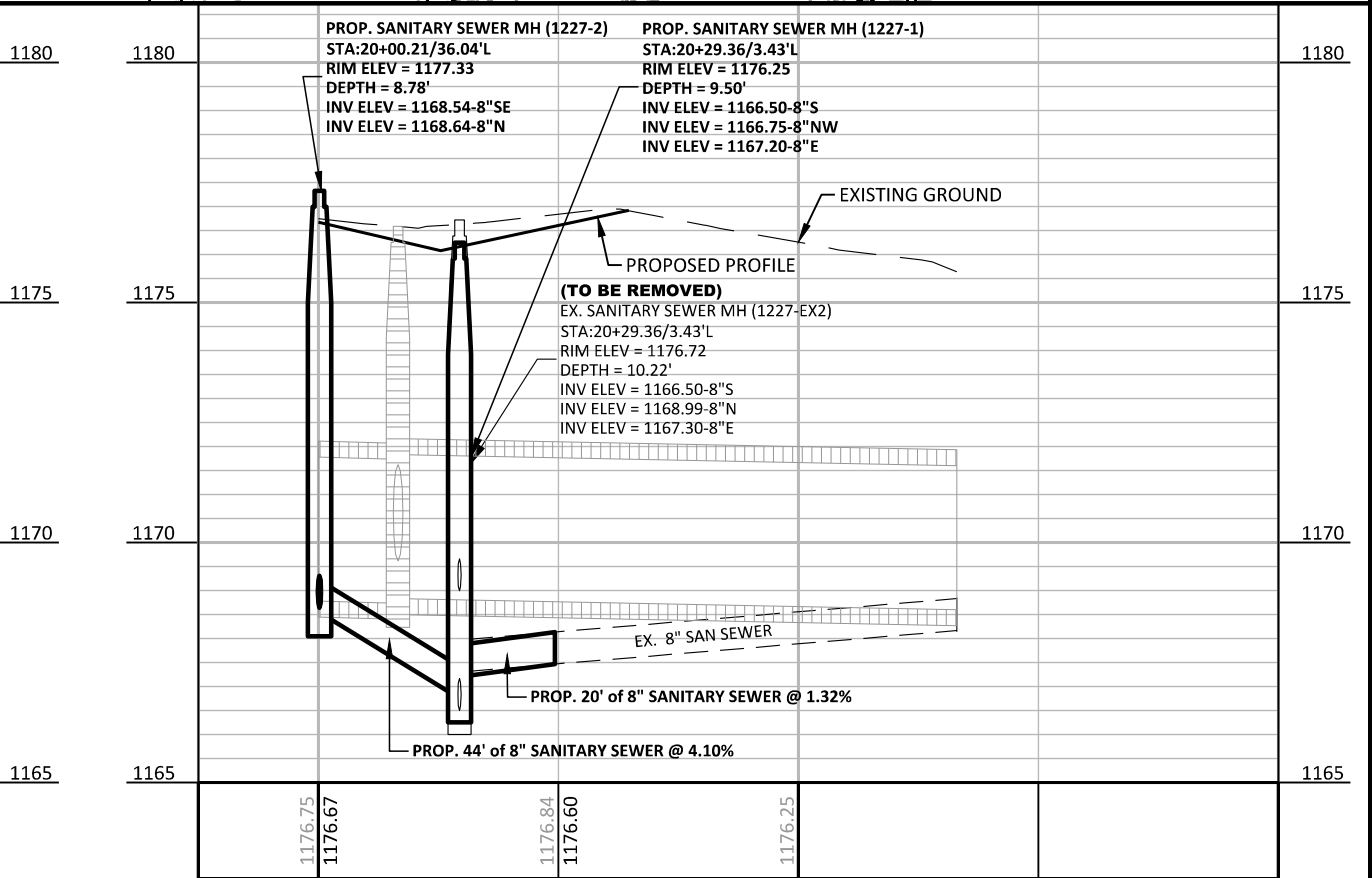
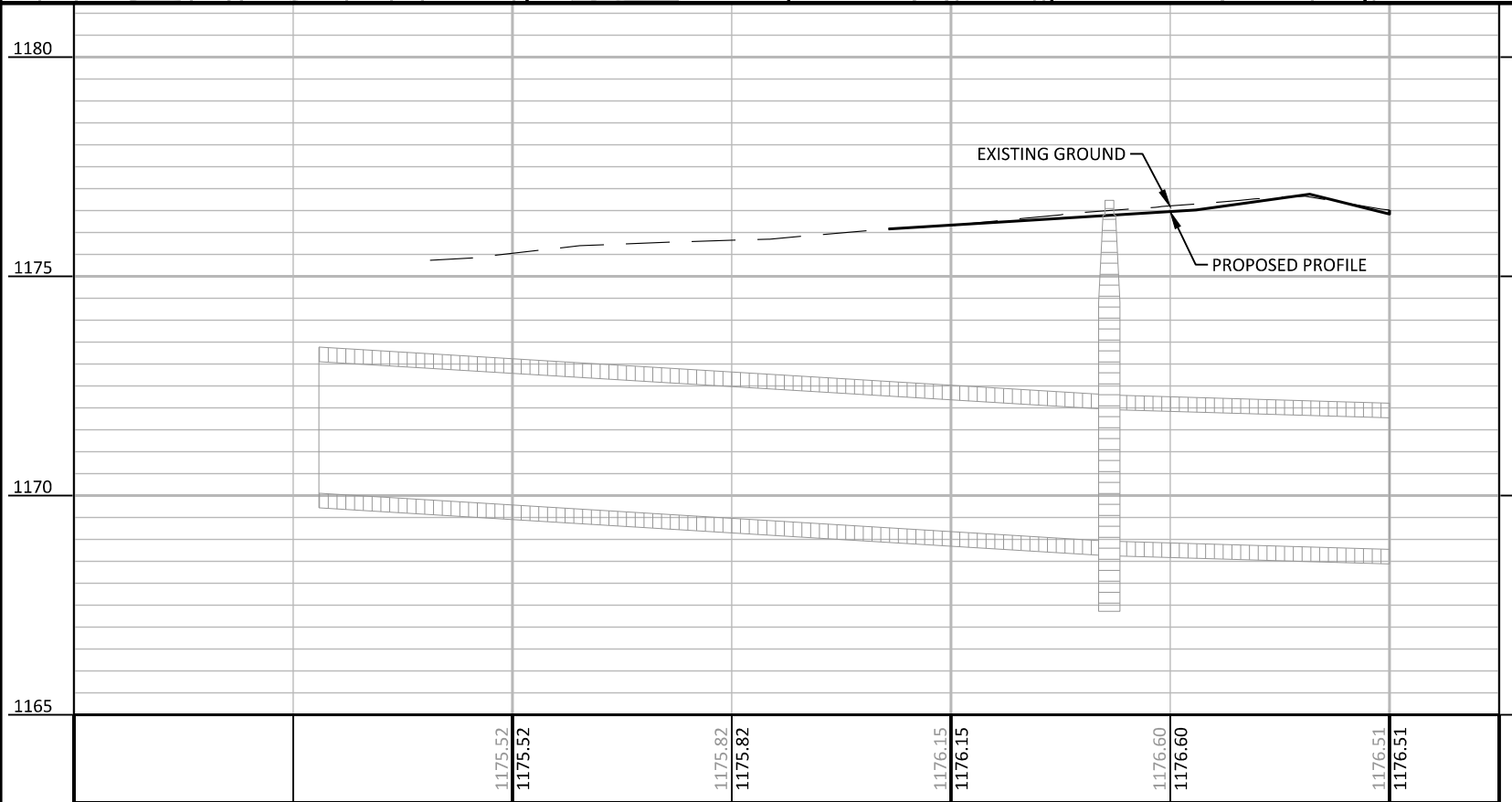
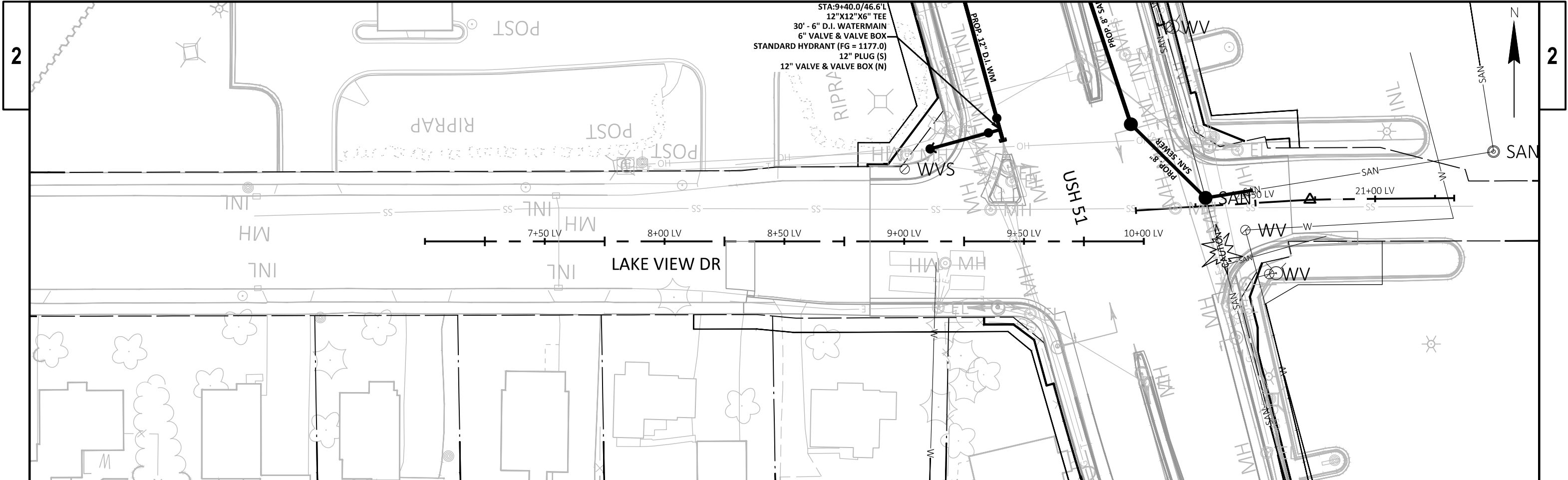


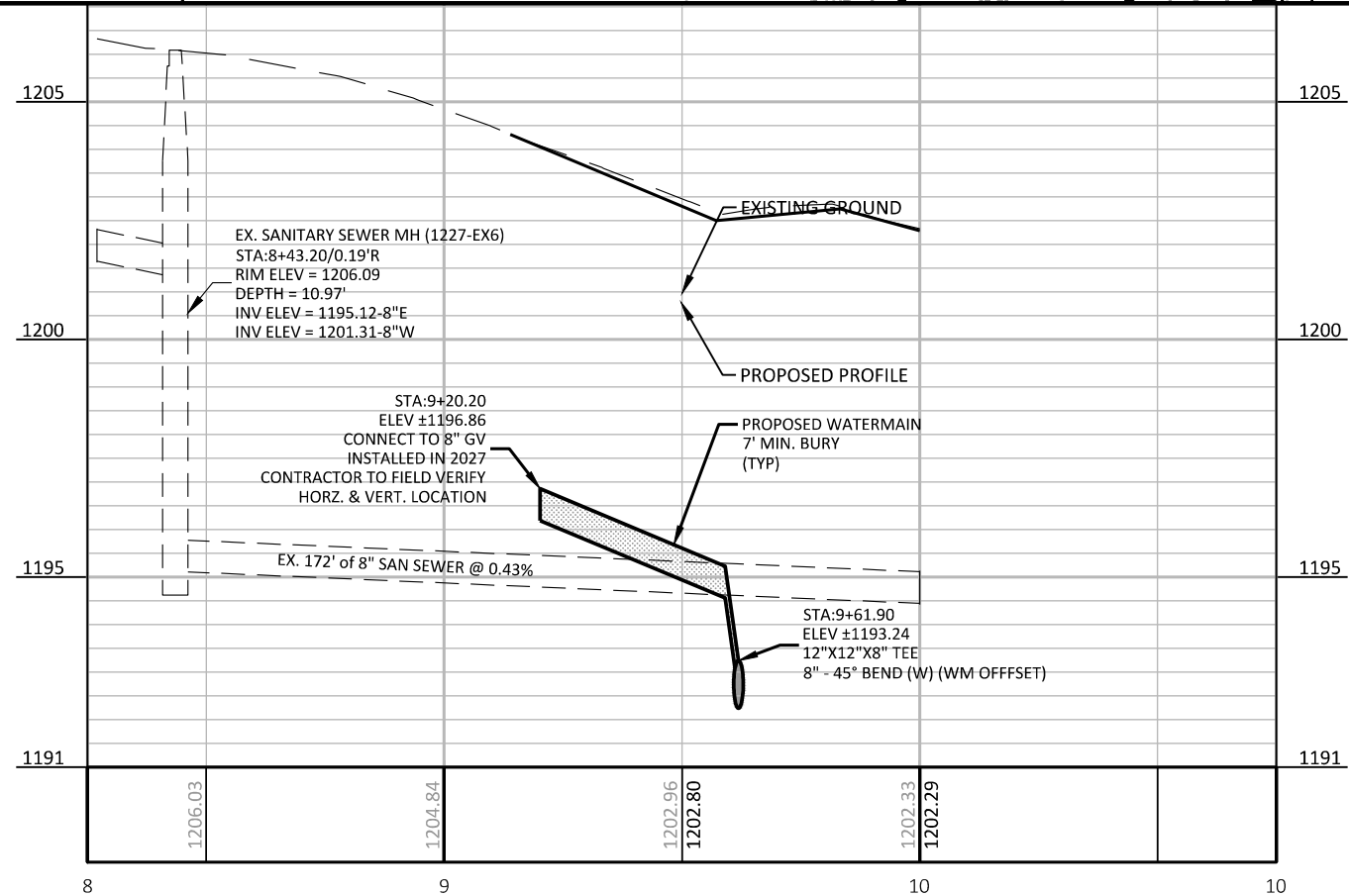
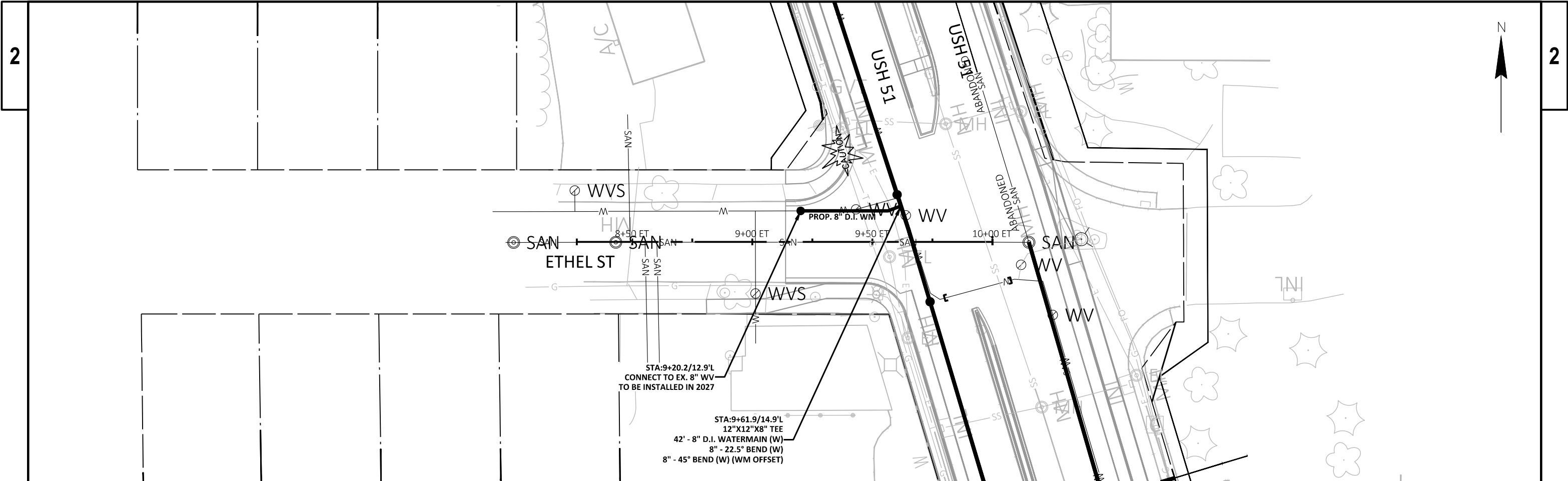


