# OFFICIAL NOTICE & AGENDA
REGULAR MEETING

**MEETING:** Common Council
**DATE/TIME:** Tuesday, September 8, 2026, at 6:30 PM
**LOCATION:** Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

**MEMBERS:**

| | |
|---|---|
| Carol Lukens | Matt Hoenecke |
| Michael Martens | Sarah Watson |
| Terry Kilian | Vicki Tierney |
| Tom Neal | Lou Larson |
| Andrew Wiskowski | Bruce Trueblood |
| Kristin Slonski | |

**AMENDED**

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

**2 Pledge of Allegiance, and Roll Call and Proclamations.**

Ovarian Cancer Month Proclamation

National Suicide Prevention + Action Month Proclamation

Consitution Week Proclamation

**3 Presentations.**

Sustainability, Energy, and Environment Committee (SEEC) update.

**4 Consideration of the minutes of the preceding meeting, approval of the minutes if correct, and correction of mistakes if any.**

**August 18, 2026** Special Common Council Minutes

**5 Reading of the City of Wausau Public Comment Statement.**

**6 Comments and suggestions from preregistered citizens.**

**7 Consent agenda.**

**26-0114** Ordinance from the Infrastructure & Facilities Committee Amending Section 10.20.080(a) Designating No Parking on the North Side of Greenfield Avenue from Fernwood Drive to Summit Drive.

**26-0918** Resolution from the Infrastructure & Facilities Committee Approving State/Municipal Agreement for BUS 51, CTH U to West Campus Drive.

**26-0909** Resolution from the Infrastructure & Facilities Committee Approving Easement for WIN, LLC. at 814 N. 1st Street.

**26-0910** Ordinance from the Infrastructure & Facilities Committee Amending Section 6.48.010 Mowing Required.

**26-0913** Ordinance from the Public Health & Safety Committee Repealing and Recreating Chapter 9.28 Abatement of Nuisances.

**26-0911** Resolution from the Infrastructure & Facilities Committee Approving a Right of Way Occupancy Agreement with Richard J. Holster and Susan L. Holster Revocable Trust for the Installation of Bollards at 630 N.3rd Street.

**26-0903** Resolution from the Infrastructure & Facilities Committee Authorizing Sign Disposition Plan for City Signs.

**26-0908** Resolution from the Infrastructure & Facilities Committee Approving an Easement with Wisconsin Public Service for Underground Utility Facilities at 1603 Marten Street.

**22-0804** Joint Resolution from Infrastructure & Facilities Committee and Plan Commission Approving the Transportation Project Plat for STH 52 (E Wausau Ave) from N 6th Street to N 18th Street.

**26-0904** Ordinance from Plan Commission Rezoning 117 and 121 S. 2nd Avenue from a (UMU) Urban Mixed-Use Zoning District to a (NMU) Neighborhood Mixed-Use Zoning District to Allow for a Lower Lot Area Minimum and Greater Flexibility with Lot Division (Christine Pierce Dba Zuivelfabriek LLC).

**23-0807** Resolution from the Infrastructure & Facilities Committee Approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent Street.

**26-0915** Resolution from the Infrastructure & Facilities Committee Approving the Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street.

**26-0916** Joint Resolution from the Human Resources Committee and the Finance Committee Approving the Creation of a Planning Intern Position.

**26-0917** Resolution from the Infrastructure & Facilities Committee Approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive.

**26-0108** Resolution from the Public Health & Safety Committee Approving or Denying Various Licenses as Indicated.

**8 Ordinances and resolutions.**

**26-0912** Joint Resolution from the Wausau Arts Commission and Infrastructure & Facilities Committee Approving a Right of Way Occupancy Agreement with Foundry on 3rd Ph 1, LLC for the Placement of a Sculpture at the Southeast Corner of 3rd Street and Washington Street.

**06-0909** Resolution from the Infrastructure & Facilities Committee 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.

**26-0906** Resolution from the Human Resources Committee Approving Organizational Structure Changes and Succession Planning for the Department of Public Works and Utilities.

**26-0918** Joint Resolution from the Human Resources Committee and Finance Committee to Approve the Reclassification of Human Resources Specialist to Human Resources Generalist.

**26-0507** Joint Ordinance from the Bicycle & Pedestrian Advisory Committee, Public Health & Safety Committee and Infrastructure & Facilities Committee Amending Section.10.40.040 Rules of the Road and Areas of Operations.

**26-0921** Ordinance from the Wausau Water Works Commission Creating Chapter 13.66 Lead and Galvanized Water Service Line Replacement.

**26-0919** Resolution from the Economic Development Committee Approving Development Agreement with Wangard LLC for Redevelopment of 920 North 1st Street & 15 Fulton (Riverlife South).

**26-0920** Resolution from the Finance Committee Authorizing the Issuance of a $6,000,000 Taxable Tax Increment Revenue Bond Of The City of Wausau, Wisconsin To Foundry on 3rd Ph 1, LLC.

**26-0902** Confirming Appointments of the Mayor of the City of Wausau to the Police & Fire Commission, Wausau Arts Commission, Bicycle and Pedestrian Advisory Committee, Ethics Board.

**9 Closed Session.**

**Adjourn to Closed Session** pursuant to Wisconsin State Statute § 19.85(1)(g for conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved regarding a settlement offer received in Marathon County Case No. 24CV40 Green Acres at Greenwood Hills, LLC vs. City of Wausau.

**Adjourn to Closed Session** pursuant to Wisconsin State Statute § 19.85(1)(g) for conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved regarding a settlement offer received in Marathon County Case No.25CV245 Oona M. Younger vs. Curly Kale, LLC et al.

**10 Reconvene into Open Session, if necessary, to take action on Closed Session items.**

**11 Announcement from Mayor and Alderpersons.**

**12 Comments and suggestions from citizens present during Public Comment occurring both before and after the business meeting.**

**13 Adjournment.**

Mayor Doug Diny, Chair

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

**DATE**: 09/04/2026
**TIME**: 10:30 AM
**POSTED BY**: Kody Hart

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this

meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@wausauwi.gov to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.




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



Office of the Mayor
Katie Rosenberg

TEL: (715) 261-6800
FAX: (715) 261-6808

# Proclamation

***WHEREAS,*** by proclaiming September as Ovarian Cancer Awareness Month, we call attention to a disease that affects women across our community and nation. Ovarian cancer causes more deaths than any other female reproductive system cancers and is the fifth-leading cause of cancer-related deaths among women; and

***WHEREAS,*** ovarian cancer affects women of all ages and backgrounds – women who are mothers, daughters, sisters, grandmothers, community members, and valued friends; and

***WHEREAS,*** the American Cancer Society estimates that 21,010 women will be diagnosed with ovarian cancer in 2023, and that 12,450 women will die from this disease in the United States; and

***WHEREAS,*** a woman's risk of getting ovarian cancer during her lifetime is about 1 in 78 and her lifetime chance of dying from ovarian cancer is about 1 in 108; and

***WHEREAS,*** the five-year survival rate of woman diagnosed with ovarian cancer is 47%; and

***WHEREAS,*** women who are middle aged or older, who have a family history of ovarian or breast cancer, or have had certain cancers in the past are at increased risk of developing ovarian cancer; and

***WHEREAS,*** it is critical that scientists and doctors accelerate research into ovarian cancer while continuing to work on prevention, treatment, and a cure; now

***THEREFORE***, be it resolved that I, Doug Diny, Mayor of the City of Wausau, do hereby proclaim September, 2026 as

## Ovarian Cancer Month

in the City of Wausau, State of Wisconsin, and I commend this observance to all citizens.

_____

Doug Diny
Mayor, City of Wausau
September 8, 2026

Office of the Mayor
Doug Diny

TEL: (715) 261-6800
FAX: (715) 261-6808

# Proclamation

***WHEREAS,*** September is known globally as "Suicide Prevention Month", the National Suicide Prevention + Action Month Proclamation was created to raise the visibility of the mental health resources and suicide prevention services available in our community. The goal is to start the conversation about mental health and the impact of suicide to help destigmatize the conversation and help connect people with the appropriate support services; and

***WHEREAS,*** according to the American Foundation for Suicide Prevention (A.F.S.P.), Suicide is the 11th leading cause of death among adults, and the 2nd leading cause of death among individuals between the ages of 10 and 34 in the US; and

***WHEREAS,*** more than 49,300 people died by suicide across the United States in each year, with an average of 135 suicides completed daily; and

***WHEREAS,*** each and every suicide directly impacts a minimum of 100 additional people, including family, friends, co-workers, neighbors, and community members; and

***WHEREAS,*** Wausau publicly places its full support behind those who work in the fields of mental health, education, and law enforcement; and

***WHEREAS,*** global organizations like Hope For The Day (H.F.T.D.) and our local mental health partner, North Central Health Care, serve on the front lines of a war that many still refuse to discuss, as stigma regarding suicide and mental health issues is far too prevalent; now

***THEREFORE,*** be it resolved that I, Doug Diny, Mayor of the City of Wausau, do hereby proclaim September, 2026 as

## National Suicide Prevention + Action Month

in the City of Wausau, State of Wisconsin, and I commend this observance to all citizens, and encourage them to take the time to understand the importance of mental health education and recognize that taking care of ourselves and others includes taking care of mental health.

_____

Doug Diny
Mayor, City of Wausau
September 8, 2026

Office of the Mayor
Doug Diny

TEL: (715) 261-6800
FAX: (715) 261-6808

# Proclama

***WHEREAS,*** our Constitution is founded on fundamental trust in America's citizens; and

***WHEREAS,*** on September 17, 1787, our constitutional framers signed the U.S. Constitution at Independence Hall in Philadelphia, forging a new government for the United States; and

***WHEREAS,*** the story of the framing, signing, and adoption of that epochal document constitutes one of the most significant chapters in the history of our country; and

***WHEREAS,*** the United States Constitution stand as a testament to the tenacity of Americans throughout history to maintain their liberties, freedoms and inalienable rights; and

***WHEREAS,*** it is fitting that every American should reflect upon the vision and fortitude of our forbearers in creating a charter designed "to form a more perfect Union, establish Justice, insure domestic Tranquility, provide for the common defense, promote the general Welfare, and secure the Blessings of Liberty" for themselves and for the fortunate millions who were to follow them as citizens of this Nation; and

***WHEREAS,*** the Congress, by a joint resolution approved August 2, 1956, has requested the President to set aside the week beginning September 17 of each year as Constitution Week, a time for the contemplation and commemoration of the historic acts which resulted in the formation of our Constitution; and

***WHEREAS,*** September 17 marks the 237th anniversary of the Constitution of the United States and we celebrate this founding charter and reflect on the privilege of being an American with all the rights and responsibilities which that privilege involves; now,

***THEREFORE,*** be it resolved that I, Doug Diny, Mayor of the City of Wausau, do hereby proclaim September 17 - 23, 2026, as

## Constitution Week

in the City of Wausau, State of Wisconsin, and I commend this observance to all citizens, and encourage them to demonstrate our commitment to the United States of America and appreciation for the liberty our constitutional framers secured for us.

_____

Doug Diny
Mayor, City of Wausau
September 8, 2026

## SEEC September Common Council Update

**Sustainability Plan**

- The committee approved a plan development timeline at their June meeting and has been working through the plan sections based upon that timeline
- Approved a Community Sustainability Survey and Business Sustainability Survey that went live on September 1 and be open through October 31
    - Resident and business data will be instrumental in helping us to build out our plan and five-year strategies

**Earth Week Initiatives**

Various initiatives are being discussed to make a more focused Earth Week event calendar.

- Promotion of other local initiatives
- Wausau Sustainability Award Presentation
- Sustainability in action tours (past award winners, native planting initiatives, etc.)
- Tree planting
- Staff Farmer's Market/Art in the Park/Night Market
- Art project
- Composting demonstration
- UW Extension educational opportunity

**Emerging Themes**

- Food Waste Recycling/Composting
    - Hsu Growing Supply offers curbside pickup for businesses and residents – how do we get the word out?
- Plastics reduction
    - Opportunities with area businesses
- 100% clean energy for City government operations by 2050 (resolution passed March 14, 2023)
    - First, we need to know our building data, fleet data, and waste data and then establish what reductions are required to meet this goal (the plan will begin to more specifically outline/address this)
    - Coordinating inter-departmental conversations
- Pollinators/native plantings
    - Mayors' Monarch Pledge

**OFFICIAL MINUTES**
SPECIAL MEETING

**MEETING:** Common Council
**DATE/TIME:** Tuesday, August 18, 2026, at 6:00 PM
**LOCATION:** Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

**MEMBERS:**

| | |
|---|---|
| Carol Lukens | Matt Hoenecke |
| Michael Martens | Sarah Watson |
| Terry Kilian | Vicki Tierney |
| Tom Neal | Lou Larson |
| Andrew Wiskowski | Bruce Trueblood |
| Kristin Slonski | |

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

Mayor Doug Diny presided.
The meeting was called to order at 06:04 PM.