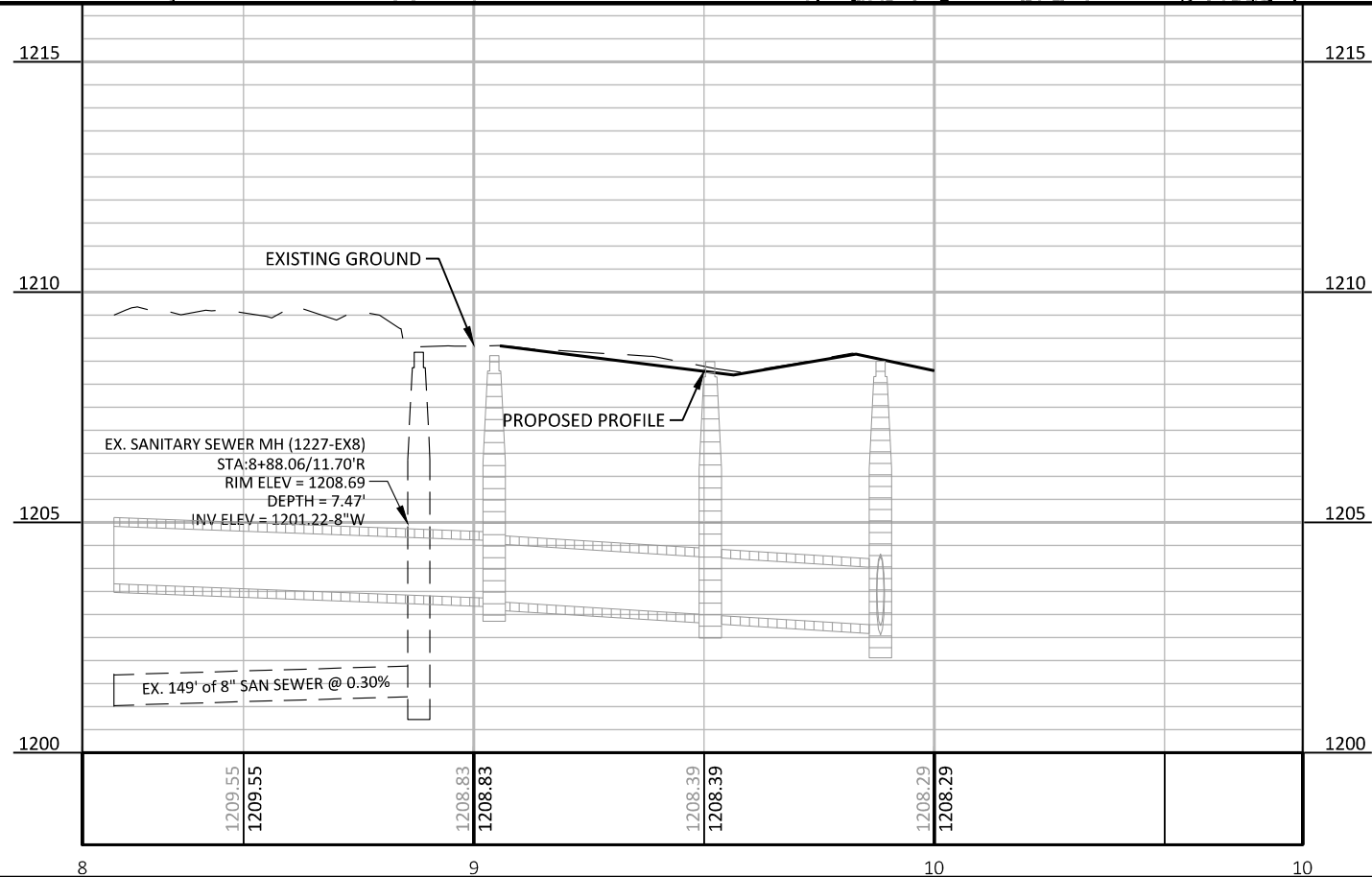
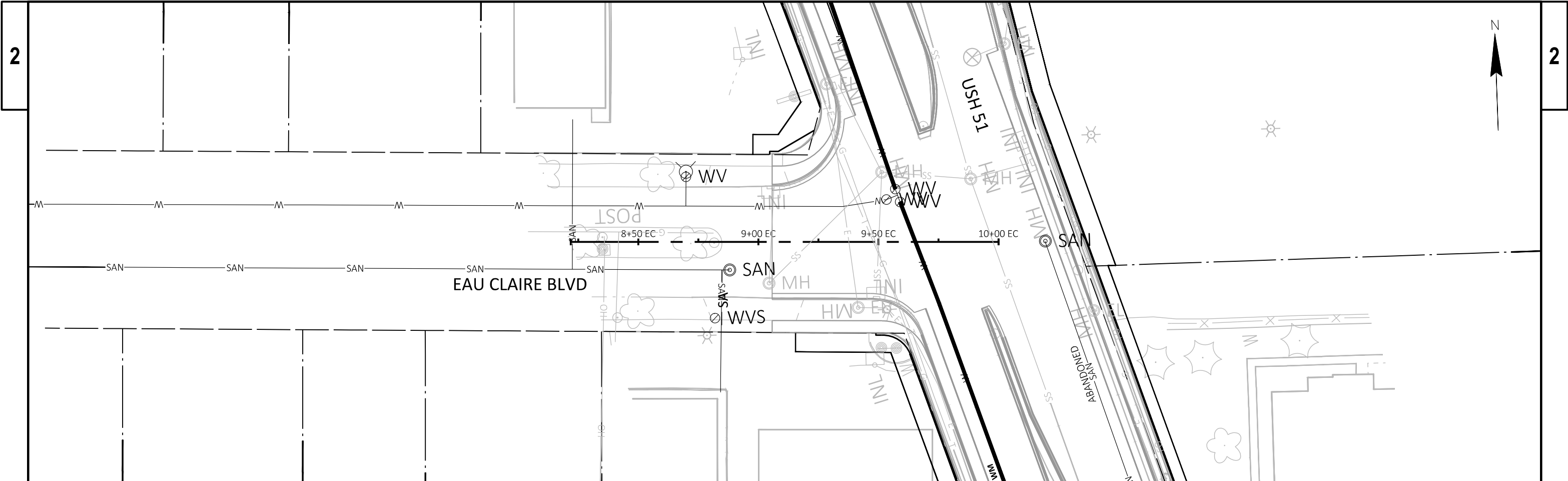
PROJECT NO: 6999-02-80, 6999-18-83	HWY: BUS 51	COUNTY: MARATHON	UTILITIES PLAN	BUS 51	SHEET	E
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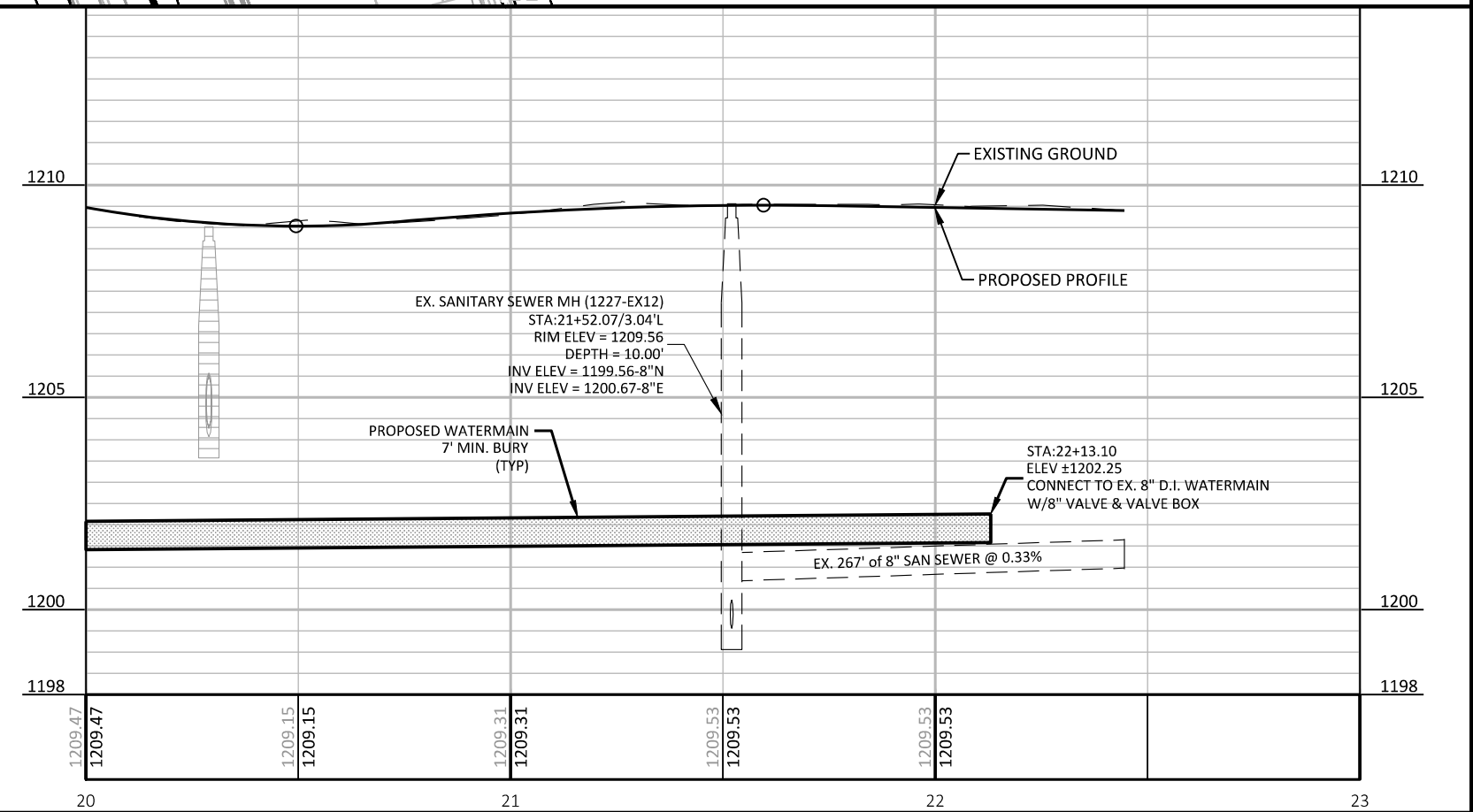
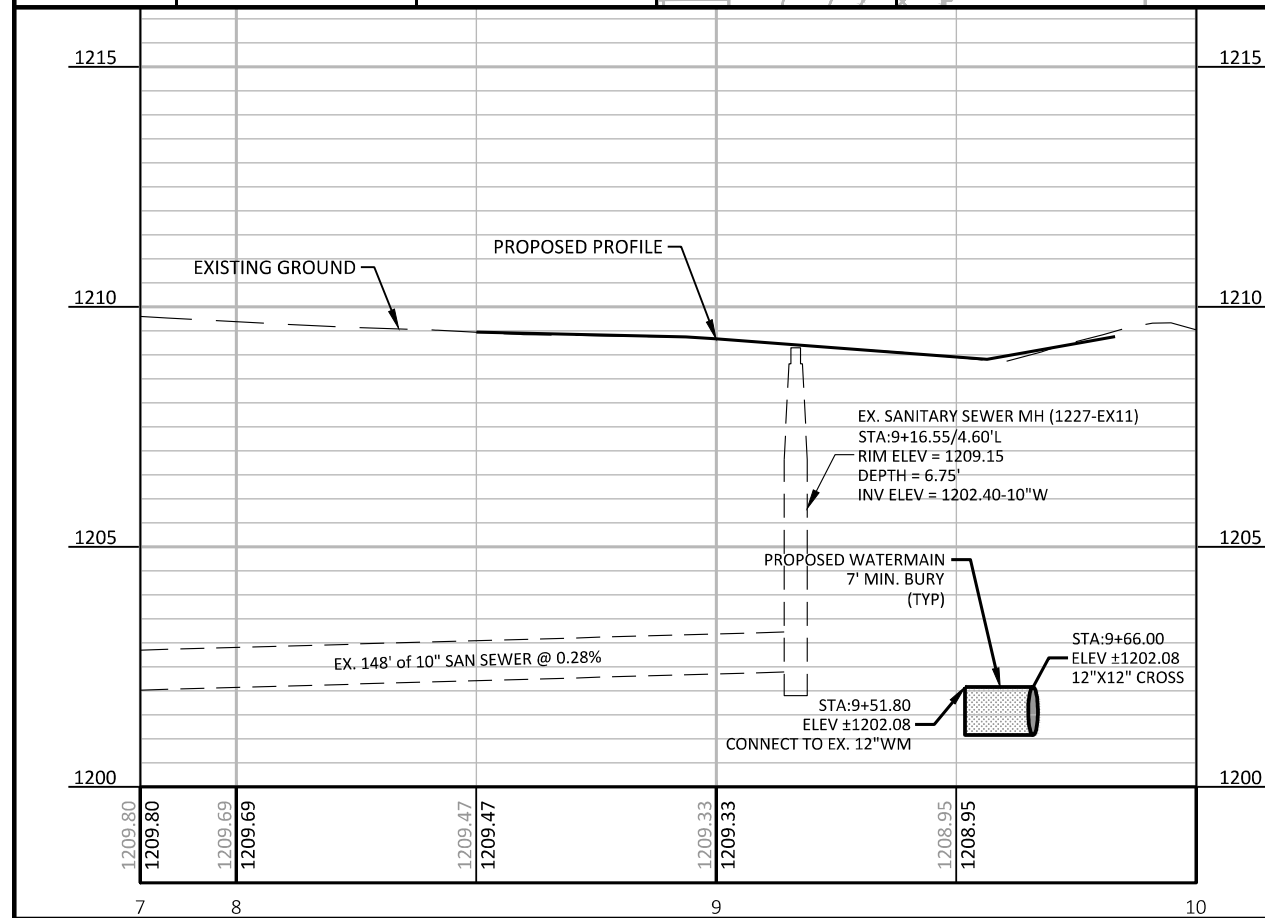
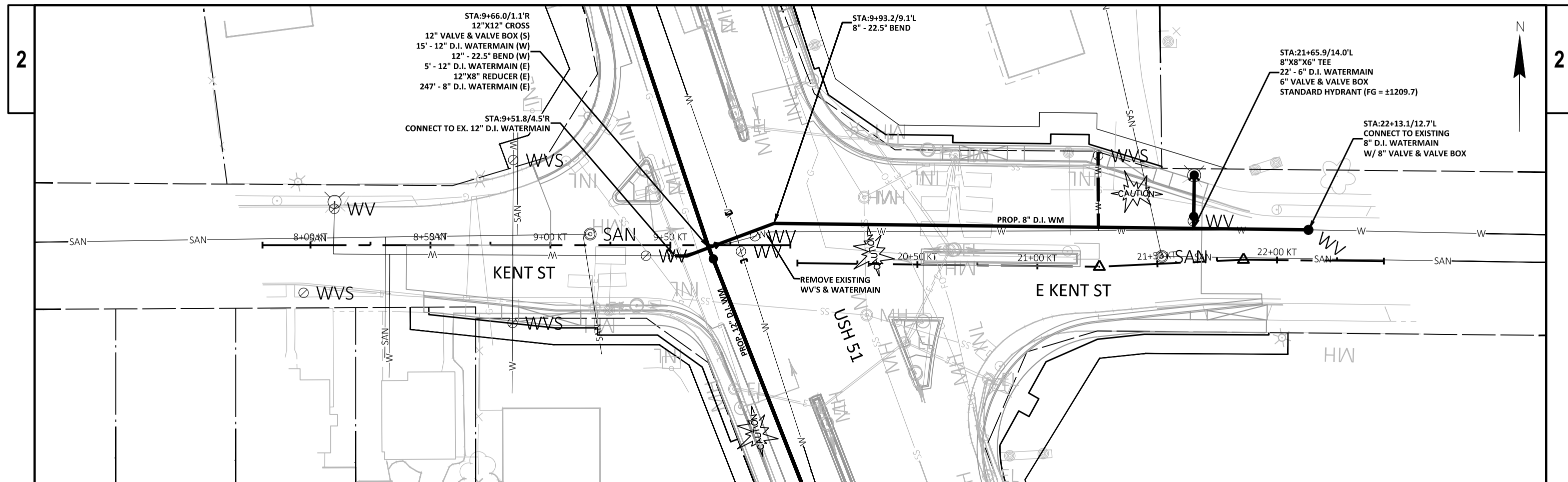


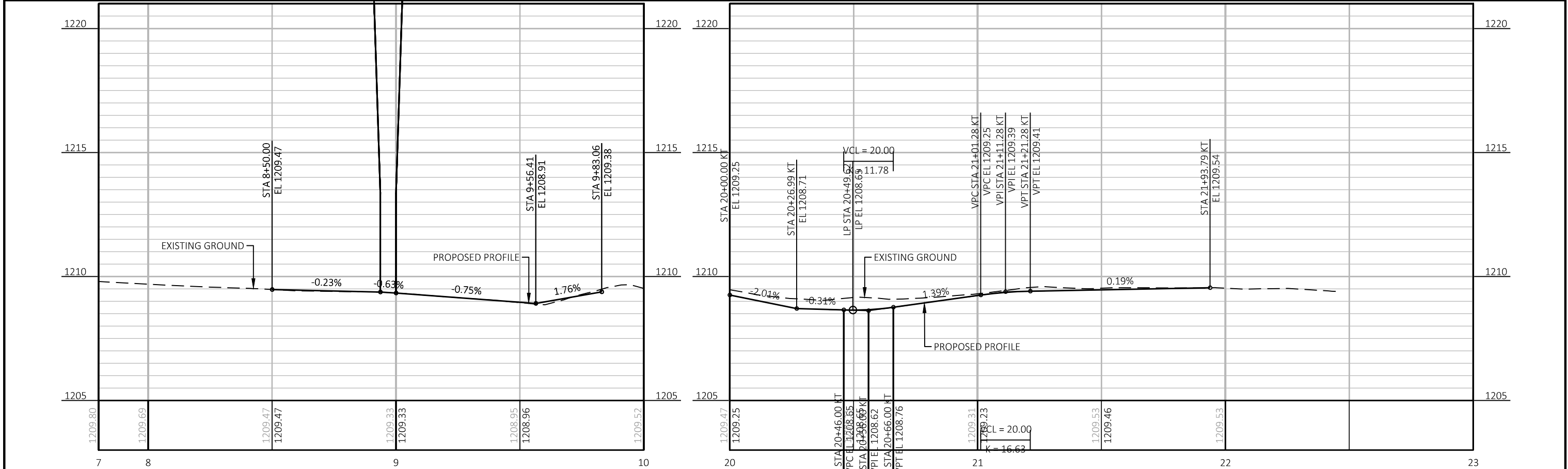
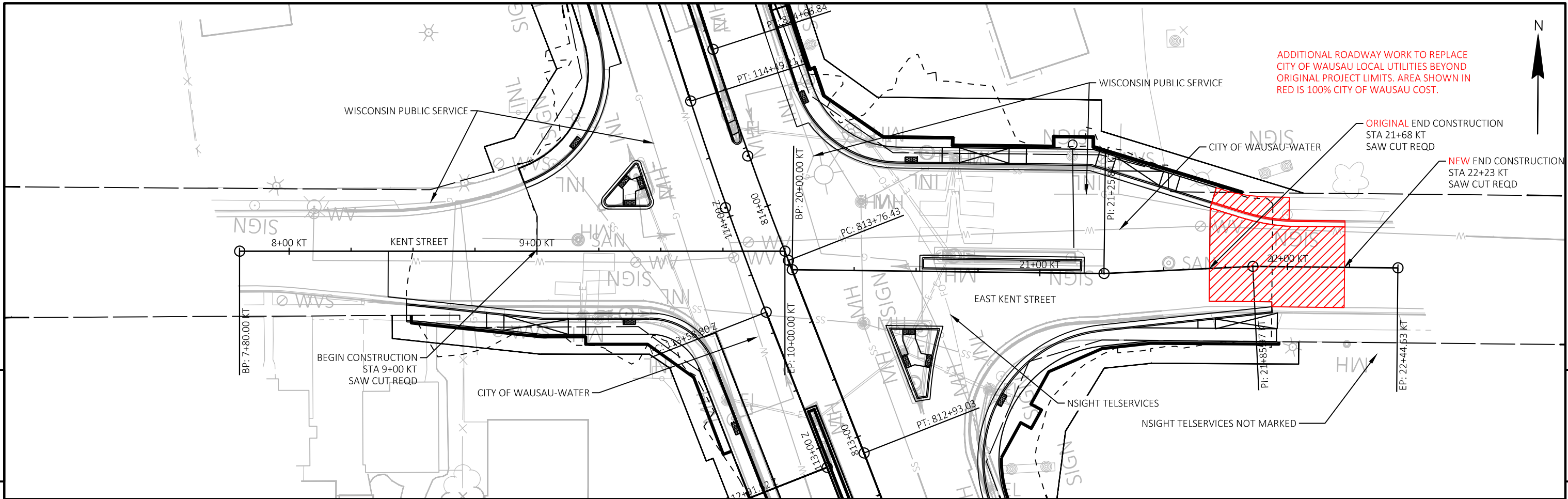
PROJECT NO: 6999-02-80, 6999-18-83	HWY: BUS 51	COUNTY: MARATHON	UTILITIES PLAN	BUS 51	SHEET	E
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Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive

PURPOSE

The purpose is to approve the SMA for the reconstruction of Business 51, CTH U to West Campus Drive.

BACKGROUND

The WDOT will be reconstructing this segment of Business 51. The WDOT is responsible for 100% of the design and construction cost except for the anticipated costs to adjust the sanitary sewer and water utilities. Those costs are outlined in the attached agreement.

RECOMMENDATION

Staff recommends approval.



**STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

Date: June 16, 2026
I.D.: 6999-00-11/24/81
Road Name: BUS 51
Title: C Wausau, Badger Avenue
Limits: CTH U to West Campus Drive
County: Marathon
Roadway Length: 0.271 Miles

The signatory **City of Wausau**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: The existing roadway is a rural and urban template which consists of asphalt pavement, curb and gutter, aggregate shoulders, storm sewer, street lighting, and traffic signals. The existing pavement shows signs of distress in the forms of alligator, longitudinal and transverse cracking. The roadway also has patching and rutting throughout the corridor.

Proposed Improvement - Nature of work: The proposed improvement is a pavement replacement. Work will consist of removing the existing pavement and replacing with a new HMA pavement structure. The project will include curb and gutter replacements, culvert replacement, storm sewer adjustments and replacement, installing new sidewalk and pedestrian crossing, replacing traffic signals, and upgrading pavement markings to current standards. The project will also include sanitary and water service adjustments as requested by the Municipality.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 3 (to be adjusted in the final plan).

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
6999-00-11 Preliminary Engineering: Plan Development	\$ 500,000	\$ 500,000	100%	\$ -	0%
6999-00-24 Real Estate Acquisition: Acquisition	\$ 148,500	\$ 148,500	100%	\$ -	0%
6999-00-81 ¹ Construction: Roadway Items (cat 0010)	\$ 2,910,870	\$ 2,910,870	100%	\$ -	0%
Culvert Items C-37-0004 (cat 0020)	\$ 32,340	\$ 32,340	100%	\$ -	0%
Non-participating Items (cat 0030)	\$ 5,340	\$ -	0%	\$ 5,340	100%
subtotal 6999-00-81:	\$ 2,948,550	\$ 2,943,210		\$ 5,340	
Non-Participating	\$ -	\$ -	0%	\$ -	100%

Total Cost Distribution \$ **3,597,050** \$ **3,591,710** \$ **5,340**

1. Estimates include construction engineering.
See Item 8 of Terms and Conditions.

This request is subject to the terms and conditions that follow (pages 2 – 6); is made by the undersigned under proper authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. A review of the existing State Municipal Maintenance Agreement (SMMA) or creation of a new SMMA signed by the Municipality and the State shall be completed in conjunction with this agreement. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the city of Wausau	
Name	Title
Signature	Date
Signed for and in behalf of the State	
Name Shannon P Riley	Title WisDOT North Central Region Planning Chief
Signature	Date

TERMS AND CONDITIONS:

- The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.

2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered for city utility construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.

6. The work will be administered by the State and may include items not eligible for federal/state participation.
7. The Municipality shall, in cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
8. Basis for local participation:
 - a) **Preliminary Engineering – 6999-00-11:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all design engineering costs necessary for the state construction project. Additional design work, at the request of the Municipality, may require local participation.
 - b) **Real Estate Acquisition – 6999-00-24:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all real estate acquisition costs necessary for the state construction project.
 - c) **Participating Construction – 6999-00-81:**
 1. **Roadway Items (Cat 0010):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the SMMA, if applicable. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction, required through WisDOT design process and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the SMMA, if applicable.

If the new sidewalk is NOT required through WisDOT design process; the Municipality is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the SMMA, if applicable. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Bicycle Accommodations: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs for bicycle accommodations, where recommended by the State's Facility's Development Manual.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for

the energy, operation, maintenance and replacement of the lighting system per the SMMA, if applicable. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 50% and the Municipality agrees to pay 50% of continuous new street lighting costs if necessitated by the project and only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the SMMA, if applicable. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the State.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of costs necessary to construct a storm sewer system that accommodates roadway drainage, and surface water naturally flowing to the state trunk highway. The Municipality is responsible for 100% of the cost to over-size the storm sewer system to accommodate all additional local storm water caused by existing or future developments, and the Municipality agrees to pay these costs.

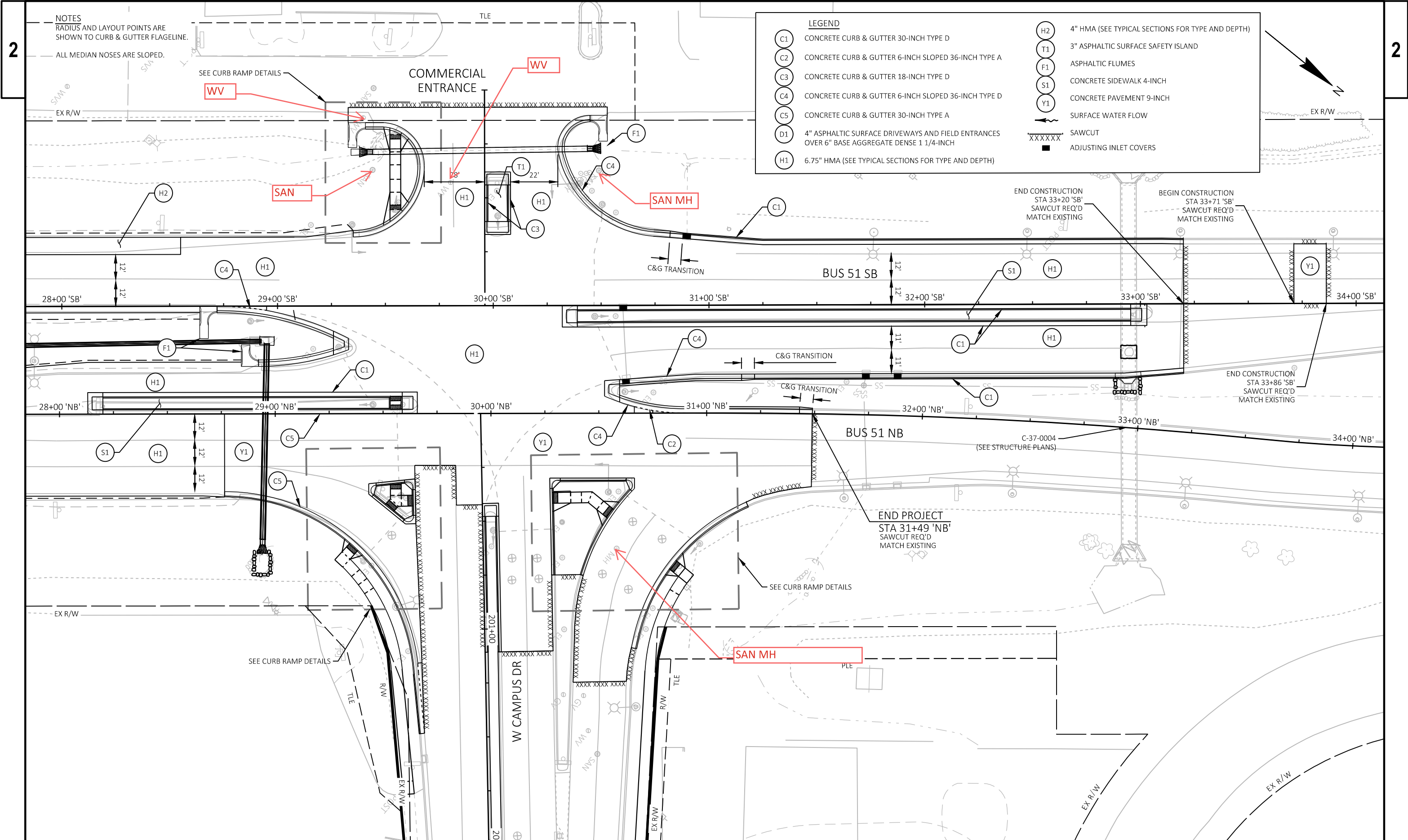
Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

Detour: In accordance with State statute 84.20 and 84.02(10) Wis. Stats., the State is responsible for 100% repair of any damage to any local road caused by its use as a detour designated by the department as the official detour route. Such highway or street shall also be maintained by the department during such use.

- d) **Non-Participating Construction Local Utilities:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to, new installation or alteration of sanitary sewer and water, including service connections. The Municipality is also responsible for 100% of all costs caused by changes to Municipal owned utilities related to other utilities (gas, electric, telephone, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities).

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.



NOTES
RADIUS AND LAYOUT POINTS ARE
SHOWN TO CURB & GUTTER FLAGLINE.
ALL MEDIAN NOSES ARE SLOPED.