Roll Call indicated 8 members present.
Members Present - Terry Kilian, Tom Neal, Andrew Wiskowski, Matt Hoenecke, Sarah Watson, Vicki Tierney, Lou Larson, Bruce Trueblood
Members Absent - None
Members Excused - Carol Lukens, Michael Martens, Kristin Slonski
Present 8, Absent 0, Excused 3

**2 Pledge of Allegiance, and Roll Call and Proclamations.**

**3 Presentations.**

Sustainability, Energy, and Environment Committee (SEEC) update.

*Without objection, this item was postponed to a future meeting.*

**4 Consideration of the minutes of the preceding meeting, approval of the minutes if correct, and correction of mistakes if any.**

**Motion by Alderperson Trueblood, seconded by Alderperson Hoenecke, to approve all items outlined below.**
**Yes 8, No 0, Abstained 0**
**MOTION PASSED.**

**July 14, 2026** Regular Common Council Minutes

**5 Reading of the City of Wausau Public Comment Statement.**

**6 Comments and suggestions from preregistered citizens.**

**7 Committee reports (standing and nonstanding).**

**Board of Public Works** Insurance Claims — April 2026 - June 2026

**8 Consent agenda.**

**Motion by Alderperson Neal, seconded by Alderperson Wiskowski, to approve all items outlined below.**
**Yes 8, No 0, Abstained 0**
**MOTION PASSED.**

**26-0803** Initial Resolution from the Infrastructure & Facilities Committee Setting a Public Hearing Regarding Vacating and Discontinuing an Alley Bounded by Lake View Drive, Bertha Street, Elmwood Boulevard and Midway Boulevard.

**26-0804** Initial Resolution from the Infrastructure & Facilities Committee Setting a Public Hearing Regarding Vacating and Discontinuing the 134 Foot Southerly Extension of

Liberty Ridge Way.

**26-0108** Resolution from the Public Health & Safety Committee Approving or Denying Various Licenses as Indicated.

## 9 Ordinances and resolutions.

**26-0807** Joint Resolution from the Human Resources Committee and the Finance Committee Approving the Hiring of a Full-Time Human Resource Coordinator and Related Budget Modification/Change of Purpose.

**Motion by Alderperson Larson, seconded by Alderperson Kilian, to approve.**
**Yes - Alderperson Kilian, Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Tierney, Alderperson Larson, Alderperson Trueblood**
**No - Alderperson Watson**
**Abstained - None**
**Yes 7, No 1, Abstained 0**
**MOTION FAILED.**

**26-0806** Resolution from the Finance Committee Approving Budget Amendment for UW-Stevens Point at Wausau Campus Conversion to Police Department and Fire Department Facility Expansion to Public Safety Building Feasibility Study.

Larson questioned the funding for future maintenance of the building. It was further stated that prior to spending funds on the feasibility study, the city needs a strategy for funding future costs in relation to acquiring the property.

Hoenecke stated support for the study to look at the cost savings of utilizing an existing space.

**Motion by Alderperson Trueblood, seconded by Alderperson Tierney, to approve.**
**Yes - Alderperson Kilian, Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Tierney, Alderperson Trueblood**
**No - Alderperson Larson**
**Abstained - Alderperson Sarah Watson**
**Yes 6, No 1, Abstained 1**
**MOTION FAILED.**

*Point of order raised by Alderperson Trueblood* that the motion should be reconsidered at a future meeting when more alders are present. *Point of order was not well taken* by the Chair.

*Parliamentary inquiry raised by Alderperson Watson if an alder voting abstain, could make the motion to reconsider. It was stated that would not be a valid motion.*

**26-0805** Resolution from the Finance Committee approving the Wisconsin Economic Development Corporation Brownfield Grant for City-Owned Property at 207 N. 1st Ave, Wausau (Former MBX).

**Motion by Alderperson Hoenecke, seconded by Alderperson Neal, to approve.**
**Yes - Alderperson Kilian, Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Watson, Alderperson Trueblood**
**No - Alderperson Tierney, Alderperson Larson**
**Abstained - None**
**Yes 6, No 2, Abstained 0**
**MOTION PASSED.**

**26-0802** Confirming Appointments of the Mayor of the City of Wausau to Police & Fire Commission, Wausau Arts Commission, Transit Commission.

**Motion by Alderperson Watson, seconded by Alderperson Tierney, to approve.**
**Yes 8, No 0, Abstained 0**
**MOTION PASSED.**

**26-0808** Resolution from the Finance Committee Authorizing the Issuance and Sale of up to $3,469,102 Water System Revenue Bonds, Series 2026, and Providing for Other

Details and Covenants with Respect Thereto, and Approval of Related Financial Assistance Agreement.

Trueblood stated that this project was approved, as mandated by the federal government, before all the funding had come through, prompting this current discussion.

Tierney stated that the city should look at ramping down the frequency of the replacement rate to better manage the funding mechanism.

Wiskowski stated that due to a number of alders not being present and a slew of information being provided at the meeting, there was a preference to postpone the discussion until the next meeting.

Hoenecke stated the city was in a rock and a hard place as there was not a clear funding mechanism plan in place for this critical infrastructure. Hoenecke stated support because of the decisions that had been made previously to support this critical infrastructure which should be a priority for the city.

**Motion by Alderperson Watson, seconded by Alderperson Neal, to approve.**
**Yes 8, No 0, Abstained 0**
**MOTION PASSED.**

**26-0809** Resolution from the Finance Committee Authorizing the Issuance and Sale of up to $3,331,289 Taxable General Obligation Promissory Notes, Series 2026B, and Providing for Other Details and Covenants with Respect\ Thereto, and Approval of Related Financial Assistance Agreement.

**Motion by Alderperson Watson, seconded by Alderperson Trueblood, to approve.**
**Yes 8, No 0, Abstained 0**
**MOTION PASSED.**

**10 Suspend Rule 12(A) Referral of resolutions.**

**Motion by Alderperson Neal, seconded by Alderperson Watson, to Suspend Rule 12(A) Referral of resolutions.**
**Yes - Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Watson, Alderperson Larson**
**No - Alderperson Kilian, Alderperson Tierney, Alderperson Trueblood**
**Abstained - None**
**Yes 5, No 3, Abstained 0**
**MOTION FAILED.**

*Trueblood requested reconsideration on this motion to suspend the rules.*

**Motion by Alderperson Neal, seconded by Alderperson Watson, to Suspend Rule 12(A) Referral of resolutions.**
**Yes - Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Watson, Alderperson Larson, Alderperson Trueblood**
**No - Alderperson Kilian, Alderperson Tierney**
**Abstained - None**
**Yes 6, No 2, Abstained 0**
**MOTION PASSED.**

*Point of order raised by Alderperson Larson* that the motion to suspend the rules required 2/3 majority of members present. *Point of order was not well taken* by the Chair.

**26-0811** Resolution from the Common Council Approving the Alternate Bid from PGA, Inc., for the 2026 Riverfront Parking Lot Project (Lot “E”), Including Construction of up to 153 Parking Stalls.

Larson stated support as Athletic Park is part of tourism and was an important part of the city.

Trueblood stated support as this is part of the riverfront that is continuing to be developed and would support that development.

Wiskowski stated support for this area to be developed well into the future and to provide more parking, directing people away from parking on the street during games at Athletic Park.

Tierney stated this was a want and not a critical need for the city.

**Motion by Alderperson Neal, seconded by Alderperson Larson, to Approve.**
**Yes - Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Watson, Alderperson Larson, Alderperson Trueblood**
**No - Alderperson Kilian, Alderperson Tierney**
**Abstained - None**
**Yes 6, No 2, Abstained 0**
**MOTION PASSED.**

## 11 Closed Session.

**Adjourn to Closed Session** pursuant to Wisconsin State Statute § 19.85(1)(e) for deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, for the purpose of responding to the Request for Proposals for the Redevelopment of Former UWSP-Wausau Campus (518 S 7th Ave).

**Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to adjourn to Closed Session pursuant to Wisconsin State Statute § 19.85(1)(e) for deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, for the purpose of responding to the Request for Proposals for the Redevelopment of Former UWSP-Wausau Campus (518 S 7th Ave).**
**Yes - Alderperson Kilian, Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Tierney, Alderperson Trueblood**
**No - Alderperson Larson**
**Abstained - Alderperson Sarah Watson**
**Yes 6, No 1, Abstained 1**
**MOTION PASSED.**

***The Common Council convened into Closed Session.***

## 12 Reconvene into Open Session, if necessary, to take action on Closed Session items.

***The Common Council reconvene into Open Session.***

Larson stated concerns with the state of the building and the continued maintenance costs of the building in addition to how to fund those continued costs. It was further stated that this is about wants verses priorities.

Kilian stated the Floral Avenue property should not be a part of this request for proposal and requested its removal.

Trueblood stated this response to the request for proposal is just a first step and did not commit the city to anything other than signaling a response to the RFP.

**Motion by Alderperson Trueblood to call the question. Objection by Tierney.**

Tierney questioned if Marathon County would provide additional funding from grants for a number of other projects associated with the acquisition of this property as part of the RFP.

*Tierney withdrew the objection to the motion to call the question.*

**Motion by Alderperson Neal, seconded by Alderperson Trueblood, to move forward with the Request for Proposals for the Redevelopment of Former UWSP-Wausau Campus (518 S 7th Ave).**
**Yes - Alderperson Kilian, Alderperson Neal, Alderperson Wiskowski, Alderperson Hoenecke, Alderperson Tierney, Alderperson Trueblood**
**No - Alderperson Larson**
**Abstained - Alderperson Sarah Watson**

**Yes 6, No 1, Abstained 1**
**MOTION PASSED.**

## 13 Announcement from Mayor and Alderpersons.

1. Alder Tierney stated the Wausau Police Department was top-notch and does a good job.
2. Alder Wiskowski stated the Bridge Street Mission needed a number of resources to support unhoused people or people with mental health addiction.
3. Alder Larson stated the Westside Thomas Street Neighborhood meeting would be the following Monday at 5:30 PM at the Riverside Park Pavilion.

## 14 Comments and suggestions from citizens present during Public Comment occurring both before and after the business meeting.

## 15 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Tierney, to adjourn. Motion carried. Meeting adjourned at 08:02 PM.

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




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



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

Ordinance from the Infrastructure & Facilities Committee Amending Section 10.20.080(a) Designating No Parking on the North Side of Greenfield Avenue from Fernwood Drive to Summit Drive.

**Committee Action:** Approved 5-0

**File Number:** 26-0114 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-6006

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

Add ( )

Section 1. That Section 10.20.080(a) of the Wausau Municipal Code is hereby amended as follows:

(a) There shall be no parking in the following locations:

. . .

Greenfield Avenue

- North side of the street between Fernwood Drive and Summit Drive from November 1 to April 1

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: 9/8/2026
Approved: 9/9/2026
Published: 9/16/2026
Attest: 9/9/2026

Approved:

_____
Doug Diny, Mayor

Attested:

_____
Rachel Brown, City Clerk

**Engineering**

**DATE:** September 8, 2026
**TO:** Infrastructure & Facilities Committee
**SUBJECT:** Ordinance from the Infrastructure & Facilities Committee Amending Section 10.20.080(a) Designating No Parking on the North Side of Greenfield Avenue from Fernwood Drive to Summit Drive.

## 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.

## RECOMMENDATION

Staff recommends restricting parking on one side of Greenfield Avenue. The recommendation would be to limit the parking on the north side (odd side of street). This recommendation is based on the fact Beechwood Drive enters on the north side which limits parking, and the fact there are 4 corner lots on this side of the roadway. The corner lots would still have parking on the Summit, Beechwood or Fernwood.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

**3 Discussion and possible action.**

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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# OFFICIAL MINUTES
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Infrastructure & Facilities Committee |
| **DATE/TIME:** | Thursday, January 8, 2026 at 5:15 PM |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Chad Henke (C) | Lou Larson (VC) |
| Tom Neal | Sarah Watson |
| Michael Martens | |

Members Present: Chad Henke, Lou Larson, Tom Neal, Michael Martens, Sarah Watson
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 05:16 PM.

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

No one appeared for public comment.

**2 Consent agenda.**

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

**December 11, 2025** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Neal, seconded by Alderperson Watson, to Approve. Motion Passed 5-0.

**4 Discussion and possible action.**

**a.** Encroachment permit for 201 Forest St LLC for ramp at 201 Forest St

Engineers discovered this while doing a topographic survey on 2nd St, for reconstruction this year. With the building being remodeled, the ramp was out onto the right of way by about 2ft, the ramp comes out onto the sidewalk a little bit, so an encroachment permit approval would be needed to keep the ramp out in the right of way. Wesolowski did talk with the builder and the owner would like to keep the ramp there since it's already constructed. If approved by this committee, a legal description and encroachment document would be prepared before it goes to council. Martens voiced concerns about the space between the ramp and the light post being quite narrow. Is that an adequate width for bicycles, wheelchairs, or other assisting devices? Wesolowski stated that it still leaves about 4ft, which is a legal sidewalk width.

Motion by Alderperson Larson, seconded by Alderperson Neal, to Approve. Motion Passed 5-0.