LEGEND

C1

CONCRETE CURB & GUTTER 30-INCH TYPE D

C2

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

C3

CONCRETE CURB & GUTTER 18-INCH TYPE D

C4

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

C5

CONCRETE CURB & GUTTER 30-INCH TYPE A

D1

4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH

H1

6.75" HMA (SEE TYPICAL SECTIONS FOR TYPE AND DEPTH)

H2

4" HMA (SEE TYPICAL SECTIONS FOR TYPE AND DEPTH)

T1

3" ASPHALTIC SURFACE SAFETY ISLAND

F1

ASPHALTIC FLUMES

S1

CONCRETE SIDEWALK 4-INCH

Y1

CONCRETE PAVEMENT 9-INCH

SURFACE WATER FLOW

SAWCUT

ADJUSTING INLET COVERS



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

PURPOSE

The purpose is to approve the Maintenance Agreement.

BACKGROUND

The WDOT will be reconstructing this segment of Bus 51. The WDOT wants to ensure the City is aware of the maintenance responsibilities.

RECOMMENDATION

Staff recommends approval.



**STATE/MUNICIPAL
MAINTENANCE
AGREEMENT**

Date: June 16, 2026

Road Name: BUS 51

Title: C Wausau, Badger Avenue

Limits: CTH U to West Campus Drive

County: Marathon

The signatory **City of Wausau**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect this agreement to include the associated maintenance responsibilities hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 84.07(1) of the Statutes. Wisconsin statutes, Wisconsin Administrative Code, and State policy serve as the defining documents for State Highway maintenance responsibilities.

DESCRIPTION OF FACILITY:

Facility description upon completion of State project – As determined by project ID 6999-00-81

A pavement replacement will be completed under the project. The roadway is a rural and urban template consisting of new asphalt pavement driving lanes, rural and urban shoulders, concrete curb and gutter, pedestrian curb ramps and crosswalk, storm sewer, grass terrace, concrete sidewalk, pavement markings, and traffic signals. The project will also include sanitary and water service adjustments as requested by the Municipality.

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 2 – 4); is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State, delivery to the Municipality and upon fully executed signature of associated, applicable State Municipal Financial Agreement for project 6999-00-11. initiation and signature of the agreement will be subject to all the applicable federal and state regulations. No term or provision of neither the State/Municipal Maintenance Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Maintenance Agreement.

Signed for and in behalf of the **city of Wausau** (Please sign in blue ink)

Name (print)

Title

Signature

Date

Signed for and in behalf of the **State** (Please sign in blue ink)

Name **Michael Kretschmer**

Title **WisDOT Region Maintenance Chief**

Signature

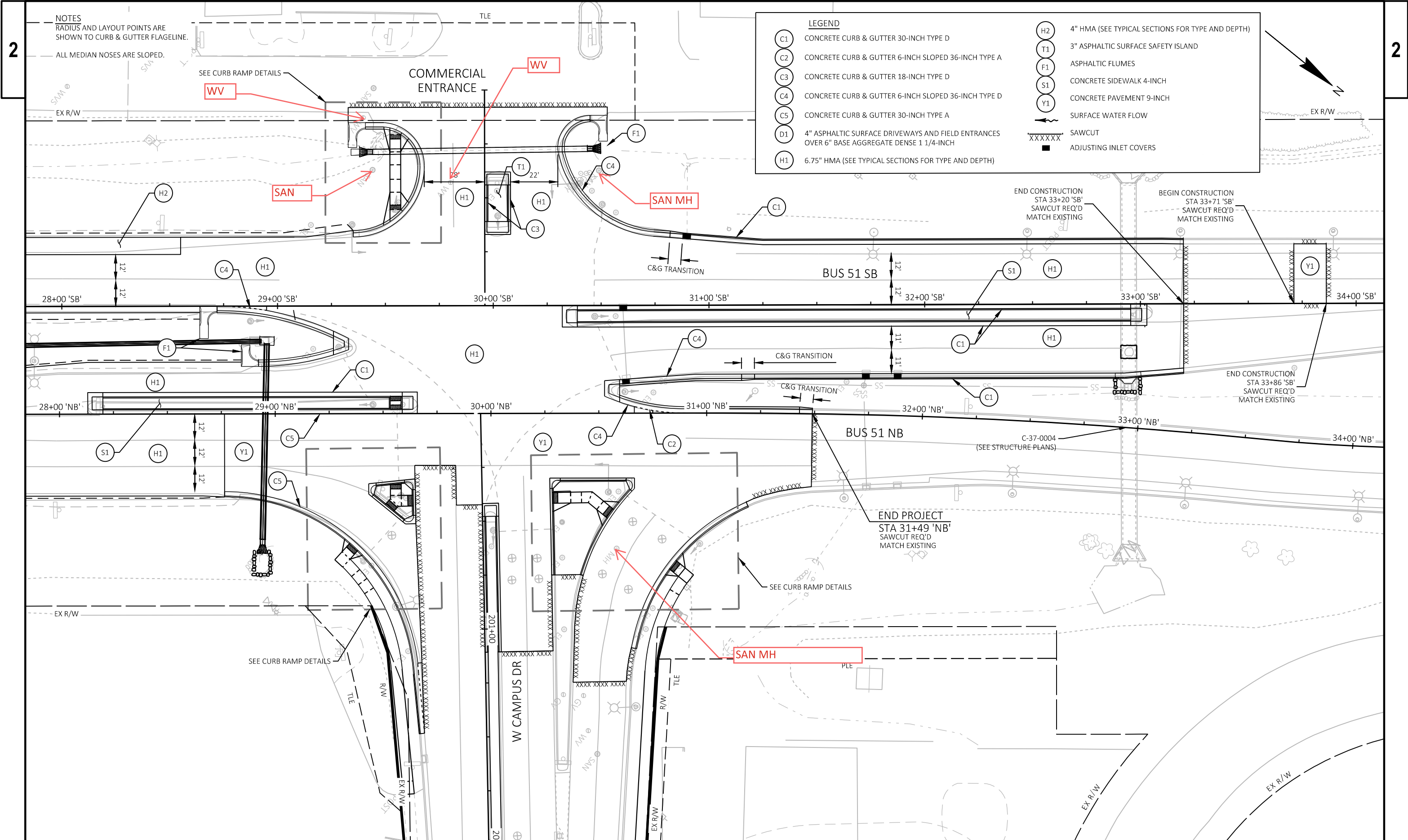
Date

TERMS AND CONDITIONS:

1. In order to guarantee the Municipality's foregoing agreements to maintain the facility to State standards, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold General Transportation Aids or monies otherwise due and payable by the State to the Municipality, as determined by the State, for any maintenance the State must perform to the facility should the Municipality fail to comply with the agreement.
2. The State will not install any additional items, not necessitated for the safe and efficient flow of traffic, to a State highway facility without the Municipality agreeing to maintain those items. The State is responsible for maintaining the through travel way of any given highway facility under the State's jurisdiction including:
 - (a) The energy, operation, repair and replacement of traffic signals and associated street lighting required for the signalized intersections within the limits of this agreement for:
 1. Signalized intersections
 2. Permitted lighting at at-grade intersections
 - (b) Signing and pavement marking necessitated for the safe and efficient flow of traffic except those items listed in #3.
 - (c) Permitting authority of utilities and access control on all State Trunk, US and Interstate Highways.
3. The Municipality shall at its own cost and expense maintain all portions within the specified limits of this agreement that lie within its jurisdiction for such maintenance through statutory requirements in a manner satisfactory to the State and shall make ample provision for such maintenance each year to include:
 - (a) Maintain all items outside, and under, the travel way to include, but not limited to, parking lanes, curb and gutter, drainage facilities, sidewalks, multi-use paths, retaining walls, pedestrian refuge islands and landscaping features such as: turfs, plants, bushes, trees, mulches, irrigation systems, and all other features within the terraces and medians.
 - (b) Remove snow and ice from sidewalks, multi-use paths, pedestrian refuge islands and parking lanes.
 - (c) Implement a street sweeping program to help prevent the accumulation of dirt, sand, leaves, paper, or other clogging debris.
 - (d) Maintain the storm sewer system to provide a free flow condition throughout the life of the facility including, but not limited to, annual inspection of inlets, catch basins, manholes, pipe; annual cleaning and removal of blockages, replace broken or malfunctioning castings, gratings, grit covers, risers, covers and frames; repair top slabs along with bottom and walls of basins. Routine mortar repairs such as tuck pointing and plastering to the inlets, catch basins, and manholes.
 - (e) Maintain and accept responsibility for the energy, operation, maintenance, repair, and replacement of the street lighting system.
 - i. The Municipality shall obtain a permit from the State.
 - ii. The Municipality shall accept responsibility for locating utilities for Digger's Hotline.
 - iii. If at any time the Municipality should choose to turn off or remove street lighting, in part or in whole, funded with federal/state dollars, the State will determine potential conflicts and approve/disapprove such request. If removal is approved by the State, the Municipality will reimburse to the State an amount determined by Federal and State coordination.
 - (f) Maintain clear right of way of all encroachments.
 - (g) Maintain crosswalk pavement markings. The Municipality shall obtain a permit with the State.
 - (h) Maintain signs and pavement markings not necessary for the safe and efficient movement of traffic (no

parking signs, wayfinding signs, etc.).

4. The Municipality, within the specified limits, agrees to:
 - (a) Prohibit angle parking.
 - (b) Regulate parking along the highway. The Municipality will file a parking declaration with the State.
 - (c) Regulate and prohibit, by ordinance, parking at all times at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic on the street.
5. The Municipality will coordinate with the State to obtain any necessary Work on Right of Way Permits for maintenance performed on or within the State highway facility or State right of way.
6. This agreement does not remove the current municipal maintenance responsibility.
7. The State or Municipality may request an amendment to this agreement to include specific features later requested by the Municipality throughout the design process.
8. Upon completion of construction project, 6999-00-81, the Municipality will assume all aforementioned maintenance responsibilities.



NOTES
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ALL MEDIAN NOSES ARE SLOPED.

LEGEND

C1

C2

C3

C4

C5

D1

H1

CONCRETE CURB & GUTTER 30-INCH TYPE D

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

CONCRETE CURB & GUTTER 18-INCH TYPE D

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB & GUTTER 30-INCH TYPE A

4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH

6.75" HMA (SEE TYPICAL SECTIONS FOR TYPE AND DEPTH)

H2

T1

F1

S1

Y1

4" HMA (SEE TYPICAL SECTIONS FOR TYPE AND DEPTH)

3" ASPHALTIC SURFACE SAFETY ISLAND

ASPHALTIC FLUMES

CONCRETE SIDEWALK 4-INCH

CONCRETE PAVEMENT 9-INCH

SURFACE WATER FLOW

SAWCUT

ADJUSTING INLET COVERS



City Attorney
Vincent Bonino, Assistant City Attorney

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Amending Section 6.48.010 Mowing Required

PURPOSE

Amending Section 6.48.010, Mowing Required

BACKGROUND

It is generally understood and has been longstanding practice that property owners are responsible for maintaining not only their own lawns, but also the grassy areas within the right of way which abut their property. Under the City's current ordinances, there is nothing assigning the grass cutting responsibilities of the area within the right of way to adjacent property owners. The proposed amendment to City of Wausau, Municipal Code § 6.48.010 resolves this issue by clearly defining the area between the property line and the roadway and assigning property owners with the responsibility of maintaining the grass within that area, codifying the current understanding and practice.

RECOMMENDATION

Staff recommends approval of this ordinance amendment.

CITY OF WAUSAU
407 Grant Street, Wausau, WI 54403

Amending Section 6.48.010 Mowing Required

Committee Action:

File Number:

Date Introduced: August 13, 2026

Ordinance Number:

The Common Council of the City of Wausau do ordain as follows:

Add ()

Delete ()

Section 1. That Section 6.48.010 Mowing required, is hereby amended to read as follows:

6.48.010 Mowing required.

(a) For the purposes of this Section, “Boulevard” shall mean the area between the curb or roadway and the adjoining lot line, whether or not the area occupied by a sidewalk or multi-use path.

(b) No person owning property or occupant of property within the City shall permit to grow or pollinate upon the premises or upon the Boulevard adjacent to the premises, any weeds, grasses or brush which cause or produce hay fever in human beings, exhale unpleasant or noxious odors or may conceal filthy deposits or provide a place for the accumulation of trash or litter. In order to prevent such growth and pollination, it shall be the duty of every property owner or occupant of property to mow or cause to be mowed upon the premises or upon the Boulevard adjacent to the premises, all grasses, weeds and brush exceeding one foot in height. The provisions of Wis. Stats. § 66.0407 are incorporated herein by reference. Any golf course or public parkland located wholly within the City of Wausau shall be exempt from the mowing requirement of this provision.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall be in full force and effect on the day after its publication.

Adopted: 8/13/2026

Approved:

Approved:

Published:

Attest:

Doug Diny, Mayor

Attested:

Rachel Brown, City Clerk



Engineering
Thomas Niksich, Engineering Technician

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at
731 N 1st Street

PURPOSE

To ensure properly functioning post-construction stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis.

BACKGROUND

Beacon Resources, LLC., is proposing to build a senior living facility at 731 1st Street. The proposed development will consist of a new building, driveways, parking lot, landscaping, and stormwater facilities. Stormwater Management requirements will be achieved utilizing overland flow coupled with a storm sewer conveyance system that routes stormwater runoff to the designed stormwater management facilities.

RECOMMENDATION

Staff recommends approval.

AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 20th day of July, 2026 by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and BEACON RESOURCES, LLC, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and

WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

Recording Area

Name and Return Address

City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER: BEACON RESOURCES, LLC

By: Jeffrey E Stubbe, Manager

By: _____

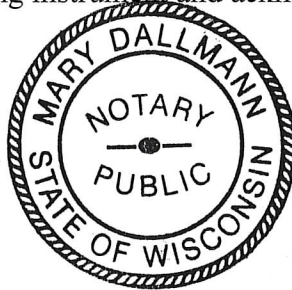
CITY OF WAUSAU:

By: _____
Doug Diny, Mayor

By: _____
, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 20 day of July, 2026, the above-named JEFFREY E. STUBBE, MANAGER and _____ of BEACON RESOURCES, LLC, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.