**b.** Parking restrictions on the south side of Kickbusch St on the 1600 block

There is a map in the Agenda packet. This was brought to our attention by First Student bussing. When the buses exit the parking lot, if there are cars parked on the south side of Kickbusch, they have a hard time making that turn. First Student is requesting No Parking on the south side of Kickbusch to allow for their buses to make the turn out of that parking lot. Engineering does not have any issues with the request. It will be west of the crosswalk for about 75ft.

Motion by Alderperson Larson, seconded by Alderperson Martens, to Approve. Motion Passed 5-0.

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**c.** Parking restrictions on West Eldred St from 3rd Ave to 4th Ave

A map is in the packet. Eldred St is almost like an alley between 3rd Ave to 4th Ave. Alder Rasmussen had requested that no parking be established on both sides of W Eldred St. Engineering does not have any issue with the parking restriction. All the lots on Eldred St do have parking available on either 3rd or 4th Ave. Larson supports this and item 4.d., because of how narrow Eldred St is and because it is a one-way street. Henke asked if letters were sent to residents making them aware of this meeting. Wesolowski stated that letters were sent to residents on the street, and he did not receive comments from anyone.

Motion by Alderperson Larson, seconded by Alderperson Watson, to Approve. Motion Passed 5-0.

**d.** Parking restrictions on Eldred St from Cherry St to 1st Ave

The request is for No Parking from Nov. 1st - Apr. 1st. Eldred is a one-way street westbound. This section of Eldred is a little wider and that allows room for parking in summer. Engineering is recommending No Parking from Nov. 1st - Apr. 1st.

Motion by Alderperson Larson, seconded by Alderperson Neal, to Approve. Motion Passed 5-0.

**e.** Parking restrictions on the south side of Strowbridge St from 2nd Ave to 3rd Ave

A map is included in the agenda packet to show this is another narrow street. Requested by Alder Rasmussen. Strowbridge is a one-way eastbound. On the north side, it is currently posted No Parking from Nov. 1st - Apr. 1st, posting the south side would keep it consistent with the rest of Strowbridge St. Since Strowbridge between 1st Ave and 2nd Ave is already posted No Parking Nov. 1st - Apr. 1st for both sides of the street, this would make it consistent for those two blocks.

Motion by Alderperson Neal, seconded by Alderperson Martens, to Approve. Motion Passed 5-0.

**f.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Requested by Alder Rasmussen and a DPW plow truck driver, a map is included in the packet and pictures of what a plow driver typically encounters on Greenfield Ave. Recommendation from engineering is to post No Parking Nov. 1st - Apr. 1st, on the north (odd numbered) side. Letters were sent out like with the other streets. Two residents called Wesolowski. Kathy Hagenbucher — 709 Greenfield has no opposition to the parking restriction. Due to an issue with parties going on in the area and a lot of cars being parked on the streets, she recommends that anybody that has over 50 cars should get a permit. Wesolowski told her he would pass that along to this committee. An email was received from Nancy Jaecks - 718 Greenfield supporting parking on one side. She said it gets parked up, and she has a hard time getting out of her driveway. She was in support of eliminating parking on one side during the months requested. Engineering recommends approval of parking restrictions on the north side because corner lots can park on adjoining streets, creating less of an impact on residents. Neal expressed concern about the midpoint of Greenfield Ave with Beechwood Dr, what's the parking situation. Wesoloski stated there are no parking restrictions on Beechwood Dr and there were no complaints about parking on Beechwood Dr. There are parking restrictions on Fernwood Dr.

Motion by Alderperson Neal, seconded by Alderperson Larson, to Approve. Motion Passed 5-0.

**5 Discussion.**

**a.** Update on the railroad crossing gates on 17th Ave

Wesolowski reached out to the Office of the Commissioner of Railroads, and they stated they have looked at safety concerns. They do not have a decision yet, and they are continuing to

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monitor. Wesoloski said his update is that they are not prepared to make a decision yet. Larson stated that this has been going on for over a year now and the email response seemed kind of generic, told him they are not really interested in it. Wesolowski said the comment was that they are going to continue to monitor the concern. Wesolowski will reply to the email they sent asking if they have a time frame for their decision, and bring it back as an update at the next meeting.

Henke, as long as we are on 17th Ave — the crosswalk that was approved last summer by the committee is in the budget for next year, he will expect to see that go in.

## 6 Adjournment.

Motion by Alderperson Watson, seconded by Alderperson Neal, to Approve. Motion carried. Meeting adjourned at 05:32 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**




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




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STOP
1522



# ArcGIS Web Map




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

Parcel

Right Of Way

1:3,563

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

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

Resolution from the Infrastructure & Facilities Committee Approving State/Municipal Agreement for BUS 51, CTH U to West Campus Drive.

**Committee Action:** Approved 5-0

**File Number:** 26-0918 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | |
|---|---|---|---|---|
| | *Budget Neutral:* | *YES [ ]* | *NO [X]* | |
| COSTS | *Included in Budget:* | *YES [ ]* | *NO [X]* | *Budget Source: To be budgeted for in 2028. This is a cost share for which the city is responsible for the sanitary sewer and water utilities. The WDOT is responsible for 100% of the design and construction costs. The total estimated cost is $3,597,050 with the City's estimated costs to be $5,340.* |
| | *One-time Costs:* | *YES [ ]* | *NO [ X]* | *Amount:* |
| | *Recurring Costs:* | *YES [X]* | *NO [ ]* | *Amount: During design and construction billing by DOT* |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | |

# RESOLUTION

**WHEREAS,** Business 51 is a four-lane divided urban roadway; and

**WHEREAS,** the existing pavement has deteriorated and is reaching the end of its service life; and

**WHEREAS,** the proposed project involves removing and replacing the existing pavement, installing a new sidewalk and pedestrian crossing, curb and gutter replacement in spot locations, culvert replacement, storm sewer adjustments and replacement, replacing traffic signals, and upgrading pavement markings to current standards; and

**WHEREAS,** a State/Municipal agreement between the City and Wisconsin Department of Transportation must be executed; and

**WHEREAS,** per the agreement, the City of Wausau has a responsibility to finance 100% of any sewer and water costs; and

**WHEREAS,** the total project, which includes preliminary engineering, real estate acquisition, and construction, is estimated to cost $3,597,050, of which the City's share is estimated to be $5,340.00, and

**WHEREAS,** the Infrastructure and Facilities Committee met on August 13, 2026 to review this State/Municipal agreement which details the responsibilities of both the State and Municipality for this project and recommends approval; now therefore

**BE IT RESOLVED** by the Common Council of the City of Wausau that the appropriate City officials are hereby authorized and directed to execute the attached State/Municipal agreement for the work related to Business 51 from CTH U to West Campus Drive.

Approved:

_____

Doug Diny, Mayor

**Engineering**

**DATE:** September 8, 2026
**TO:** Infrastructure & Facilities Committee
**SUBJECT:** Resolution from the Infrastructure & Facilities Committee Approving State/Municipal Agreement for BUS 51, CTH U to West Campus Drive.

## PURPOSE

The purpose is to approve the SMA for the reconstruction of Businiess 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.

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| **STATE/MUNICIPAL FINANCIAL AGREEMENT FOR A STATE- LET HIGHWAY PROJECT** | Date: June 16, 2026<br>I.D.: 6999-00-11/24/81<br>Road Name: BUS 51<br>Title: C Wausau, Badger Avenue<br>Limits: CTH U to West Campus Drive<br>County: Marathon<br>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:**

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 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 FLAGELINE.

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
- XXXXXX SAWCUT
- ADJUSTING INLET COVERS

TLE
SEE CURB RAMP DETAILS
WV
WV
COMMERCIAL ENTRANCE
EX R/W
SAN
SAN MH
F1
T1
C4
H2
H1
H1
C3
22'
28'
C1
C&G TRANSITION
END CONSTRUCTION
STA 33+20 'SB'
SAWCUT REQ'D
MATCH EXISTING
BEGIN CONSTRUCTION
STA 33+71 'SB'
SAWCUT REQ'D
MATCH EXISTING
BUS 51 SB
12'
12'
28+00 'SB'
29+00 'SB'
30+00 'SB'
31+00 'SB'
32+00 'SB'
33+00 'SB'
34+00 'SB'
S1
H1
Y1
XXXX
C4
H1
F1
C1
H1
C&G TRANSITION
11'
11'
C&G TRANSITION
C1
END CONSTRUCTION
STA 33+86 'SB'
SAWCUT REQ'D
MATCH EXISTING
28+00 'NB'
29+00 'NB'
30+00 'NB'
31+00 'NB'
32+00 'NB'
33+00 'NB'
34+00 'NB'
BUS 51 NB
C-37-0004
(SEE STRUCTURE PLANS)
12'
12'
12'
S1
H1
Y1
C5
C5
C4
C2
Y1
END PROJECT
STA 31+49 'NB'
SAWCUT REQ'D
MATCH EXISTING
SEE CURB RAMP DETAILS
EX R/W
SEE CURB RAMP DETAILS
201+00
W CAMPUS DR
SAN MH
PLE
TLE
R/W
TLE
R/W
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| PROJECT NO: 6999-00-81 | HWY: BUS 51 | COUNTY: MARATHON | PAVING DETAILS | SHEET E |
|---|---|---|---|---|

FILE NAME : Y:\57XX\5701.DP24.BUS51.MRN\CADDS\69990081\SHEETS\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 11/26/2025 9:40 AM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
PRE_18
WISDOT/CADDS SHEET 44

**OFFICIAL MINUTES**
REGULAR MEETING

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|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

**3 Discussion and possible action.**

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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

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

Resolution from the Infrastructure & Facilities Committee Approving Easement for WIN, LLC. at 814 N. 1st Street.

**Committee Action:** Approved 5-0

**File Number:** 26-0909 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the City of Wausau owns the property at 814 N 1st Street; and

**WHEREAS,** WIN, LLC has requested an easement on the City-owned property to place a powered cabinet and handhold to support fiber optic cable installations in the area for WIN, LLC; and

**WHEREAS,** your Infrastructure and Facilities Committee met on August 13, 2026 to review the proposed easement and recommends approval.

**NOW, THEREFORE, BE IT RESOLVED** that the Common Council of the City of Wausau does hereby approve the attached Fiber-Optic Telecommunications Easement and the proper City officials are hereby authorized and directed to execute said easement.

Approved:

_____
Doug Diny, Mayor

**Engineering**

**DATE:** September 8, 2026
**TO:** Infrastructure & Facilities Committee
**SUBJECT:** Resolution from the Infrastructure & Facilities Committee 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.

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.

Recording Area

Name and Return Address

City Attorney's Office
407 Grant Street
Wausau WI 54403

PIN:

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.

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

_____
Doug Diny, Mayor

_____
Rachel Brown, City Clerk

WIN, LLC

_____

_____

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.

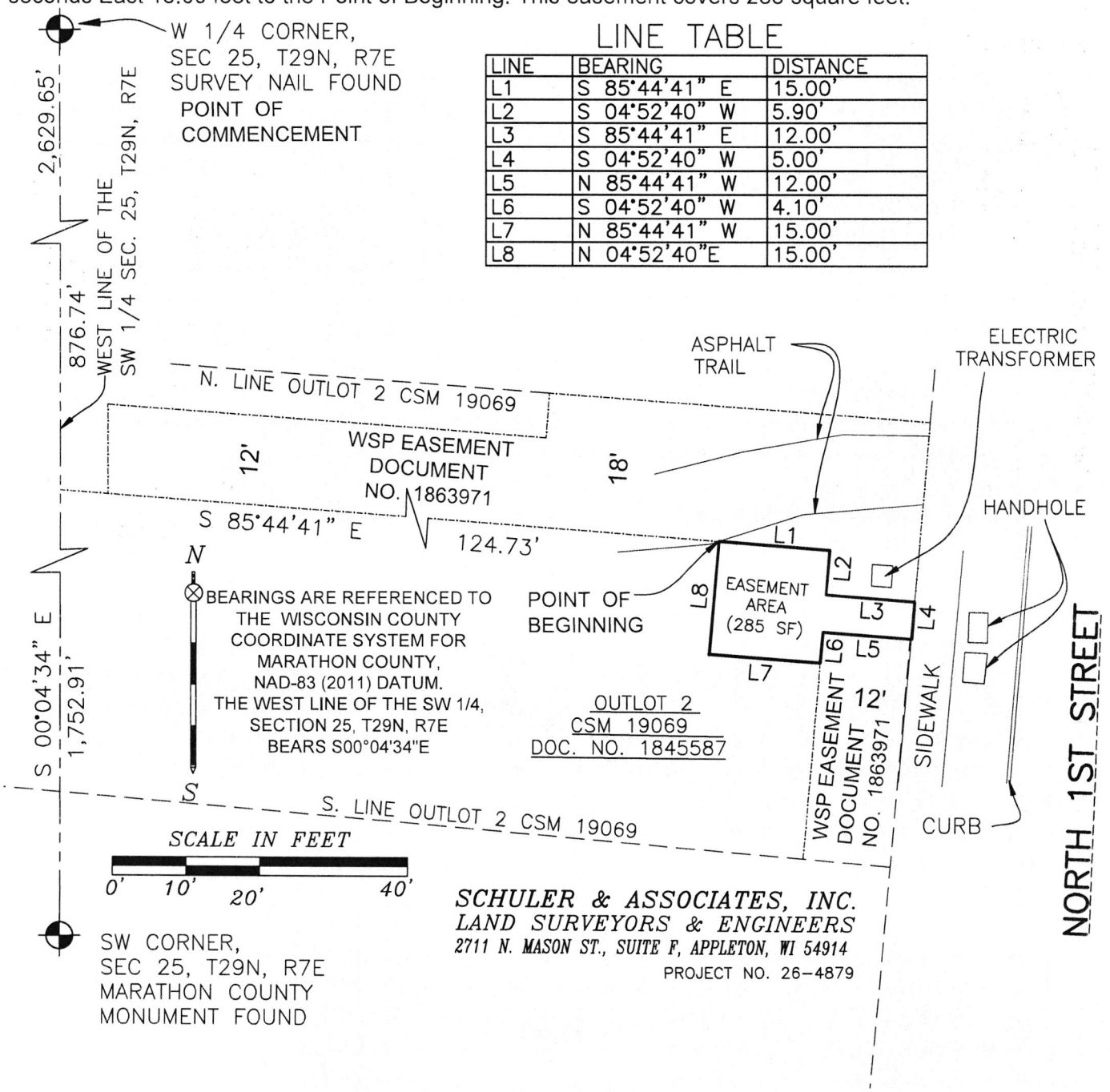
_____
Notary Public, Wisconsin
My commission expires:_____

This instrument was drafted by
Anne L. Jacobsn, 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 ¼ of the Southwest ¼ 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

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

**3 Discussion and possible action.**

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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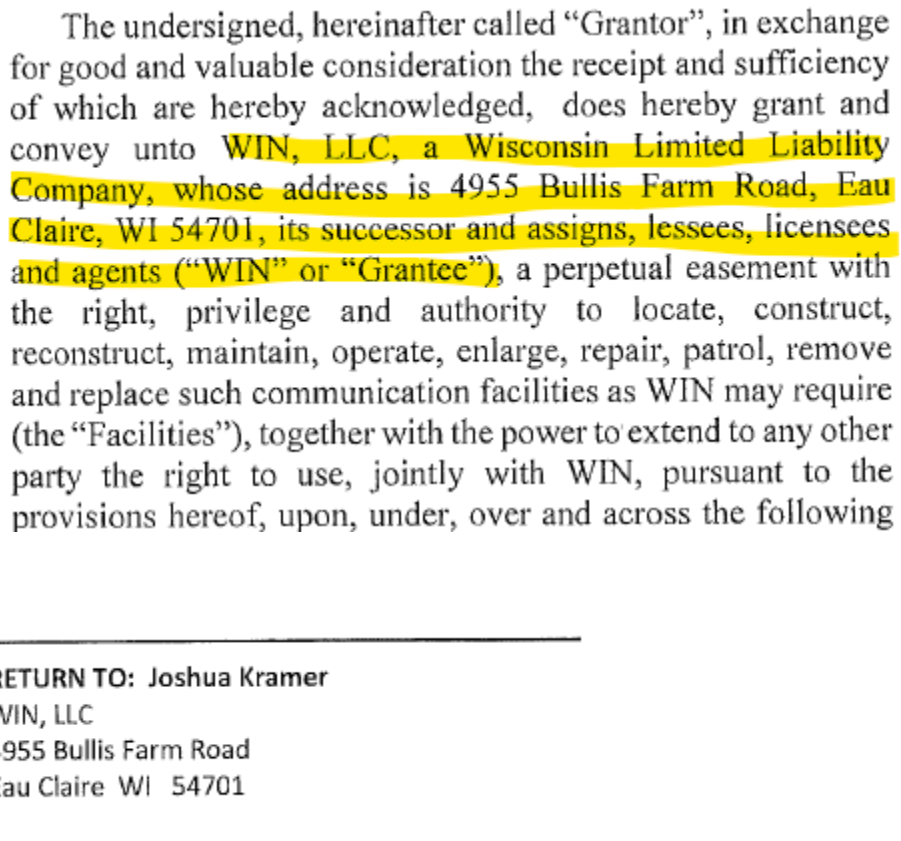
City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov

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**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@wintechnology.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

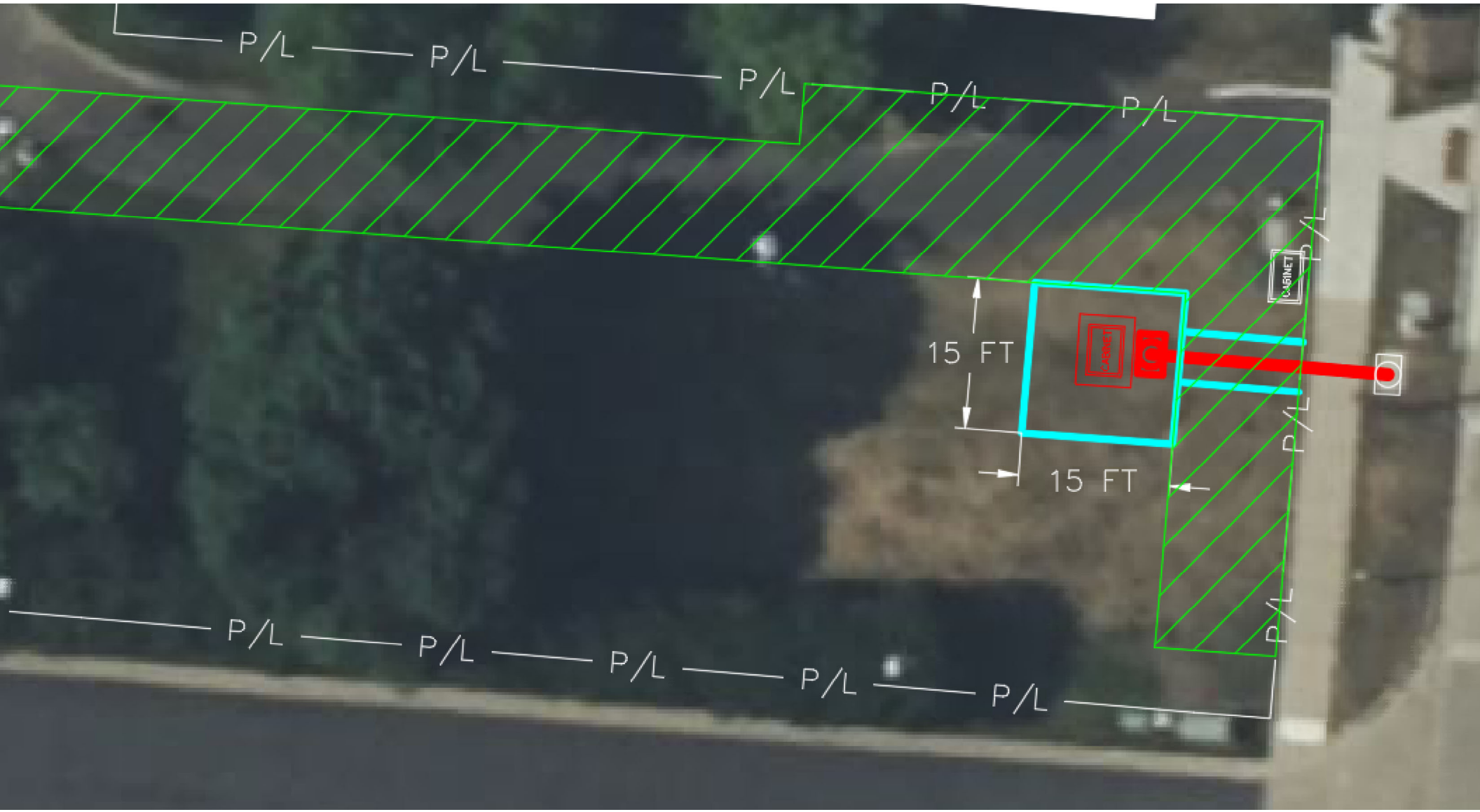
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**RETURN TO: Joshua Kramer**
WIN, LLC
4955 Bullis Farm Road
Eau Claire WI 54701

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

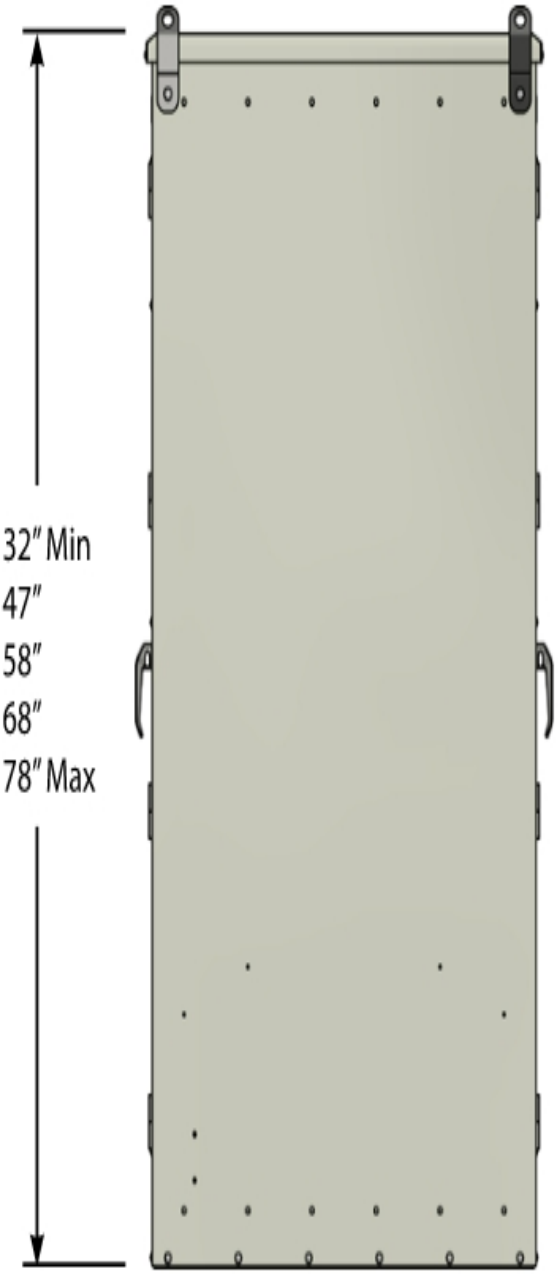
Thank you.

Mike


P/L
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15 FT
15 FT
CABINET
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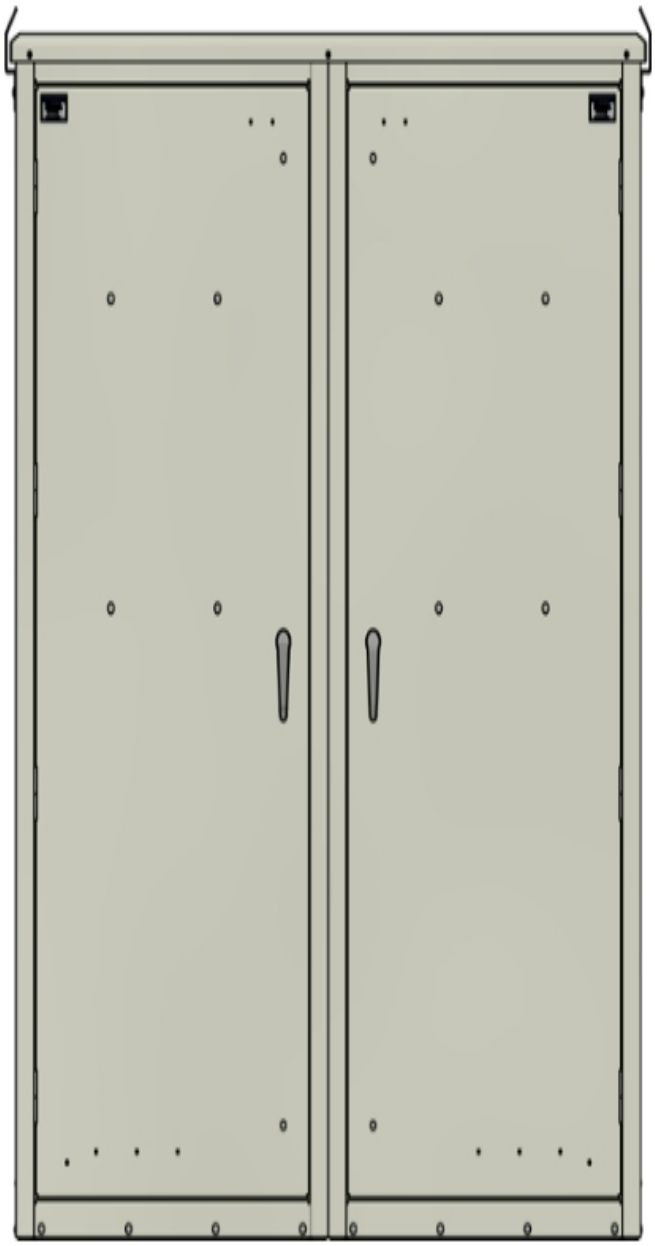
**Available Cabinet Heights**

32″ Min
47″
58″
68″
78″ Max



36.000″
or
42.000″

**Available Depths**



60″

**Available Width**
*(Dual Bay Models)*


899 US-51 BUS
Wausau, Wisconsin
Google Street View
May 2025 See more dates

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

Ordinance from the Infrastructure & Facilities Committee Amending Section 6.48.010 Mowing Required.