Mary Dallmann
Notary Public, Wisconsin
My commission: 9/27/2029

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

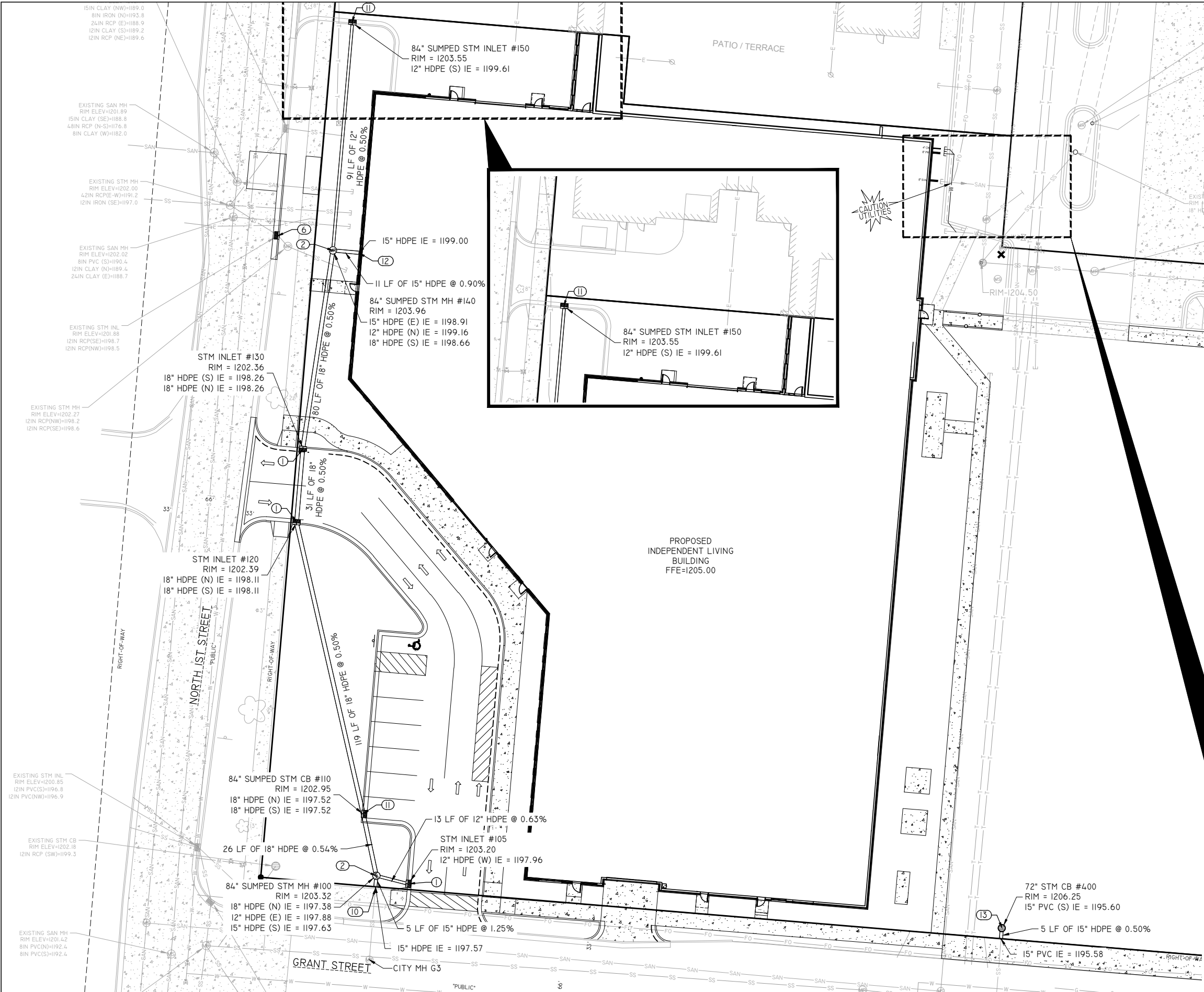
Personally came before me this _____ day of _____, 20__, the above-named Doug Diny, Mayor, and _____, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission: _____

This instrument was drafted by the Engineering Department, City of Wausau, 407 Grant Street, Wausau, WI 54403.

Exhibit A

DRAWING FILE: P:\4600-4699\4681B - THIRD STREET HOLDINGS - 731 NORTH 1ST STREET - CITY OF WAUSAU - MARATHON COUNTY\DRAWING\PLANS\4681B-C300-UTILITIES.DWG LAYOUT: C300
PLOTTED: APR 17, 2026 - 10:30AM PLOTTED BY: NATHANP

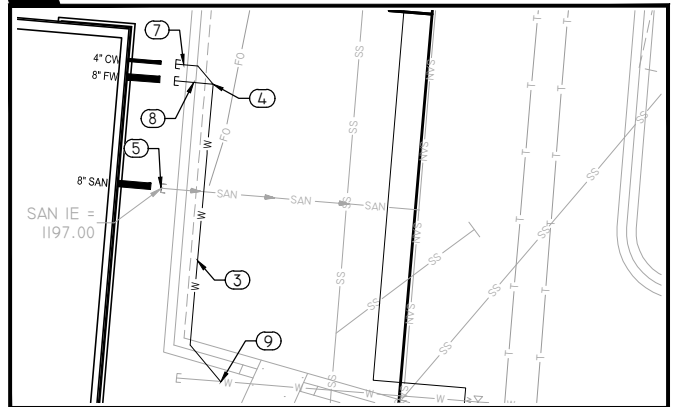


KEYED NOTES

1. INSTALL STORM INLET & GRATE. SEE DETAIL A/C820.
2. INSTALL 84" STORM SEWER MANHOLE WITH SUMP. SEE DETAIL B/C820.
3. INSTALL 8" WATER TO SUPPLY DOMESTIC AND FIRE SUPPRESSION LINE.
4. INSTALL 8" X 4" TEE.
5. CONNECT TO EXISTING SANITARY, PROVIDE REQUIRED FITTINGS TO CONTINUE TO BUILDING.
6. REPLACE INLET FRAME AND GRATE WITH NEENAH R-3067 OR EQUIVALENT.
7. 4" DUCTILE IRON DOMESTIC WATER SERVICE.
8. 8" DUCTILE IRON FIRE SUPPRESSION LINE.
9. CONNECT TO EXISTING 8" WATER.
10. CONNECT TO EXISTING STORM STUB.
11. INSTALL 84" STORM SEWER CATCH BASIN WITH SUMP. SEE DETAIL B/C820.
12. SEE PLUMBING PLANS FOR CONTINUATION. IE AT BUILDING = 1199.00.
13. INSTALL 72" STORM SEWER CATCH BASIN WITH SUMP. SEE DETAIL B/C820.

NOTES:

- (A) CONTRACTOR RESPONSIBLE FOR MAINTAINING A MIN. COVER OF 7.5' GRADE OVER PROPOSED WATER LINE.
- (B) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.
- (C) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.
- (D) CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE REQUIRED HORIZONTAL AND VERTICAL PIPE SEPARATION BETWEEN SEWER AND WATER PIPES. SEE DETAIL C/C820. VERTICAL CLEARANCES ARE MEASURED FROM OUTSIDE PIPE DIAMETER, HORIZONTAL CLEARANCES ARE MEASURED FROM PIPE CENTER.
- (E) SEE DETAIL D/C820 FOR PIPE BEDDING.
- (F) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.
- (G) CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MEANS TO LOCATE NON-METALLIC WATER AND SEWER (SANITARY AND STORM) PER SPS 382.
- (H) PRIOR TO INSTALLATION OF SANITARY AND WATER SERVICES, CONFIRM SIZE AND LOCATION WITH GENERAL CONTRACTOR.
- (I) THE CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF SITE UTILITIES SHALL PROVIDE A TEMPORARY CAP OR PLUG AT BUILDING TERMINATION. REFER TO PLUMBING PLANS FOR CONTINUATION OF WORK INSIDE THE BUILDING.
- (J) PIPE LENGTHS PROVIDED ARE GIVEN TO CENTER OF STRUCTURE OR END OF END STRUCTURE.

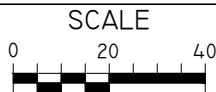


REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784 FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM



REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**



DATE	ISSUANCE	BY	CHKD	SURVEYED BY: AJB, DJG	DESIGNED BY: CSS	SURVEY DATE: 12/10/2024
				SURVEY CHKD BY: JWP	CIVIL CHKD BY: MEM	CIVIL DATE: 04/18/26
				SURVEY APVD BY: JWP	CIVIL APVD BY: MEM	DRAWN BY: NAP

UTILITY PLAN
GRANT PLACE
731 NORTH 1ST STREET
WAUSAU, WISCONSIN 54403

REI
REI No. 4681B
SHEET C300

Exhibit B

Stormwater Management Facilities Maintenance Schedule & Procedures
For
Senior Living Facility
731 1st St
City of Wausau
Marathon County, WI

Property Legal Description:

LOT TWO (2) OF CERTIFIED SURVEY MAP NUMBER 4014, RECORDED IN VOLUME 15, ON PAGE 12, AS DOCUMENT NUMBER 846597, FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

Responsible Party: Beacon Resources, LLC.

The Owner, their successors, and assigns, shall inspect and maintain the structural and non-structural measures that function to facilitate compliance with stormwater management regulations.

Maintenance Schedule and Procedures:

Maintenance inspections by the Owner shall take place at a minimum of twice per year, following Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed as follows:

- 1) DEBRIS: Removal of trash, debris, and noxious weeds should be done on a regular basis to maintain aesthetics and functionality of the storm sewer on the site.
- 2) MOWING: Mow applicable greenspace areas to promote aesthetics and control weed growth.



City Clerk

DATE: August 13, 2026
TO: Public Health & Safety Committee
SUBJECT: Amending Section.10.40.040 Rules of the Road and Areas of Operations.

PURPOSE

To approve allowing bicycling on the sidewalk from the Thomas Street bridge to Oak Island Park

BACKGROUND

Improving connectivity through the identification and resolution of gaps, including micro gaps along the River Edge Parkway, continues to be a focus of staff. A small but important gap has been identified between the Thomas Street Bridge protected multiuse path and the multiuse path within Oak Island Park. Currently, pedestrians and bicyclists must navigate the driveways in Oak Island Park between River Drive and the end of the River Edge Parkway. Outside the park, bicyclists should be using River Drive, which is unmarked, between Thomas Street and the park entrance, while pedestrians can use the sidewalk along River Drive.

In the long term, the most logical solution appears to be expanding the sidewalk on the west side of River Drive into a full multiuse path. In the interim, staff requested BPAC's guidance on whether this segment of sidewalk should be designated in the Wausau Municipal Code as one where bicycling on sidewalks is permitted. At their regular meeting on June 22, 2026, BPAC recommended moving forward allowing bicyclists on this stretch of sidewalk to standing committees.

RECOMMENDATION

Approval



Planning, Community and Economic Development

Date: ~~July 14~~une 22, 2026

To: Infrastructure and Facilities Committee
Public Health and Safety Committee
Bicycle and Pedestrian Advisory Committee (BPAC)

From: Carrie Edmondson, AICP, Assistant City Planner

RE: River Edge Parkway -

- **Thomas Street Bridge to River Drive –Micro Gap**
 - **Trailhead Signage**

~~City staff have identified two key priority issues as we continue to build out the River Edge Parkway System:~~

- ~~1. Improving connectivity through the identification and resolution of gaps, including micro gaps along the River Edge Parkway, continues to be a focus of staff.~~
- ~~2. Developing coordinated branding and signage~~

Connectivity

A small but important gap has been identified between the Thomas Street Bridge protected multiuse path and the multiuse path within Oak Island Park. Currently, pedestrians and bicyclists must navigate the driveways in Oak Island Park between River Drive and the end of the River Edge Parkway. Outside the park, bicyclists should be using River Drive, which is unmarked, between Thomas Street and the park entrance, while pedestrians can use the sidewalk along River Drive.

In the long term, the most logical solution appears to be expanding the sidewalk on the west side of River Drive into a full multiuse path. In the interim, staff ~~would like BPAC's requested BPAC's~~ guidance on whether this segment of sidewalk should be designated in the Wausau Municipal Code as one where bicycling on sidewalks is permitted. ~~At their regular meeting on June 22, 2206, In addition, staff received a call from a southeast-side resident expressing concerns about the Thomas Street/River Drive intersection. We are requesting BPAC's input on whether any intersection improvements should be recommended to the Infrastructure and Facilities Committee for consideration.~~

Staff is requesting BPAC's recommendations on the following:

- ~~1. Should bicyclists be allowed on this stretch of sidewalk by Wausau Municipal Code until a future multiuse path is constructed?~~

2. ~~Would BPAC like to recommend any infrastructural or safety improvements at the E. Thomas Street/River Drive intersection (and/or to River Drive between Thomas Street and the park entrance)?~~

Signage

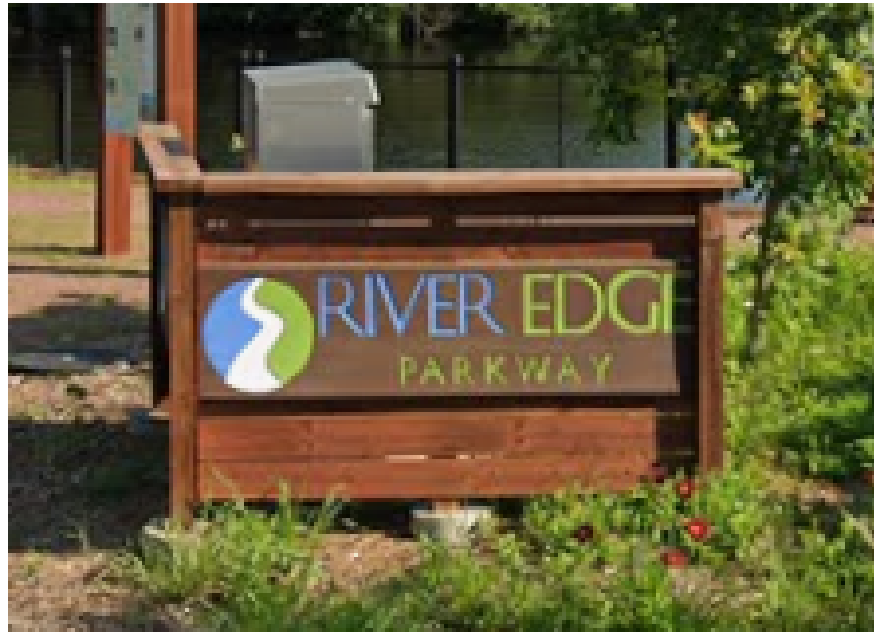
~~Staff has the ability to create initial draft designs for trailhead signage consistent with the current River Edge Parkway sign located at the River Edge Parkway/Thomas Street intersection. These could serve as trailhead signs and could include a River Edge Parkway map. Once the Gilbert Park extension is complete, these would likely exist at trailheads such as D.C. Everest Park, Oak Island Park, and Gilbert Park. Smaller versions could also be created and placed strategically at key intersections/locations along the trail.~~

Staff is requesting BPAC's recommendation on the following:

Authorization for staff to develop a signage concept and implementation plan and bring back to BPAC at a future meeting. BPAC recommended moving forward allowing bicyclists on this stretch of sidewalk to standing committees.







ORDINANCE OF	
Amending Section.10.40.040 Rules of the Road and Areas of Operations	
Committee Action:	Ordinance Number:
Fiscal Impact: None	
File Number: 26-0507	Date Introduced:

The Common Council of the City of Wausau do ordain as follows:

Add ()
Delete ()

Section 1. That Section 10.40.040 Rules of the Road and Areas of Operations, is hereby amended to read as follows:

....

(b) Sidewalks.

(1) Bicycle, E-Bicycle, Electric Scooter, and PAMD shall be permitted to operate on the sidewalks in the following locations:

- i. Grand Avenue, from Schofield City limits to the southern boundary line of Forest Street.
- ii. Forest Street, from the east boundary of Sixth Street to the west boundary of Fifth Street.
- iii. East Randolph Street, at the beginning of the curb radii, of the East Randolph Street terminus, to approximately 350 feet east onto Burek Avenue.

iv. River Drive from its southern terminus at East Thomas Street 750 feet north.

v. East Thomas Street from the Thomas Street bridge to the intersection with River Drive.

~~iv~~vi. Bridge Street bridge

~~v~~vii. Thomas Street bridge

~~vi~~viii. Scott Street and Washington Street bridges

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall be in full force and effect on the day after its publication.