**Committee Action:** Approved 5-0

**File Number:** 26-0910 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-6017

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: | 9/8/2026 |
| Approved: | 9/9/2026 |
| Published: | 9/16/2026 |
| Attest: | 9/9/2026 |

Approved:

_____
Doug Diny, Mayor

Attested:

_____
Rachel Brown, City Clerk

**City Attorney**
**Vincent Bonino, Assistant City Attorney**

**DATE:** September 8, 2026
**TO:** Infrastructure & Facilities Committee
**SUBJECT:** Ordinance from the Infrastructure & Facilities Committee 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.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

**3 Discussion and possible action.**

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount. Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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

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

Ordinance from the Public Health & Safety Committee Repealing and Recreating Chapter 9.28 Abatement of Nuisances.

**Committee Action:** Approved 4-0

**File Number:** 26-0913 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-6018

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

Section 1. That Chapter 9.28 Abatement of Nuisances, is hereby repealed and recreated to read as follows:

9.28.010 Enforcement.

It shall be the responsibility of the Chief of Police, Director of Inspections and Electrical Systems, and Health Officer to enforce those provisions of this Chapter that come within the jurisdiction of their offices, and they shall make periodic inspections and inspections upon complaint to insure that such provisions are not violated. No action shall be taken under this Chapter to abate a public nuisance unless the officer shall have inspected or caused to be inspected the premises where the nuisance is alleged to exist and have satisfied himself that a nuisance does in fact exist.

9.28.020 Summary abatement.

(a) If the inspecting officer determines that a public nuisance was created, exists, or is being maintained on a property and that there is a great and immediate danger to the public health, safety, peace, morals or decency, the officer may issue an order pursuant to Section 9.28.040 and the property owner shall have 24 hours from the date of service of the order to abate the nuisance identified in the order.

(b) Abatement by City. If the owner fails or refuses to comply within the time prescribed, the City is authorized to enter onto the property containing the public nuisance and the City may proceed to abate the public nuisance through any available public agency or by contract or arrangement with private persons.

(c) Restraining Order. Any person affected by an order under this Section may, within 24 hours of service of an order, apply to the Marathon County Circuit Court for an order restraining the City from abating the public nuisance or any such claim shall forever be barred.

9.28.030 Nonsummary abatement.

(a) If the inspecting officer determines that a public nuisance was created, exists, or is being maintained on a property, the officer may issue an order pursuant to Section 9.28.040 and the property owner shall have fourteen (14) days from the date of service of the order to abate the nuisance identified in the order. The inspecting officer may extend the time to abate the nuisance upon a written request by the owner stating good cause for the extension.

(b) Abatement by City. If the owner fails or refuses to comply within the time prescribed, the City is authorized to enter onto the property containing the public nuisance and the City may proceed to abate the public nuisance through any available public agency or by contract or arrangement with private persons.

(c) Restraining Order. Any person affected by an order under this Section may, within fourteen (14) days of service of an order, apply to the Marathon County Circuit Court for an order restraining the City from abating the public nuisance or any such claim shall forever be barred.

9.28.040 Order to Abate Public Nuisance; Service.

(a) Orders. An order issued pursuant to this Chapter must be in writing and include a statement of the violation with reference to the applicable provision of the Wausau Municipal Code, contain a date by which the nuisance must be abated, and notice of the process to contest the order.

(b) Service. Orders under this Chapter shall be served on the owner of record for the property that is subject to the order pursuant to Wis. Stat. § 801.11 or by posting a copy of the order to a conspicuous place on the property and mailing the order via certified mail with return receipt requested to the owner's last known address, service shall be deemed complete upon posting and mailing.

9.28.050 Personal Property Removed.

If an inspecting officer removes any personal property of value, as determined in the sole discretion of the inspecting officer, while abating a public nuisance, the inspecting officer shall follow the procedures outlined in this Section.

(a) Notice. The inspecting officer shall catalog the personal property of value and shall notify the property owner in writing of the property removed within seven (7) days of removal. The notice should inform the property owner that said property may be claimed for a period of thirty (30) days from the date of being removed from the property or it may be disposed of and should inform the property owner of how to claim the property.

(b) Cost of Storage. The property owner shall be responsible for the actual cost of storage or, if the personal property is stored on City property, shall be charged $10.00 per day the property is stored on City property, not to exceed thirty (30) days' worth of charges. The property owner must pay any storage costs prior to reclaiming the personal property.

(c) Disposal. If the personal property is not reclaimed within thirty (30) days, the City may dispose of the personal property in any manner that the City, in its sole discretion, determines is appropriate. If the City disposes of the property by private or public sale, the City must send the proceeds of the sale minus any costs of sale, storage charges, and costs associated with abating the public nuisance, to the property owner.

9.28.060 Nonabatement prohibited.

No person shall fail to comply with a lawful order to abate a public nuisance issued pursuant to this section. Each day of noncompliance with a lawful order to abate issued pursuant to this Chapter is a separate violation.

9.28.070 Other methods not excluded.

Nothing in this Chapter shall be construed as prohibiting the prosecution or abatement of public nuisances by the City or its officials in accordance with any other law, ordinance, or regulation.

9.28.080 Cost of abatement.

In addition to any other penalty imposed by this Chapter, the City may collect the actual costs of abatement or removal of a nuisance under this Chapter from the property owner permitting or maintaining the nuisance and may assess such costs against the real estate as a special charge pursuant to Wis. Stat. § 66.0627.

Adopted: 9/8/2026
Approved: 9/9/2026
Published: 9/16/2026
Attest: 9/9/2026

Approved:

_____

Doug Diny, Mayor

Attested:

_____

Rachel Brown, City Clerk

Office of the City Attorney

TEL: (715) 261-6590
FAX: (715) 261-6808

Anne L. Jacobson
City Attorney

Vincent R. Bonino
Assistant City Attorney

STAFF MEMO

TO: Public Health and Safety Committee Members

FROM: Vincent R. Bonino, Assistant City Attorney VB

DATE: July 29, 2026

RE: An Ordinance Repealing and Recreating City of Wausau Municipal Code Ch. 9.28, Abatement of Nuisances

**Purpose**:

Update City of Wausau, Municipal Code Ch. 9.28 to modernize and streamline the City's nuisance abatement process.

**Background**:

Under the City's current ordinance, a copy of which is enclosed hereto, the City has three options to abate public nuisances:

- **Summary abatement**. If the public nuisance poses a great and immediate danger to the "public health, safety, peace, morals or decency" the inspecting official can issue the property owner a 24 hours' notice to abate the nuisance otherwise the City can abate it.

- **Nonsummary abatement**. The nonsummary abatement procedure applies when there is a public nuisance that poses a danger to the public "public health, safety, peace, morals or decency" but the danger is not immediate. The nonsummary procedure allows the inspecting official to specify an amount of time the property owner must abate the nuisance and upon the property owner failing to do so, the city may enter onto the property to abate.

- **Council review and court action**. If the public nuisance is deemed to not pose a danger to the public, the inspecting official is required to bring the matter before the mayor for his

review and then it requires council approval to institute a lawsuit in circuit court to get a court order to abate the nuisance.

**Recommendation**:

The proposed ordinance works to streamline the abatement procedure as follows:

- Expand Nonsummary abatement authority so it is available as a tool for any nuisance, eliminating the need for mayor and council review when the nuisance does not meet the current "danger to the public health, safety, peace, morals or decency" threshold. Allowing all nuisance to be abated via nonsummary procedure, avoiding delays caused by necessitating mayor and council review and the filing of a circuit court action.

- The inspecting official must issue an order to abate, a standardized form that includes clearly defined, required elements. The code now establishes a minimum compliance period, specifies the owner's right to contest the order in circuit court, and affirms the City's authority to enter the property and abate the nuisance if the owner does not comply with the prescribed time.

- The ordinance also now includes procedures for handling personal property of value that is removed during abatement and creates a clear process for owners to redeem property removed by the City.

The proposed ordinance revisions improve clarity in the abatement process, ensure more uniform implementation, reduce procedural delays, and modernize the abatement framework. For the forgoing reasons, the ordinance is recommended for approval.

# Chapter 9.28 ABATEMENT OF NUISANCES

## 9.28.010 Enforcement.

It shall be the responsibility of the Chief of Police, Director of Inspections and Electrical Systems and Health Officer to enforce those provisions of this title that come within the jurisdiction of their offices, and they shall make periodic inspections and inspections upon complaint to insure that such provisions are not violated. No action shall be taken under this chapter to abate a public nuisance unless the officer shall have inspected or caused to be inspected the premises where the nuisance is alleged to exist and have satisfied himself that a nuisance does in fact exist.

(Prior code § 12.03(1).)

## 9.28.020 Summary abatement.

(a) Notice. If the inspecting officer determines that a public nuisance exists and that there is a great and immediate danger to the public health, safety, peace, morals or decency, he shall cause notice to be served in the manner provided for service of a summons in circuit court upon the person causing, permitting or maintaining the nuisance or upon the owner or occupant of the premises where such nuisance is caused, permitted or maintained, and shall cause a copy of the notice to be posted on the premises. Such notice shall direct the person causing, permitting or maintaining such nuisance or the owner or occupant of the premises to abate or remove such nuisance within 24 hours, and shall state that unless such nuisance is so abated, the City will cause the same to be abated and will charge the cost thereof to the owner, occupant or person causing, permitting or maintaining the nuisance, as the case may be.

(b) Abatement by City. If the nuisance is not abated within the time provided or if the owner, occupant or person causing the nuisance cannot be found, the officer having the duty of enforcement shall cause the abatement or removal of such public nuisance.

(Prior code § 12.03(2).)

## 9.28.030 Nonsummary abatement.

(a) If an officer determines that a public nuisance exists but that the nature of such nuisance is not such as to threaten imminent danger to the public health, safety, peace, morals, or decency, notice to abate the nuisance may be issued and served by the officer pursuant to section 9.28.040 of the Wausau Municipal Code. The notice shall order abatement of the nuisance within the time period specified therein and shall state that unless the nuisance is so abated, the City will cause the same to be abated and will charge the cost thereof to the owner, occupant, or person causing maintaining, or permitting the nuisance; and if notice to abate the nuisance has been given to the owner, such cost shall be assessed against the real estate as a special charge.

(b) Abatement by City. If the nuisance is not abated within the time provided or if the owner, occupant or person causing the nuisance cannot be found, the officer having the duty of enforcement shall cause the abatement or removal of such public nuisance.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113.)

## 9.28.040 Notice to abate.

The officer may attempt personal service on the owner, agent of the owner, occupant or other person causing, maintaining or permitting the nuisance at such person(s last-known address. If this attempt is unsuccessful or impractical, the officer shall post a copy of the notice in a conspicuous place in or about the building where the nuisance exists and send notice by first class mail to the last-known address of the owner or agent of the owner.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113.)

## 9.28.050 Remedy from abatement order.

Any person affected by an order under sections 9.28.020 or 9.28.030 of the Wausau Municipal Code, shall, prior to the abatement date, apply to the circuit court for an order restraining the City from entering on the premises and abating or removing the nuisance, or be forever barred.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113.)

## 9.28.060 Nonabatement prohibited.

No person shall fail to comply with a lawful order to abate a public nuisance issued pursuant to this section. Each day of noncompliance with a lawful order to abate issued pursuant to this section is a separate violation.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113.)

## 9.28.070 Abatement by court action.

If the inspecting officer shall determine that a public nuisance exists on private premises but that the nature of such nuisance is not such as to threaten great and immediate danger to the public health, safety, peace, morals or decency, he shall file a written report of his findings with the Mayor, who, upon direction of the Common Council, shall cause an action to abate such nuisance to be commenced in the name of the City in the circuit court of Marathon County in accordance with the provisions of Wis. Stats. ch. 280.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113; Prior code § 12.03(3).)

## 9.28.080 Other methods not excluded.

Nothing in this chapter shall be construed as prohibiting the abatement of public nuisances by the City or its officials in accordance with the laws of the state.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113; Prior code § 12.03(4).)

## 9.28.090 Cost of abatement.

In addition to any other penalty imposed by this title for the erection, contrivance, creation, continuance or maintenance of a public nuisance, the cost of abating a public nuisance by the City shall be collected as a debt from the owner, occupant or person causing, permitting or maintaining the nuisance, and if notice to abate the nuisance has been given to the owner, such cost shall be assessed against the real estate as a special charge.

(Ord. 61-5273 (2(part), 2005, File No. 05-1113; Prior code § 12.04.)

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

Resolution from the Infrastructure & Facilities Committee Approving a Right of Way Occupancy Agreement with Richard J. Holster and Susan L. Holster Revocable Trust for the Installation of Bollards at 630 N.3rd Street.

**Committee Action:** Approved 5-0

**File Number:** 26-0911 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| COSTS | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS**, the Richard J. Holster and Susan L. Holster Revocable Trust, owners of 630 N. 3rd Street desire to install bollards within the right of way adjacent to 630 N. 3rd Street; and

**WHEREAS**, on August 13, 2026, your Infrastructure & Facilities Committee discussed and recommended the placement of bollards in the city right of way adjacent to 630 N. 3rd Street and directed the City Attorney's office to draft the appropriate agreement for execution.

**NOW, THEREFORE, BE IT RESOLVED** that the Common Council of the City of Wausau does hereby approve the attached Right of Way Occupancy Agreement with the Richard J. Holster and Susan L. Holster Revocable Trust for the installation of bollards in city right of way adjacent to 630 N. 3rd Street and directs the proper city officials to execute the attached agreement.

Approved:

_____
Doug Diny, Mayor

# RIGHT OF WAY OCCUPANCY AGREEMENT

**THIS RIGHT OF WAY OCCUPANCY AGREEMENT** (the "Agreement") is made by and between Richard J. Holster and Susan L. Holster Revocable Trust, dated October 16, 2001 ("Trust") and the City of Wausau, a Wisconsin Municipal Corporation ("City"). Hereinafter, Trust and City are sometimes collectively referred to as "the Parties."

**WHEREAS**, the Trust owns the property commonly known as 630 N 3rd Street, Wausau, WI 54403 and which has the PIN: 291-2907-253-0249 (the "Trust Property");

**WHEREAS**, the Trust desires to install bollards (the "Bollards") within the right of way adjacent to the Trust Property, the Bollards are described in Exhibit A attached hereto and incorporated herein;

**WHEREAS**, a description of the location where the Bollards will be installed within the right of way is described in Exhibit B attached hereto and incorporated herein (the "Site"); and

**WHEREAS**, the City is willing to grant a revocable license to allow the Trust to place the Bollards within the Site;

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follow:

1. **Authorized Use of the Site**. The Trust may place the Bollards within the Site. The City agrees that the Trust may access the Site at any time for the purpose of installing or removing its Bollards.

2. **City's Right to Inspect; Removal**. The City shall have the right to inspect and approve any Bollard placed within the Site to ensure that the Bollards will not create any safety issues for pedestrians or motorists. Should the City determine, in its sole discretion, that the Bollards create a safety hazard, the City will provide the Trust with written notice, and the Trust agrees to remove from the Site the Bollards within three (3) business days of such notice.

3. **Temporary Removal**. If the City plans to make public improvements or conduct maintenance to the sidewalk or the right of way adjacent to or within the Site, the City shall provide the Trust with fourteen days (14) days prior written notice. The notice shall identify the date the Bollards must be removed from the Site and shall specify the anticipated duration of construction or maintenance activities.

4. **Term**. This Agreement shall commence on the date this Agreement is executed by both parties and terminate upon fourteen (14) days written notice by either Party.

5. **Ownership of Bollards**. The Bollards shall be and remain the property of the Trust.

6. **Maintenance**. The Trust shall take all reasonable efforts to ensure that the Bollards are properly maintained and protected against the ravages of time, vandalism, and the elements.

7. **Insurance**. The Trust shall obtain and continuously maintain through the Term insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Bollards being located within the Site. The cost of insurance shall be borne by the Trust. The Trust shall obtain at minimum, commercial general liability insurance with a limit of not less than $1,000,000.00 per occurrence and $2,000,000.00 aggregate. The Trust shall name the City as an additional insured and shall provide the City with a certificate of insurance prior to placing the Bollards within the Site.

8. **Indemnification**. The Trust shall defend, indemnify, and hold harmless the City, its officers, elected officials, employees, independent contractors, agents, volunteers, and successors in interest from and against any and all third party claims, actions, suits, demands, damages, obligations, losses, settlements, judgments, costs and expenses, including actual attorneys' fees and costs which arise out of or result from any bodily injury or death, or loss of or damage to property to the extent related in any way to the Bollards.

9. **Nonwaiver of Governmental Immunity**. The City does not waive, and specifically reserves, its rights to assert any and all affirmative defenses and limitations of liability as specifically set forth in Wis. Stat. Ch. 893 or as otherwise identified in law.

10. **Non-Transferrable**. Neither this Agreement nor any right or duty in whole or in part may be assigned, delegated or subcontracted without the written consent of the other Party.

11. **Notice**. All notices and communication required under this Agreement shall be in writing and delivered personally, through first class mail or via electronic means (including e-mail). All notices to a party shall be sent to such party's address listed below. Personal and electronic delivery shall be effective on the date given, mailed notices shall be deemed delivered two (2) days after being sent. Either party may, by like notice, change its address for all subsequent notices.

| CITY: | TRUST: |
|---|---|
| City of Wausau | _____ |
| Attn: City Clerk | Attn:_____ |
| 407 Grant Street | _____ |
| Wausau, WI 54403 | _____ |
| cityclerk@wausauwi.gov | _____ |

12. **Integration**. This Agreement constitutes the entire Agreement between the Parties and is the final, complete and exclusive expression of the terms and conditions thereof. All prior agreements, representations, negotiations and understandings of the Parties hereto, oral or written, expressed or implied, are superseded and merged herein.

13. **Severability**. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent be invalid or unenforceable, the remainder of this Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

14. **Amendments**. This Agreement may not be modified or amended except by execution of a written instrument signed by both Parties. No waiver of any rights hereunder shall be effective unless fully set forth in writing signed by the waiving Party.

15. **Enforceability**. If judicial proceedings are instituted by any Party to enforce or interpret any term or provision of this Agreement, the prevailing party shall be entitled to collect all reasonable expenses incurred in those judicial proceedings including, but not limited to, reasonable attorney's fees.

16. **Headings**. The headings of clauses contained in this Agreement are used for convenience and ease of reference only and do not limit the scope or intent of the clause.

17. **Governing Law**. This Agreement shall be construed and enforced in accordance with the substantive laws of the State of Wisconsin. The Parties agree that the sole venue for any dispute arising out of this Agreement shall be the Circuit Court of Marathon County, Wisconsin.

18. **Execution**. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which taken together shall constitute one in the same instrument. Facsimile signatures shall be considered original signatures.

***Signature Page Follows.***

**IN WITNESS WHEREOF,** the Parties have signed this Right of Way Occupancy Agreement as of the date subscribed to below.

CITY OF WAUSAU

_____ Dated this ___ day of _____ 2026.
Doug Diny, Mayor

Attest:

_____
Rachel Brown, Clerk

RICHARD J. HOLSTER AND SUSAN L. HOLSTER
REVOCABLE TRUST, DATED OCTOBER 16, 2001

By:_____ Dated this ___ day of _____ 2026.
Richard J. Holster, Trustee

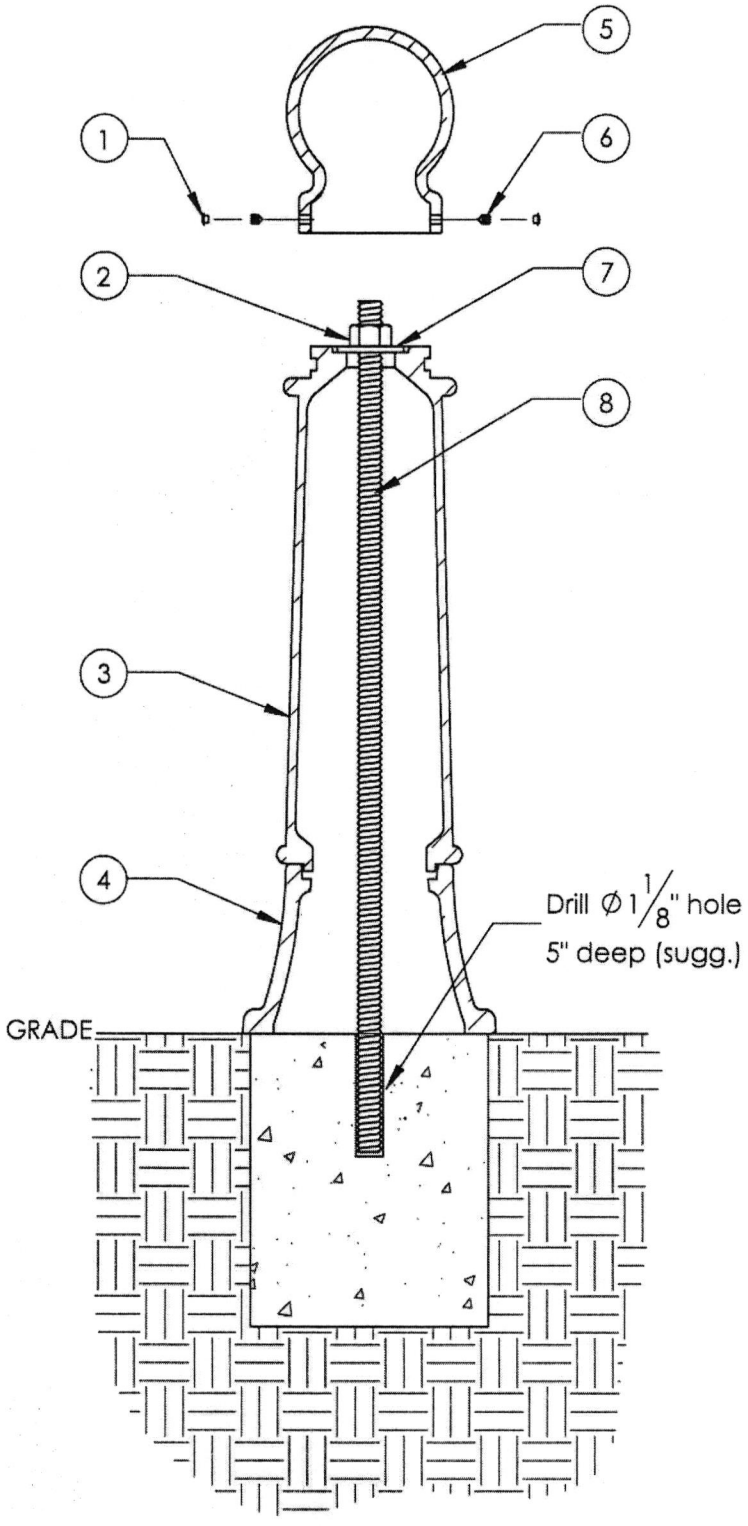
By:_____ Dated this ___ day of _____ 2026.
Susan L. Holster, Trustee

**INSERT EXHIBIT A**

BOLLARDSUSA
A DIVISION OF JR HOE

# 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.

**INSERT EXHIBIT B**




1 A2.0 FRONT ELEVATION Scale: 1/4" = 1'-0"

3RD STREET ELEVATION

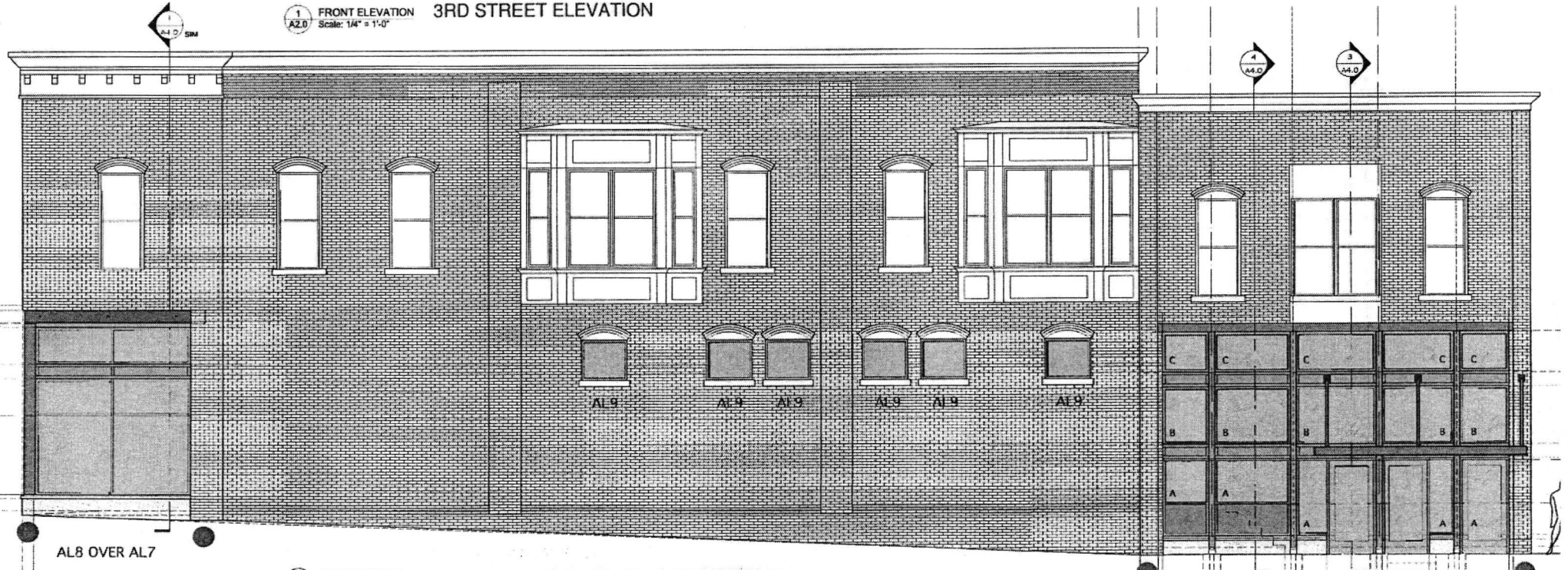
INDICATES LOCATION DECORATIVE/ARCHITECTURAL CAST IRON BOLLARDS (APPROXIMATLEY10" DIAMETER BASE & APPROXIMATELY 36" HIGH) PLACED APPROXIMATELY 10" TO C/L OF BOLLARDS OUT FROM FACE OF THE BUILDING