Adopted:
Approved:
Published:
Attest:

Approved:

Doug Diny, Mayor

Attest:

Rachel Brown, Clerk

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 Thwaits

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 Thwaits 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 1st 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 1st 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 6th Avenue/Bridge Street and 1st Avenue/Callon Street

The 1st Avenue/Callon Street RRFB installation has been completed, and the 6th 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 6th 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: August 13, 2026

To: Infrastructure and Facilities Committee

From: Carrie Edmondson, AICP, Assistant City Planner

RE: **Disposition of Retired City Signs**

Background

As part of the City's ongoing rebranding effort, four City signs were replaced during the past few months. Updated signs were installed at Gilbert Park, Marathon Park, within the 17th Avenue right-of-way north of the bridge to Rib Mountain, and at City Hall. During removal, staff evaluated the condition and storage feasibility for the previous signs and retained two signs. Since installation of the new signs, staff has received both public and private inquiries regarding the potential availability of the retired signage. Interested parties include individuals, business owners, and the Marathon County Historical Society, which expressed interest in acquiring a sign for preservation and public display.

Analysis

Given the historic value of the City's previous branding elements and the documented interest from community stakeholders, staff evaluated options for disposition of the two retained signs in a manner consistent with the Wausau Municipal Code, while taking into account public value considerations. Staff is recommending that one of the two retained signs be donated to the Marathon County Historical Society. This donation would support the organization's mission to collect and preserve local history and would ensure that one sign remains publicly accessible for educational purposes.

Staff recommends that the second sign be sold following the procedures established in Municipal Code Chapter 3.14 – Sale of City-Owned Personal Property.

- Advertising in the Wausau Daily Herald and publishing a Class 2 notice as required
- Posting of the sale on a public auction site and on the City website
- Directing all bids to the public auction site to ensure an open and transparent process
- Item would be awarded to the highest bidder

Proceeds from the sale of the second sign would help offset the costs incurred for installing the new City signage.

Recommendation

Staff recommends that the Infrastructure and Facilities Committee make a recommendation to the Common Council to authorize donation of one sign to the Marathon County Historical Society and proceed with sale of the second sign following the process outlined in Municipal Code Chapter 3.14.

Marathon County Historical Society
410 McIndoe Street
Wausau, WI 54403
715-842-5750
blake@marathoncountyhistory.org
www.marathoncountyhistory.org

July 17, 2026

City of Wausau
Attn: Mayor Doug Diny and Members of the Wausau Common Council
407 Grant Street
Wausau, WI 54403

Dear Mayor Diny and Members of the Common Council,

On behalf of the Marathon County Historical Society, I am writing to respectfully request the donation of one of the former "Welcome to Wausau" signs that were recently removed as part of the City's implementation of its new branding and signage.

While the sign has reached the end of its service as an official city marker, it remains an important piece of Wausau's history. For many residents, the sign represented far more than a welcome message. It served as a familiar landmark, a symbol of community identity, and a reminder that they were home. Over the years, countless residents and visitors passed by them, creating memories and associations that are deeply connected to the story of our city.

The Marathon County Historical Society would be honored to preserve one of these signs within our permanent artifact collection. As an organization dedicated to collecting, preserving, and sharing the history of Marathon County, we believe the sign represents an important chapter in Wausau's visual and civic history. Preserving it would ensure that future generations have the opportunity to understand and appreciate how the community presented itself during this period of growth and development.

Historian David McCullough once observed, "History is who we are and why we are the way we are." When communities preserve tangible reminders of their shared past, they strengthen civic identity and foster a deeper sense of pride and belonging among residents. Objects such as this sign help tell the story of Wausau

Board of Directors

Russ Wilson
President

Fr. Samuel Cripps
Secretary

Pat Gosz
Treasurer

Brett Barker

Bill Bertram

Sandi Cihlar

Andrew Dudley Shannon

John Hattenhauer

Laurel Hoffmann

Greg Huber

Jane Janke Johnson

Richard Lohr

Dorothy Maxfield

Steve Miller

Brian Williams

DuWayne Zamzow

Executive Director
Blake Opal-Wahoske

and provide future generations with meaningful connections to the people, places, and experiences that shaped our community.

If approved, the Marathon County Historical Society would assume responsibility for transporting, preserving, and interpreting the sign for the public. We would be grateful for the opportunity to steward this piece of local history and ensure its long-term preservation.

Thank you for your consideration of this request and for your continued commitment to preserving and celebrating Wausau's unique identity. Please feel free to contact me if additional information would be helpful.

Sincerely,

Blake Opal-Wahoske

Blake Opal-Wahoske

Blake Opal-Wahoske
Executive Director
Marathon County Historical Society

Chapter 3.14 SALE OF CITY-OWNED PERSONAL PROPERTY

3.14.010 Departments compile and circulate inventory.

As deemed necessary, each department shall take inventory of its personal property and place on a surplus list all items not required for its operation. The surplus list shall be turned in to the Finance Director, who shall cause them to be circulated amongst all the departments. All items not claimed by one department from another shall be declared salvage, and provision made for the sale thereof.

(Ord. 61-5151 § 1(part), 2002, File No. 02-0118; Ord. 61-4295 § 1(part), 1975.)

3.14.020 Sale.

Items of special or limited interest shall be advertised in the official City newspaper or other publications in order that a fair market sale is realized. All other items shall be sold locally at public auction at an auction house or sealed bid, advertised as a class II notice, except that motor vehicles may be auctioned by qualified auctioneers anywhere located, at the discretion of the Finance Director.

(Ord. 61-5151 § 1(part), 2002, File No. 02-0118; Ord. 61-5031 § 1, 1999; Ord. 61-4295 § 1(part), 1975.)

3.14.030 City employees may purchase.

Pursuant to an opinion of the Attorney General for the state (28 Op. Atty. Gen. 615) (1939), wherein Wis. Stats. § 175.10 has been interpreted as not prohibiting the sale of salvage City-owned personalty to City employees, officers or officials, such sales are authorized at the public auction at an auction house or on sealed bid. Any City officer, official or employee will declare such affiliation immediately upon purchase of any such property.

(Ord. 61-5151 § 1(part), 2002, File No. 02-0118; Ord. 61-4295 § 1(part), 1975.)







Community Development
Carrie Edmondson, Assistant City Planner, Thomas Niksich, Engineering Technician

DATE: August 13, 2026
TO: Bicycle & Pedestrian Advisory Committee
SUBJECT: Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

PURPOSE

Discussion and possible action approving Rectangular Rapid Flashing Beacons (RRFB) at the intersection of E. Thomas Street and River Drive.

BACKGROUND

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.

Pedestrian count results are listed below.

Date	Time	Pedestrian Count
7/9/2026	11:00 AM-1:00 PM	2
7/14/2026	7:20 AM-9:20 AM	0

Criteria not met.

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

Criteria met. 14,300 AADT Thomas Street, 1,500 AADT River Drive

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

Criteria met.

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. ~1,000 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.

RECOMMENDATION

Bicycle and Pedestrian Advisory Committee recommends approval.
Staff does not recommend approval.



MINUTES

July 27, 2026

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

Others Present: Makayla Galecki (Wausau MPO), Thomas Niksich (staff) and Carrie Edmondson (staff)

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.

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

One emailed public comment was received from Jonathan Smith and included information about RRFB's, speed concerns with bicyclists going south on River Drive, and noting that a car had accidentally driven on the River Edge Parkway from Adolph Street.

3. Consideration of the June 22, 2026, meeting minutes.

Motion/second by Kilian/Kaatz to approve with modification correcting spelling of Cody Schaide. Passed unanimously, 5-0.

4. Discussion and possible action

- a. Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Carrie noted that the pedestrian crossing counts were well below the suggested threshold of 20 or more in one hour and were done over two different days. However, all other criteria were met. Alder Kilian noted that counts may be low because it is dangerous and that there may be higher utilization during the Farmer's Market. Alder Slonski noted that there is a new development under construction on Thomas Street and Grand Avenue. Thomas Niksich, Project Engineer, noted that there is a controlled crossing at Thomas Street and Grand Avenue. Kaatz noted that there are still pedestrian concerns.

Motion/second by Kilian/Shaide to recommend approval of the RRFB to the Infrastructure and Facilities Committee. Passed unanimously, 5-0.

- b. Approve fall Wausau Works for You newsletter topic.

Newsletter content is due Monday, August 17 and the BPAC can include a submission of 500 words. Alder Slonski noted that she hears a lot of concern about e-bikes and she thought there would be value in publishing an article about rules of the road, she would like the emphasis to be on motorists. Carrie noted that the summer newsletter provided a good overview of the new e-bike ordinance created by Patrol Captain Pauls and Lieutenant Kurtzhals from the Wausau Police Department. Alder Slonski agreed to author the article with Shaide providing edits.

Motion/second Kaatz/Slonski to approve submitting a rules of the road/right-of-way article for the fall newsletter. Passed unanimously 5-0.

5. Discussion

a. Wisconsin Open Meetings Law

Carrie provided an overview of Wisconsin Open Meetings Law including discussion of proper procedure for agenda discussion, public noticing of agendas, and walking quorum. Chris noted that public comment is one-sided if not related to an agenda item.

b. Bicycle Friendly Community survey discussion

The survey is currently open and closes on September 8. Chris shared with the Cycling Without Age community. Arlene noted that she brought it to WAGOS – Women Actively Enjoying the Great Outdoors. The MPO has shared with CWOC and Wausau Wheelers. The group agreed to share with their networks.

6. Update on City projects.

a. RRFB installation 6th Avenue/Bridge Street

Will be installed in the near term.

b. River Edge Parkway

The OCR petition process continues to move forward.

c. Comprehensive Plan Update – Public Engagement

Carrie provided an overview of the Comprehensive Plan update and public engagement strategies currently available.

7. Items for future agendas.

- RRFB at 6th Avenue/Bridge Street
- River Edge Parkway
- Updates on previously approved items

8. Adjournment

Motion/second by Kilian/Filtz to approve. Passed unanimously. 5-0 The meeting was adjourned at 5:50 p.m.



City Attorney
Anne Jacobson, City Attorney

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving non-binding letter of intent between City of Wausau and TLC Properties (Lamar) for purchase of perpetual easement for advertising signs placed at 1514 N. 3rd Street

PURPOSE

Non-binding letter of intent between City of Wausau and TLC Properties (Lamar) for purchase of perpetual easement for advertising signs placed at 1514 N. 3rd Street

BACKGROUND

The City of Wausau purchased 209 E Bridge Street and 1415 N. 3rd Street on December 22, 2006, for future road purposes, and succeeded to the prior owner's and lessor's interest in a lease with The Lamar Companies, for the location of two outdoor advertising structures, each with double faces, located at the southwest corner of Bridge and Third Streets. Lamar had leased a portion of this location from January 1, 2004 through December 31, 2015.

After acquiring the property, the City entered into an Amendment, extending the term of the original Lease to five (5) years, effective January 1, 2016 through December 31, 2020, for an annual rent of \$8,000 total for four sign faces.

On April 13, 2021, the City approved a two (2) year lease, effective January 1, 2021 through December 31, 2022, for a total annual rent of \$9,000.

On March 14, 2023, the City approved entering into a five (5) year lease with Lamar Central Outdoor, LLC for an annual rent of \$10,000 with a 2% each year thereafter. This lease will expire December 31, 2027.

On July 20, 2026, the attorney's office received a Non-Binding Letter of Intent to purchase a permanent "spot" easement for the billboard signs for a cash purchase price of \$124,000.

If the Common Council authorizes the execution of the Letter of Intent, it will be returned to Lamar and they will conduct their due diligence, and inform the City after 4-7 weeks that they will execute a permanent easement for payment of \$124,000.

RECOMMENDATION

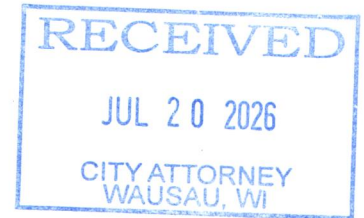
Staff has recommended not approving further leases over time, due to restrictions the signs' placement places on redevelopment options. An easement would not expire and be more permanent than a lease for a specific term.



July 14th, 2026

City of Wausau
407 Grant Street
Wausau, WI 54403-4737

Re: Lease No.: 143-01435-01
Lamar Jubilee Program Offer



To whom it may concern,

I hope that this letter finds you well! I wanted to reach out to you about something Lamar just released—something they've never offered in their 124-year existence.

Lamar is aggressively retaining its assets, giving our lessors the option to allow Lamar to purchase spot easements for their signs at much higher values than they would normally offer. As I mentioned, they have never done anything like this before, and it is an amazing opportunity.

Lamar Corporation released a list of potential locations, and our sign with you made that list. When we purchase easements, we typically pay around 5x-7x times the Lease value. Lamar is willing to pay you **\$124,000** cash, 10x-times the lease value, which is very unheard of in our industry!

The spot easement would only be the location of the sign. Basically, where the poles go in the ground. You still own the entire property itself. There would be absolutely ZERO cost to you. Lamar pays for everything.

The ONLY downside is that Lamar is doing this Nationwide. They have a set number of funds available for this program, and once the money is all used up, there will be no more offers. This is a limited, one-time opportunity for this amount of money, so I highly recommend acting on it.

If you are interested, I have included a NON-BINDING letter of intent for the easement with the letter, including the purchase price. Please sign and date it and return it to me as soon as possible

How it all works: Once I receive the LOI back from you, Lamar will conduct its due diligence with their national title and survey company. They will reach out if there are further questions, otherwise we will execute a Grant of Easement document, and then wire the funds into your account. It is that easy. The entire process typically takes 4-7 weeks.

Again, if you're willing to consider it, I highly recommend taking this offer because it will never be available again. If you have any questions at all, please feel free to ask. I look forward to hearing from you!

Sincerely,

David Curtin – Real Estate Manager
Lamar Central Outdoor
715-486-1389 Office Direct Line
dcurtin@lamar.com
9237 Heritage Drive Marshfield, WI 54449





9237 Heritage Drive | Marshfield, WI 54449

P: 715.387.3449 | F: 715.384.2752 | W: lamar.com

July 14th, 2026

City of Wausau

407 Grant Street, Wausau, WI 54403-4737

RE: Non-Binding Letter of Intent to Purchase Easement

To whom it may concern,

On this 14th day of July, 2026, this letter of intent represents the basic terms for an agreement that shall be considered non-binding whereby TLC Properties, LLC ("TLC") and the undersigned ("Seller") agree to enter into an agreement to purchase and sell a perpetual easement over and on the real property located at 1514 N 3RD ST WAUSAU, WI 54403. Parcel # 291-2907-252-0299. Sign location description: BRIDGE ST @ 3RD ST ("Property"), for a cash purchase price of \$124,000. TLC and Seller shall use their reasonable best efforts to close this transaction by October 31th subject to timely acceptance of this offer by Seller and TLC's completion of diligence.

This pending transaction is contingent upon TLC, in its sole discretion, being satisfied that the Property may be used for the construction, operations, and maintenance of an outdoor advertising structure and all applicable governmental permits to be obtained for said use. TLC must also be satisfied with the current title of the Property as evidenced by title search, and certified survey of the Property to be performed by TLC at its sole expense prior to closing. Should TLC determine that the Property does not suit its business needs for any reason whatsoever, the undersigned acknowledges that TLC will not move forward with the purchase and this Letter of Intent shall be null and void.

Nothing contained herein shall be binding on either party unless and until a Purchase Agreement has been fully executed by both parties. By counter signing this Letter of Intent, you are warranting that you are the fee simple owner of record of the Property. Please sign and date below if the above information meets your approval and outlines our understanding.