LOCATION:

630 3RD ST BUILDING LOCATED CORNER OF 3RD ST, AND GRANT STREET

OWNER:

RICHARD J HOLSTER AND SUSAN HOLSTER
REVOCABLE TRUST
157148 FRANHLIN ST WAUSAU, WI 54403




2 A2.0 SIDE ELEVATION Scale: 1/4" = 1'-0"

GRANT STREET ELEVATION

**Engineering**

**DATE:** September 8, 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.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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

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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




1 A2.0 FRONT ELEVATION Scale: 1/4" = 1'-0"

## 3RD STREET ELEVATION

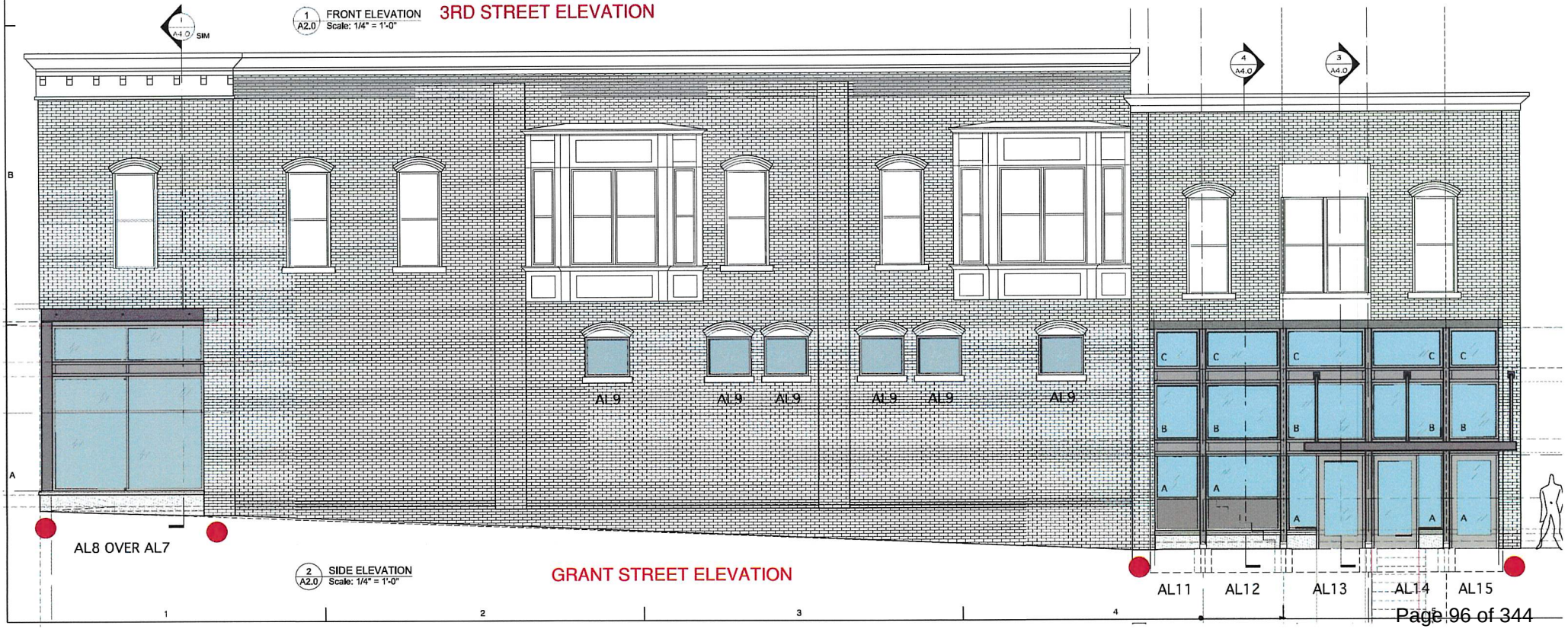
INDICATES LOCATION DECORATIVE/ARCHITECTURAL CAST IRON BOLLARDS (APPROXIMATLEY10" DIAMETER BASE & APPROXIMATELY 36" HIGH) PLACED APPROXIMATELY 10" TO C/L OF BOLLARDS OUT FROM FACE OF THE BUILDING

LOCATION:

630 3RD ST BUILDING LOCATED CORNER OF 3RD ST, AND GRANT STREET

OWNER:

RICHARD J HOLSTER AND SUSAN HOLSTER
REVOCABLE TRUST
157148 FRANHLIN ST WAUSAU, WI 54403



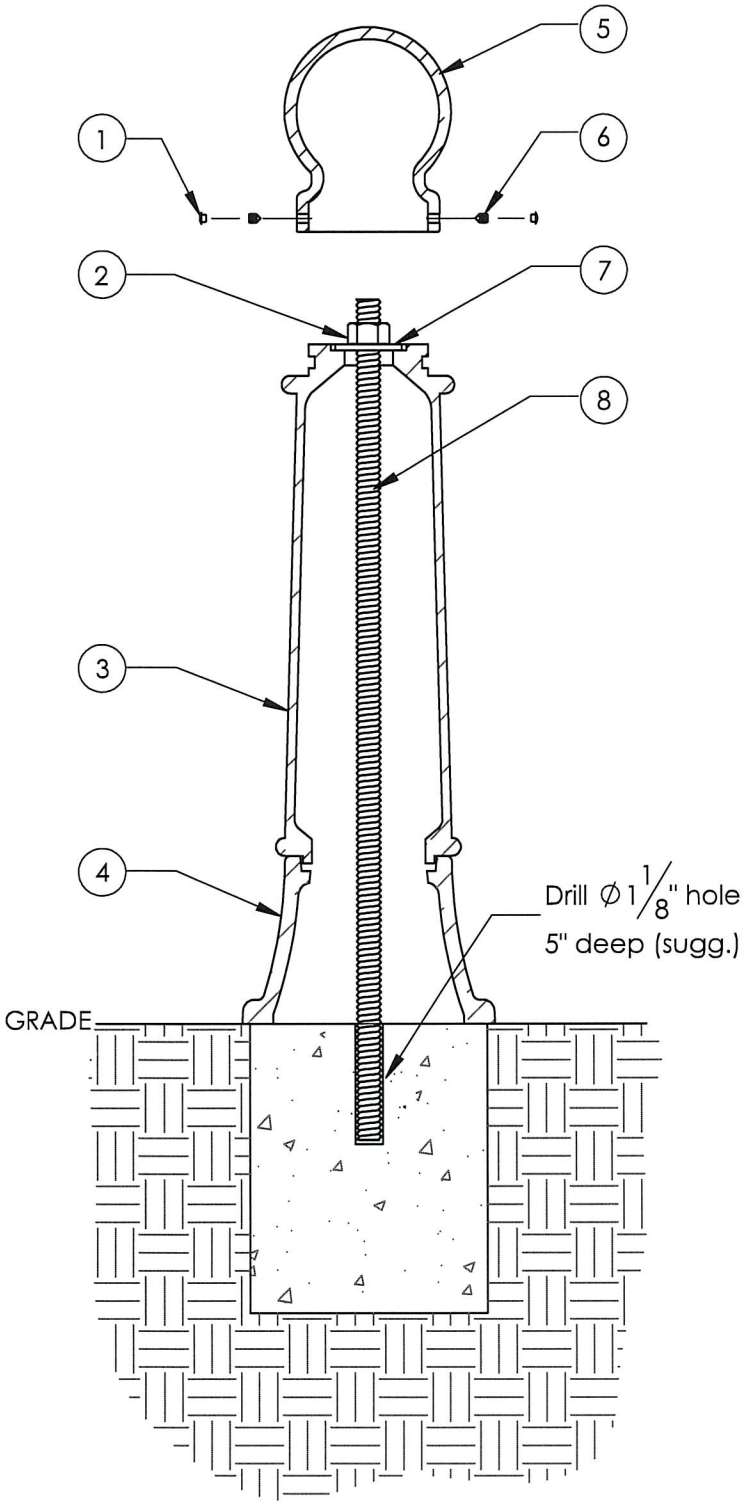

2 A2.0 SIDE ELEVATION Scale: 1/4" = 1'-0"

## GRANT STREET ELEVATION

BOLLARDSUSA
A DIVISION OF JR HOE

# 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. |
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| 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.

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

Resolution from the Infrastructure & Facilities Committee Authorizing Sign Disposition Plan for City Signs.

**Committee Action:** Approved 5-0

**File Number:** 26-0903 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the City of Wausau has determined that the two decommissioned City-owned signs are no longer necessary for public use; and

**WHEREAS,** under Chapter 3.14 of the Wausau Municipal Code, the City may sell City owned personal property; and

**WHEREAS,** the City seeks to preserve local history and education by donating one sign to the Marathon County Historical Society; and

**WHEREAS,** the City intends to dispose of the second sign via public sale in accordance with the Wausau Municipal Code; and

**WHEREAS,** your Infrastructure and Facilities Committee has considered disposition of the decommissioned City-owned signs at their meeting on August 13, 2026, and made a recommendation to the Common Council.

**NOW, THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau as follows:

1. The City is authorized to donate one sign to the Marathon County Historical Society (MCHS), with MCHS selecting the sign of their choice.
2. The City is authorized to sell the second sign to the public as outlined in Chapter 3.14 of the Wausau Municipal Code.

Approved:

_____

Doug Diny, Mayor

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**
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*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
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.)


WELCOME
HOME
To
WAUSAU
HOME
To
WAUSAU


To
WAUSAU


WELCOME
HOME
To
WAUSAU

inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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

Resolution from the Infrastructure & Facilities Committee Approving an Easement with Wisconsin Public Service for Underground Utility Facilities at 1603 Marten Street.

**Committee Action:** Approved 5-0

**File Number:** 26-0908 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| COSTS | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the City of Wausau owns the property at 1603 Marten Street; and

**WHEREAS,** Wausau Water Works is building a new waste water lift station at this address; and

**WHEREAS,** Wisconsin Public Service has requested an easement on the City-owned property to run electrical power to the facilities; and

**WHEREAS,** your Infrastructure and Facilities Committee met on August 13, 2026, to review the proposed easement and recommends approval.

**NOW, THEREFORE BE IT RESOLVED** the Common Council of the City of Wausau does hereby approve the easement agreement, a copy of which is attached hereto and incorporated herein by reference, with WPS to have the easement recorded in the office of the Marathon County Register of Deeds.

Approved:

_____
Doug Diny, Mayor

| 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 _____

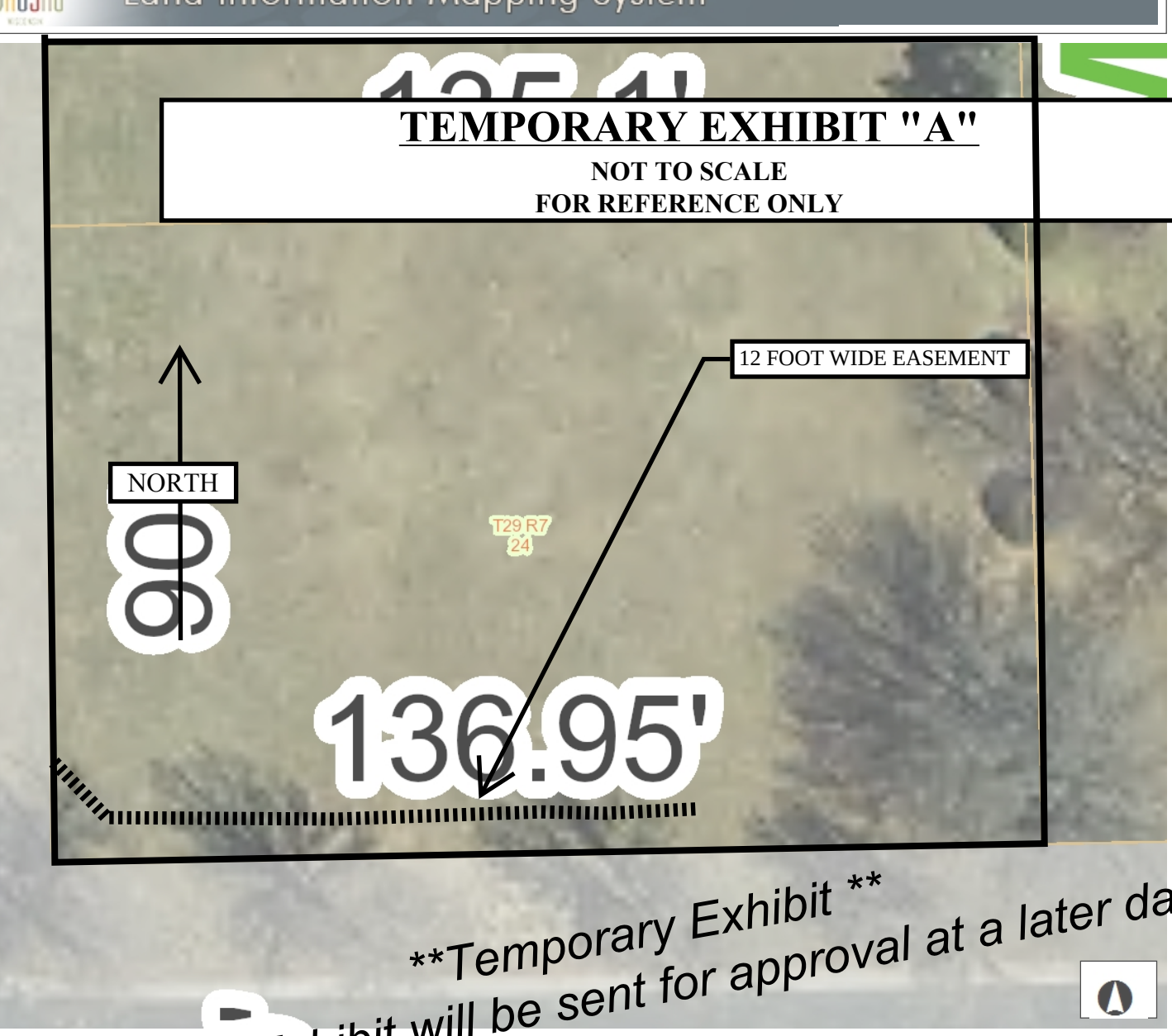
Print Name _____

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
12 FOOT WIDE EASEMENT
NORTH
90
T29 R7
24
136.95'
**Temporary Exhibit **
**Final Exhibit will be sent for approval at a later date**