Sincerely,

David Curtin
Real Estate Manager, Marshfield
Lamar Advertising Company
9237 Heritage Drive

Agreed to on this 14th day of July, 2026

By:

Seller Signature: _____ Print Name: _____



SIGN LOCATION LEASE BETWEEN THE CITY OF WAUSAU
AND THE LAMAR CENTRAL OUTDOOR, LLC

THIS LEASE AGREEMENT, made, effective this 1st day of January, 2021, by and between City of Wausau, 407 Grant Street, Wausau, WI 54403, hereinafter referred to as "Lessor" and Lamar Central Outdoor, LLC, with its principal office at 5321 Corporate Boulevard, Baton Rouge, LA 70808 and mailing address at 9237 Heritage Drive, Marshfield WI 54449, hereinafter referred to as "Lessee," provides:

WHEREAS, The Lamar Companies/The Lamar Company, L.L.C. have previously constructed and maintained outdoor advertising structures on a portion of the property located in the City of Wausau, County of Marathon, State of Wisconsin, more particularly described as the southwest corner of Bridge Street and 3rd Street, City of Wausau, Wisconsin, effective since January 1, 2004 through December 31, 2015, from Corliz, LLC; and

WHEREAS, the City of Wausau subsequently succeeded to LESSOR Corliz LLC's interest when it purchased 209 E. Bridge Street and 1415 N. 3rd Street on December 22, 2006, for future road purposes, and entered into an Amendment of Lease #1435, extending the term of the original Lease to five years, effective January 1, 2016 through December 31, 2020, for an annual rental of \$8,000 total for four sign faces, payable monthly in advance; and

WHEREAS, on April 13, 2021, the Common Council approved a two-year lease with The Lamar Companies, effective January 1, 2021 through December 31, 2022, for a total annual rental of \$9,000, payable monthly in advance; and

WHEREAS, on March 14, 2023, the Common Council approved a five-year lease with The Lamar Companies, effective January 1, 2023 through December 31, 2027, for an annual rental of \$10,000 for the first year payable monthly in advance, with an increase of 2% each year thereafter.

For valuable consideration received, the LESSOR hereby agrees to lease to LESSEE, as much of the hereinafter described lease premises as may be necessary for the repair and maintenance of the two existing outdoor advertising structures ("signs"), with double faces, with the right of access to and egress from the signs by LESSEE's employees, contractors, agents and vehicles and the right to survey, illuminate and maintain advertisements on the signs.

WITNESSETH

LESSOR hereby leases to LESSEE, its successors or assigns, as much of the hereinafter described lease premises as may be necessary for the repair and maintenance of outdoor advertising structures ("signs"), including necessary structures, advertising devices, utility service, power poles, communications devices and connections, with the right of access to and egress from the signs by LESSEE'S employees, contractors, agents and vehicles and the right to survey, post, illuminate and maintain advertisements on the signs,

and to modify the signs to have as many advertising faces, including changeable copy faces or electronic faces, as are allowed by local and state law, and to maintain telecommunications devices or other activities necessary or useful in LESSEE'S use of the signs. Any discrepancies or errors in the location and orientation of the signs are deemed waived by LESSOR upon LESSOR'S acceptance of the first rental payment due after the construction of the signs.

The premises are a portion of the property located in the City of Wausau, County of Marathon, State of Wisconsin, more particularly described as the southwest corner of Bridge Street and 3rd Street, City of Wausau, Wisconsin, and more commonly known as 1514 N. 3rd Street.

1. This lease shall be for a term of five (5) years commencing on January 1, 2023 and ending on December 31, 2027.
2. LESSEE shall pay to LESSOR an annual rental of \$10,000 the first year, payable monthly in advance. Rent shall increase by 2% each year thereafter. Rent shall be considered tendered upon due mailing or attempted hand delivery during reasonable business hours at the address designated by LESSOR, whether or not actually received by LESSOR. Should LESSEE fail to pay rent or perform any other obligation under this lease within thirty (30) days after such performance is due, LESSEE will be in default under the lease. In the event of such default, LESSOR must give LESSEE written notice by certified mail and allow LESSEE thirty (30) days thereafter to cure any default.
3. LESSOR agrees not to erect or allow any other off-premise advertising structure(s), other than LESSEE'S, on property owned or controlled by LESSOR within two thousand (2,000) feet of LESSEE'S sign. LESSOR further agrees not to erect or allow any other obstruction of highway view or any vegetation that may obstruct the highway view of it signs. LESSEE is hereby authorized to remove any such other advertising structure, obstruction or vegetation at its option.
4. LESSEE may terminate this lease upon thirty (30) days written notice in the event that the signs become entirely or partially obstructed in any way or in LESSEE'S opinion the location becomes economically or otherwise undesirable. If LESSEE is prevented from constructing or maintaining signs at the premises by reason of any final governmental law, regulation or building restriction, order or other action, LESSEE may elect to terminate this lease. In the event of termination of this Lease prior to expiration, LESSOR will return to LESSEE any unearned rentals on a pro rata basis.
5. LESSOR may terminate this lease upon sixty (60) days written notice under the following circumstances, at the conclusion of which LESSEE shall remove its signs, structures and equipment:
 - (a) Intention by the LESSOR, to redevelop this premises, either through a lease or sale of the affected premises or by the LESSOR for roadway expansion purposes and dedication of public right-of-way.

6. All structures, equipment and materials placed upon the premises by the LESSEE or its predecessor shall remain the property of LESSEE and may be removed by LESSEE at any time prior to or within a reasonable time after expiration of the term hereof or any renewal. At the termination of this Lease, LESSEE agrees to restore the surface of the premises to its original condition.
7. LESSOR represents that they are the owner of the premises and has the right to make this Agreement and to grant LESSEE free access to the premises to perform all acts necessary to carry on LESSEE'S business activities related to the signs. LESSEE agrees to be bound by and will comply with all applicable local, state and federal laws in its activities related to the signs.
8. In the event of any change of ownership of the property herein leased, LESSOR agrees to notify LESSEE promptly of the name, address, and phone number of the new owner, and LESSOR further agrees to give the new owner formal written notice of the existence of this Lease and to deliver a copy thereof to such new owner at or before closing. LESSEE shall not assign this Lease.
9. LESSEE agrees to defend, hold harmless, indemnify, release and forever discharge LESSOR from and against any and all judgments, damages, losses, costs, claims, expenses, suits, demands, actions and or causes of action of any kind or of any nature, sustained by LESSOR or third parties by reason of damage to any property or damages or injury to any person, caused by the installation, operation, maintenance or dismantling of LESSEE's signs during the term of this Lease and through the dismantling of LESSEE's signs. Specifically included within this hold harmless are attorneys fees and other costs of defense which may be sustained by and/or occasioned to LESSOR and/or any of LESSOR's employees, agents, officers and designees, whether appointed, hired or elected.
10. LESSEE shall maintain insurance coverage throughout the duration of this LEASE, and to cover dismantling activities, to protect against claims, demands, actions and causes of action, arising from any act or omission on the part of LESSEE, its employees, agents, officers and designees, which may arise from operations under this Lease. Certificates of insurance by a company authorized to transact business in the State of Wisconsin shall be supplied to the City Attorney's Office, naming the LESSOR as an additional insured. All insurance coverage shall contain a 30-day advance notice of cancellation to LESSOR. The LESSEE shall timely pay all insurance premiums. Limits of liability shall not be less than:

Worker's Compensation - Statutory Coverage

Comprehensive General Liability - \$1,000,000 per occurrence and in aggregate for bodily injury and property damage

Automobile Liability - \$1,000,000 per occurrence and in aggregate for bodily injury and property damage

Excess Liability Coverage - \$1,000,000 over the General Liability and Automobile Liability Coverages

11. All notices to be given under the terms of this Lease shall be in writing and signed by the person giving the notice and shall be sent registered or certified mail, return receipt requested, postage prepaid, or hand delivered to the addresses of the parties listed below:

LESSOR:
City Clerk
407 Grant Street
Wausau WI 54403

LESSEE:
9237 Heritage Drive
Marshfield WI 54449

12. If required by LESSEE, LESSOR will execute and acknowledge a Memorandum of Lease suitable for recording.

13. This lease is NOT BINDING UNTIL ACCEPTED by the General Manager of a Lamar Advertising Company.

LAMAR CENTRAL OUTDOOR, LLC, LESSEE:

BY: [Signature]
Vice President/General Manager

Date 3/16/23

CITY OF WAUSAU, LESSOR

BY: [Signature]
Katie Rosenberg, Mayor

BY: [Signature]
Kaitlyn A. Bernarde, Clerk

Date 03/16/2023

Lessor's Telephone Number
715-261-6590

Lessor's Employer ID Number
39-6005648

Tax ID Parcel # (for land which
sign is located)
291-2907-252-0299



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

PURPOSE

The purpose is to approve an access agreement for 3M and their contractor, Riverview Construction.

BACKGROUND

3M has hired Riverview Construction to excavate and haul away approximately 700 CY of material from 133 W. Thomas Street. The parcel does have direct access to W. Thomas Street. However, the parcel does not have a driveway and turning onto W. Thomas Street at this location would be a difficult maneuver given the amount of traffic on W. Thomas Street. 3M and Riverview Construction are asking for permission to haul the material across 1300 Cleveland to get access to Cleveland Avenue. The trucks would then access W. Thomas Street from Cleveland Avenue. No excavation would take place at 1300 Cleveland.

RECOMMENDATION

Staff recommends approval.

ACCESS AGREEMENT

This Access Agreement (“Agreement”) is made and entered into this ____ day of September, 2026, by and between City of Wausau, a Wisconsin municipal corporation (“Grantor”), and 3M Company, a foreign business corporation (“Grantee,” and collectively, the “Parties”).

RECITALS

WHEREAS, Grantor owns certain municipal property commonly known as 1300 Cleveland Avenue in the City of Wausau, County of Marathon, State of Wisconsin (“Grantor Property”); and

WHEREAS, Grantee, through its subcontractor, Riverview Construction, Inc., seeks ingress, egress, travel rights, and temporary staging privileges of clean sand/RR ballast for purposes of excavating and disposing of contaminated soils on the property of 3M and backfilling with clean soils, and transporting contaminated soils through Grantor’s property to access a site at which the disposal will occur; and

NOW THEREFORE, in consideration of the foregoing promises and the covenants and agreements set forth herein, as well as other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and intending to be legally bound hereby, Grantor and Grantee agree as follows:

1. The defined terms and facts set forth in the Recitals are hereby incorporated herein by reference.
2. Grantor hereby grants permission to Grantee and its employees and duly authorized representatives, consultants, agents, contractors, and subcontractors, including but not limited to Riverview Construction, Inc. (“Grantee Subcontractor” and collectively with the foregoing parties, the “Grantee Representatives”, to enter upon and have access to the Grantor Property commencing on or before September 11, 2026, to cross the Property to dispose of contaminated soils brought from Grantee’s property, and to stage clean sand/gravel and RR ballast (“Work”). Staging of clean sand/gravel and RR ballast shall be done on concrete and blacktop areas only. All access and Work occurring thereon shall be conducted between 7:00 a.m. and 7:00 p.m., Monday through Friday (“Work Periods”). Work on weekends shall be pre-approved by the city engineering division. Neither Grantee nor Grantee Representatives shall be allowed to access the Grantor Property, except during Work Periods, for authorized Work. All activities shall be performed in a manner which will not interfere with or diminish

or otherwise impair Grantor's peaceable use and quiet enjoyment of the Grantor Property.

Further, Grantee acknowledges and agrees that it shall not store any soils excavated off site on Grantor's Property.

3. Grantor authorizes a temporary (two-week), non-exclusive access, travel and staging/storage easement over the routes and areas marked on Exhibit A, incorporated herein by reference.
4. Grantee shall promptly remove materials staged upon completion of the Work and will promptly repair or restore all portions of the Grantor's Property affected by the Work to substantially the same condition that existed prior to the completion of the Work. All actions required by this paragraph and as otherwise expressly provided for in this Agreement shall be done at the sole expense of Grantee Representatives and the costs thereof shall be paid in a timely manner to avoid the imposition of any lien or other claim against the Grantor Property. Full and complete lien waivers for any of the Work performed on or with respect to the Grantor Property shall be promptly provided to Grantor by Grantee or Grantee Subcontractor upon request of Grantor.
5. Grantee will coordinate with Grantor in the timing and implementation of the Work so as to avoid any disruption to any operations on the Grantor Property.
6. The access granted herein shall remain in effect through September 30, 2026, when the Work is expected to be completed. If Grantee Subcontractor has not completed its Work, the Parties agree to cooperate in negotiating an extension of this Agreement for an additional reasonable period of time.
7. Grantee will ensure that its activities on the Grantor Property, and those of Grantee Subcontractor and Grantee Representatives, are undertaken in compliance with all applicable laws, regulations, and ordinances.
8. Grantor reserves the right to inspect or observe Grantee, Grantee Subcontractor's or Grantee Representatives' activities on the Grantor Property.
9. Grantee hereby agrees to hold harmless, defend and indemnify Grantor and its officers, and employees from and against claims for personal and bodily injuries, including death, and property damage, demands, claims, and suits, including

reasonable attorneys' fees and court costs, to the extent the foregoing arise from willful or negligent acts or omissions of Grantee, Grantee Subcontractor and Grantee Representatives in connection with the Work taking place on the Grantor Property by Grantee, Grantee Subcontractor and Grantee Representatives.

10. Grantee agrees that it shall cause Grantee Subcontractor and any other contractors or sub-contractors performing the Work to obtain and maintain the following insurance coverages: (i) workers' compensation insurance in the amount of one million dollars (\$1,000,000)' (ii) comprehensive automotive liability insurance in an amount of not less than two million dollars (\$2,000,000) for each person and each occurrence and two million dollars (\$2,000,000) in the aggregate; (iii) comprehensive general liability insurance in an amount not less than two million dollars (\$2,000,000) each occurrence and two million dollars (\$2,000,000) in aggregate; and (iv) professional liability and errors and omissions insurance with a pollution endorsement and coverage in an amount not less than two million dollars (\$2,000,000) per occurrence and five million dollars (\$5,000,000) in aggregate. The foregoing insurance policies shall be written upon terms, and from insurers reasonably acceptable to Grantor and such insurance policies shall name Grantor as an additional insured. Grantee shall provide Grantor with copies of such insurance certificates and additional insured endorsements prior to commencing the Work.
11. This Agreement shall be governed by and construed in accordance with the laws of the State of Wisconsin. The Circuit Court in and for Marathon County, Wisconsin, shall have full and exclusive jurisdiction over any disputes between the Parties not resolved by personal negotiations.
12. If any provision of this Agreement is or becomes illegal, invalid or unenforceable in any respect under the law of any jurisdiction, neither the legality, validity or enforceability of the remaining provisions hereof, nor the legality, validity or enforceability of such provision under the law of any other jurisdiction shall in any way be affected or impaired thereby.
13. This Agreement may be executed in any number of counterparts and all such counterparts shall, taken together, be deemed to constitute one in the same instrument. Electronic signatures shall be binding upon the parties hereto.

14. This Agreement may not be assigned by either Party, without the written consent of the other Party.

IN WITNESS WHEREOF, Grantor and Grantee have caused this Agreement to be executed by their respective duly authorized representatives as of this ____ day of September, 2026.

Grantor:

CITY OF WAUSAU

By: _____

Name: _____

Title: _____

By: _____

Name: _____

Title: _____

Grantee:

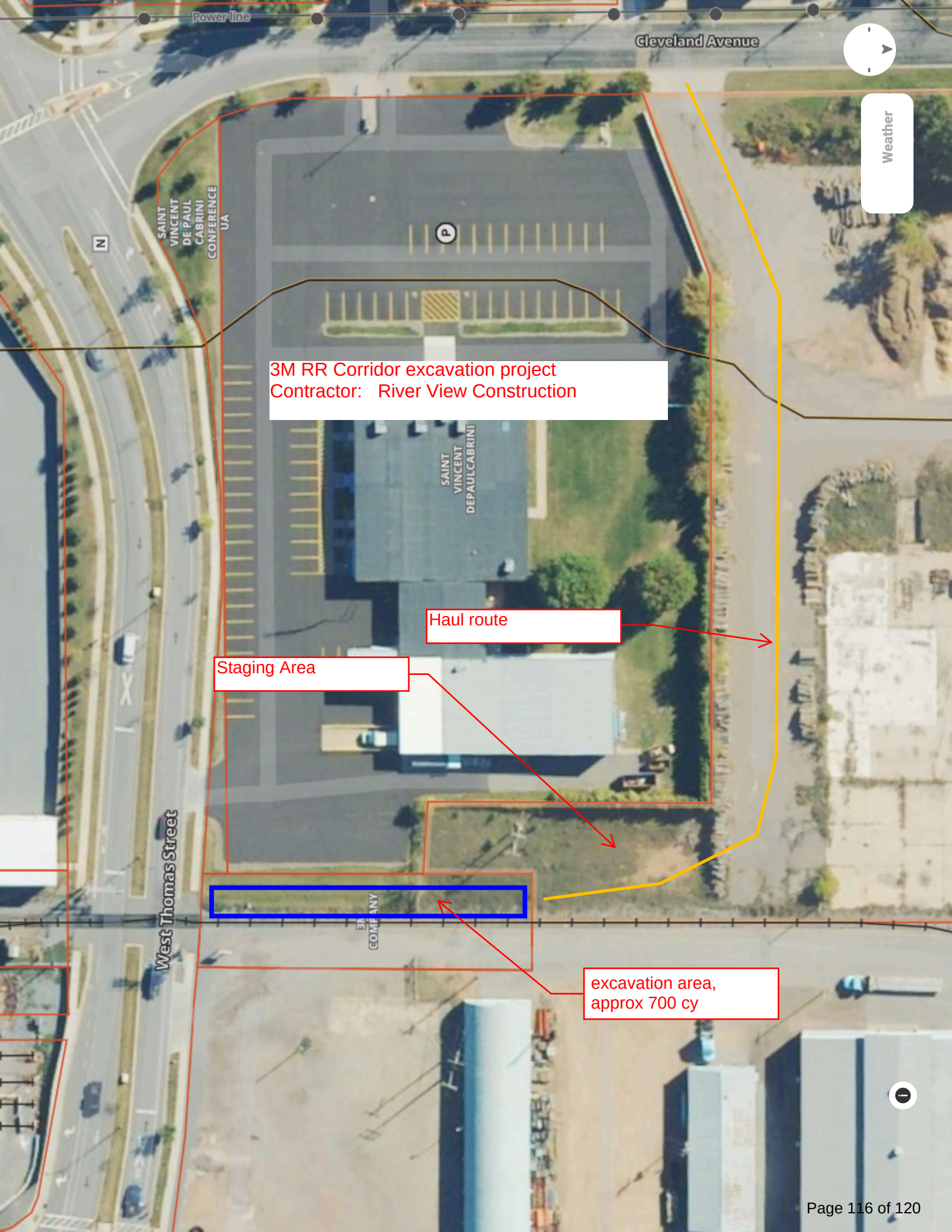
3M Company

By: _____

Name: _____

Title: _____

EXHIBIT A- Grantor Property and Access/Staging Area Map



Power line

Cleveland Avenue

Weather

SAINT
VINCENT
DE PAUL
CABRINI
CONFERENCE
CENTER

3M RR Corridor excavation project
Contractor: River View Construction

Haul route

Staging Area

West Thomas Street

SAINT
VINCENT
DE PAUL
CABRINI

COMPANY

excavation area,
approx 700 cy



Engineering

DATE: August 13, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving Encroachment Permit for 630 N.3rd Street

PURPOSE

The purpose is to approve and encroachment permit.

BACKGROUND

The owner of 630 N. 3rd Street would like to install bollards in the right-of-way to protect the recently updated facade of the building. The bollards would protect the building mainly during snow removals. The owner would install and maintain the bollards. If approved at IF, a formal document will be prepared by the Attorney's office for Council approval.

RECOMMENDATION

Staff recommends approval.

Allen,

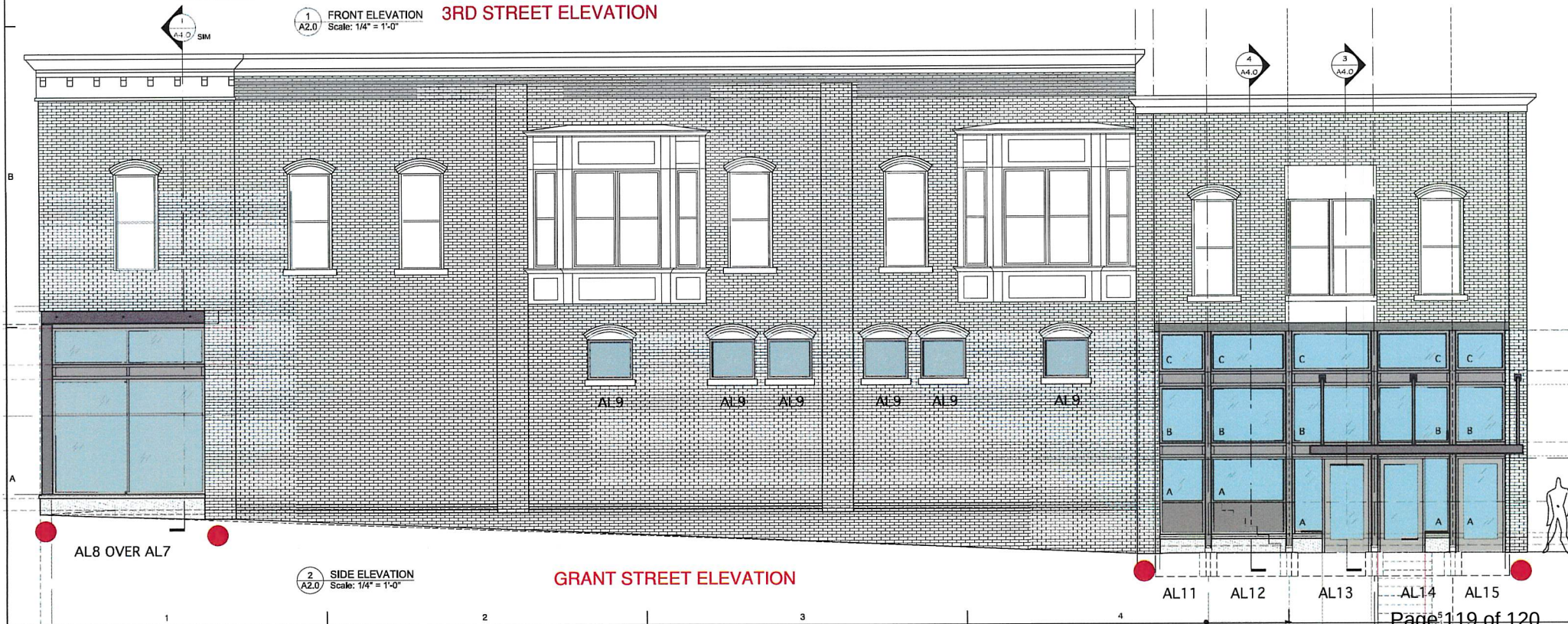
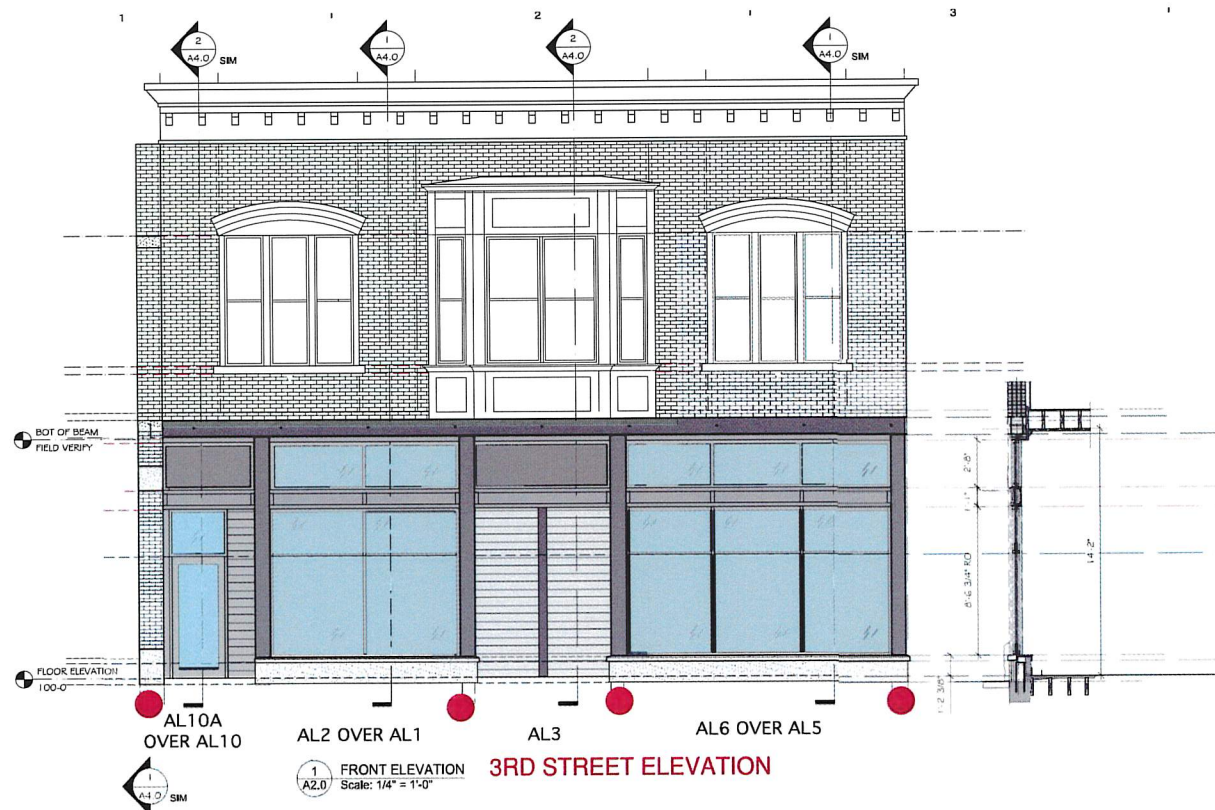
630 3rd Street - Bollards

Enclosed you will find the requested information as it relates to an Encroachment Permit for the proposed bollards at 630 3rd Street

Thanks Allen,

Randy Williams

715-432-9900

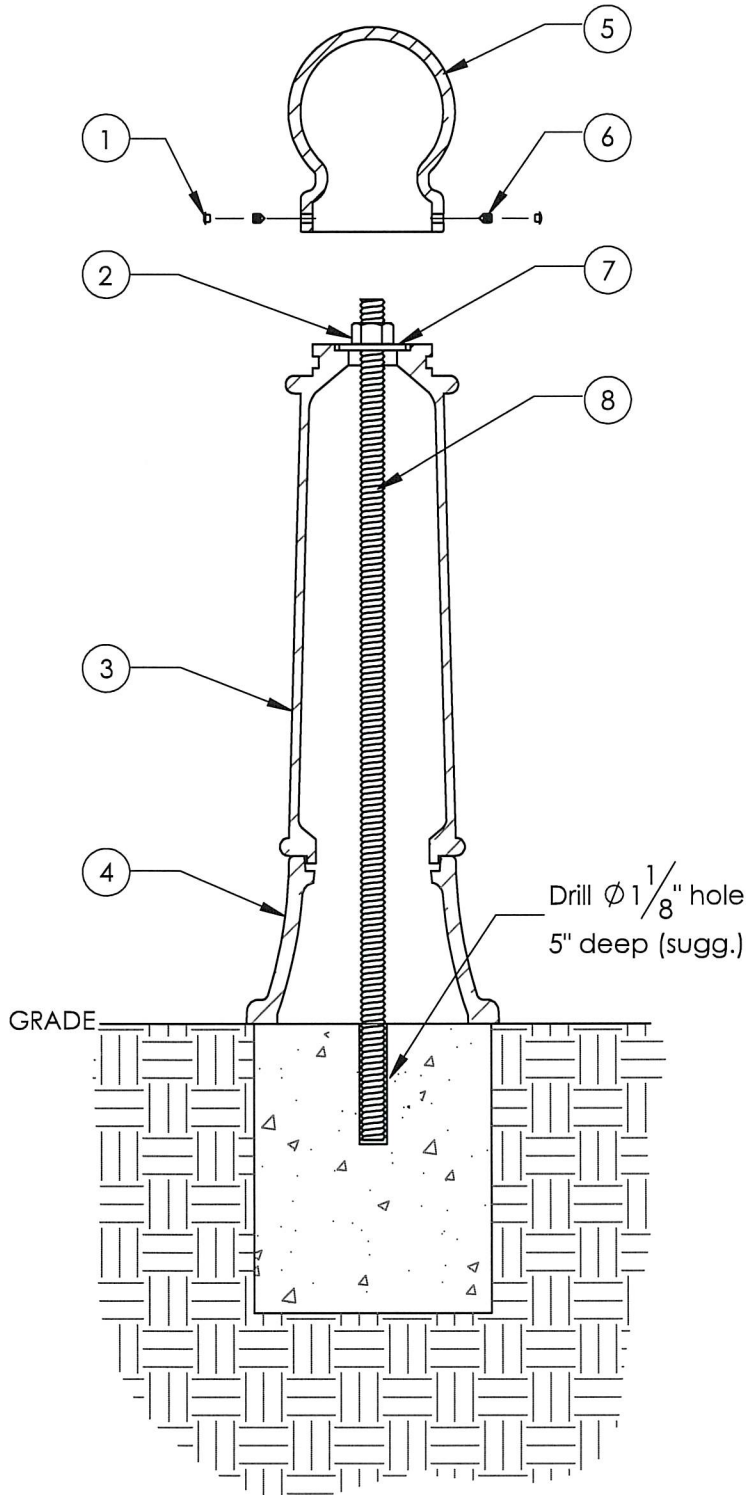




Type S - Surface Mount

Series: Classic

Product Number: 150-GS



ITEM	QTY	PART	WEIGHT
1	2	Plastic screw caps.	.18 g. ea.
2	2	1" Stainless steel nuts.	.34 lbs. ea.
3	1	Cast Iron plain bollard body.	51.6 lbs.
4	1	Cast Iron taper bollard base.	31.7 lbs.
5	1	Cast Iron globe bollard top.	20.1 lbs.
6	2	3/8" Stainless steel set screws.	3.7 g. ea.
7	1	1" Stainless steel washer.	.36 lbs.
8	1	35"-long 1" dia. stainless steel all-thread.	6.35 lbs.

**PROPOSED (OR SIMLAR)
BOLLARDS-COLOR BLACK**

-Anchor threaded rod into concrete with anchoring adhesive, tighten 3/4" nut onto washer securing bollard in place, use set screws to secure globe top.

-Footer detail is for reference only; proper footer construction depends on local soil conditions and engineering requirements.