**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 in building a new waste water lift station at this address. WPS needs an easement fo get electric to the new facility.

## RECOMMENDATION

Staff recommneds approval.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

**3 Discussion and possible action.**

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

DRAFT

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

DRAFT

Wisconsin Public Service Corporation
P.O. Box 19001
Green Bay, WI 54307-9001
www.wisconsinpublicservice.com

**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

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

Joint Resolution from Infrastructure & Facilities Committee and Plan Commission Approving the Transportation Project Plat for STH 52 (E Wausau Ave) from N 6th Street to N 18th Street.

**Committee Action:** Infrastrucure & Facilities Committee Approved 5-0; Plan Commission Approved 6-0

**File Number:** 22-0804 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** State Highway 52 (East Wausau Avenue) from 6th Street to 18th Street is a two-lane urban roadway and is scheduled for reconstruction in 2029; and

**WHEREAS,** the existing pavement has deteriorated and is reaching the end of its service life and the existing crosswalk curb ramps do not meet current Americans with Disabilities Act (ADA) Standards; and

**WHEREAS**, a State/Municipal Agreement for the reconstruction of this section of East Wausau Avenue was approved in August of 2022; and

**WHEREAS,** EMCS has prepared a Transportation Project Plat in accordance with the approved design layout; and

**WHEREAS,** your Infrastructure and Facilities Committee discussed the Transportation Project Plat for State Highway 52 (East Wausau Avenue) from 6th Street to 18th Street at its meeting on July 9, 2026 and recommends approval; and

**WHEREAS,** your Plan Commission discussed the Transportation Project Plat for State Highway 52 (East Wausau Avenue) from 6th Street to 18th Street at its meeting on August 18, 2026 and recommends approval.

**NOW, THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau:

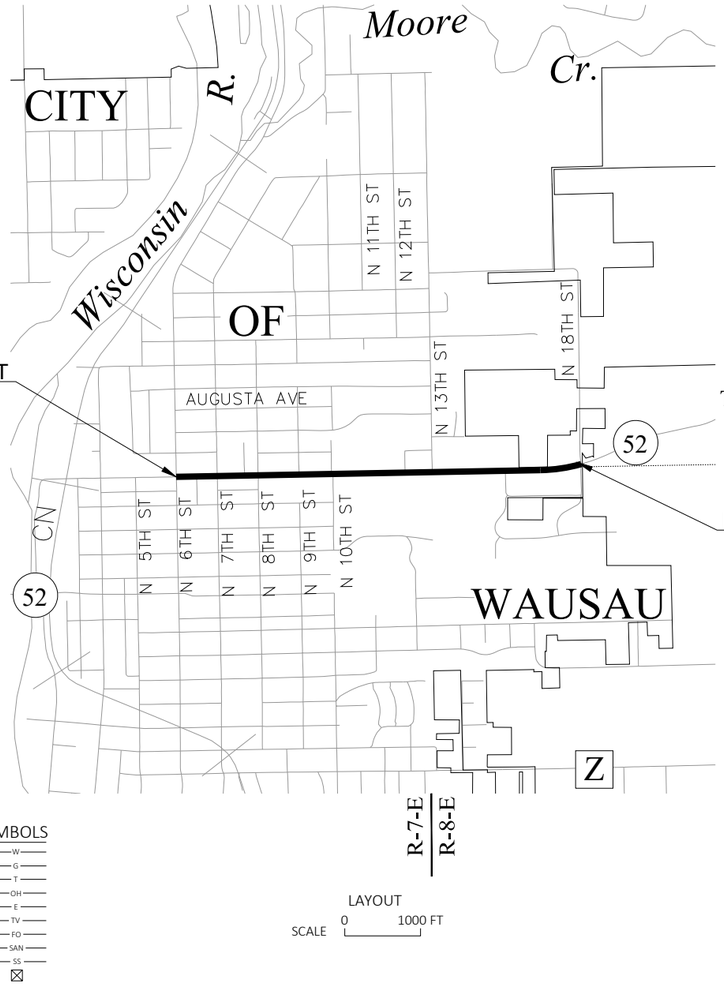
1. That the City of Wausau hereby determines it is necessary for public corner improvements, drainage, grading, and to that end it is necessary and a public purpose to acquire fee simple title or easements to the property interests in question, either by donation or acquisition.
2. That to properly establish, lay out, widen, enlarge, extend, construct, reconstruct, improve, or maintain a portion of the street designated on the Transportation Project Plat attached, it is necessary to relocate or change and acquire certain lands or interests in lands as shown on the Transportation Project Plat for the above project; that to effect this change, pursuant to authority granted under Section 32.05 and 32.07 of the Wisconsin Statutes, the Common Council of the City of Wausau orders that:
    a. The said streets are laid out and established to the lines and widths as shown on the Transportation Project Plat.
    b. The required lands or interests in lands as shown on the Transportation Project Plat and described on plat sheet numbers 4.01 through 4.10 shall be acquired by eminent domain if necessary; and
3. That the City Clerk is hereby directed to file a copy of this Transportation Project Plat with the County Clerk of Marathon County.

Approved:

_____
Doug Diny, Mayor

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# 6999-00-21
## C WAUSAU, EAST WAUSAU AVENUE
### N 6TH STREET TO N 18TH STREET
## STH 52
## MARATHON COUNTY






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

## NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

## CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — BLDG — TO BE REMOVED — BLDG
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
OFF-PREMISE SIGN — 41-25 — SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) — IP

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| ELECTRIC POLE | | |
| TELEPHONE POLE | | |
| PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.) | | |

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

## CONVENTIONAL ABBREVIATIONS

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

## CURVE DATA ABBREVIATIONS

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

## CONVENTIONAL UTILITY SYMBOLS

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |
| ELECTRIC TOWER | |

| | |
|---|---|
| PROJECT NUMBER | 6999-00-21 - 4. 01 |
| SHEET | 2 OF 2 |
| AMENDMENT NO: | |

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040100-RP.DWG
LAYOUT NAME: 00
PLOT DATE : 6/8/2026 PLOT BY : MICHAELA CONNOR PLOT NAME : _____

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

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

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

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

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

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

## NOTES:

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 52: CSM 17723, CSM 4880, CSM 6654, KIEFER MILLER & RINGLE'S ADDITION TO WAUSAU, PARK ADDITION TO THE CITY OF WAUSAU, AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 6TH ST: CSM 17723, CSM 4880, CSM 6654, KIEFER MILLER & RINGLE'S ADDITION TO WAUSAU, PARK ADDITION TO THEY CITY OF WAUSAU, RIGHT-OF-WAY PLAT 6999-01-21, AND EXISTING CENTERLINE.

EXISTING ACCESS CONTROL ALONG STH52 ESTABLISHED FROM DOC. 904707.

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

200 WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
NO RECORD OF EASEMENT - PAR. 11

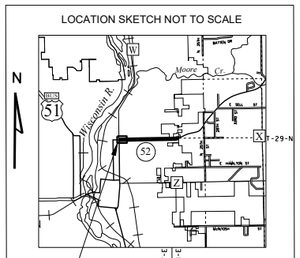
201 NET LEC, LLC (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 11

202 FRONTIER NORTH INC. (COMMUNICATION)
DEED BOOK 286, PG. 616 - PAR. 7

SCALE, FEET
0 40 80

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

LOCATION SKETCH NOT TO SCALE




SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

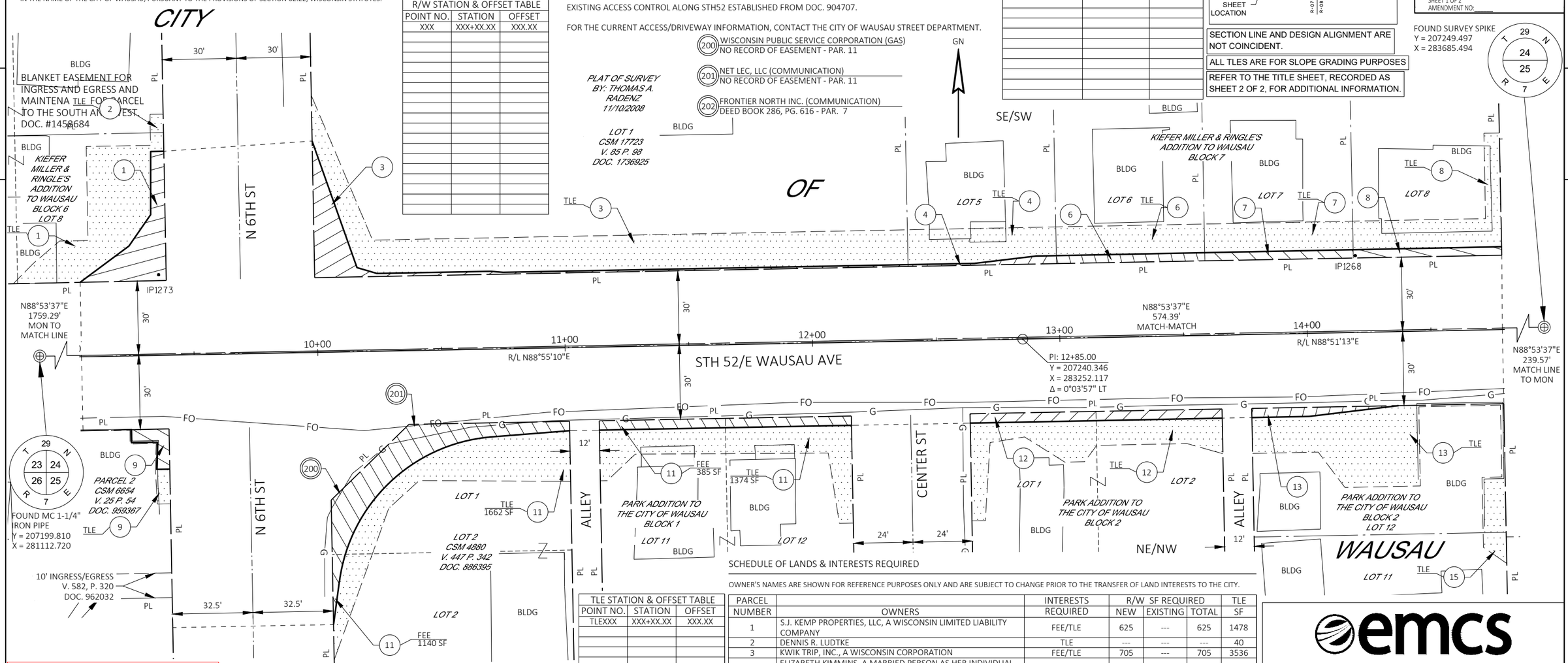
ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.01
SHEET 1 OF 2
AMENDMENT NO:_____

FOUND SURVEY SPIKE
Y = 207249.497
X = 283685.494




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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

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

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

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

UTILITY INTERESTS REQUIRED

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

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

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

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

## NOTES:

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

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

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

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

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

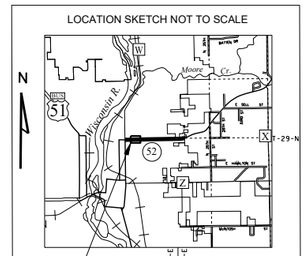
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 8TH ST: KIEFER MILLER AND RINGLE'S ADDITION TO WAUSAU, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

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

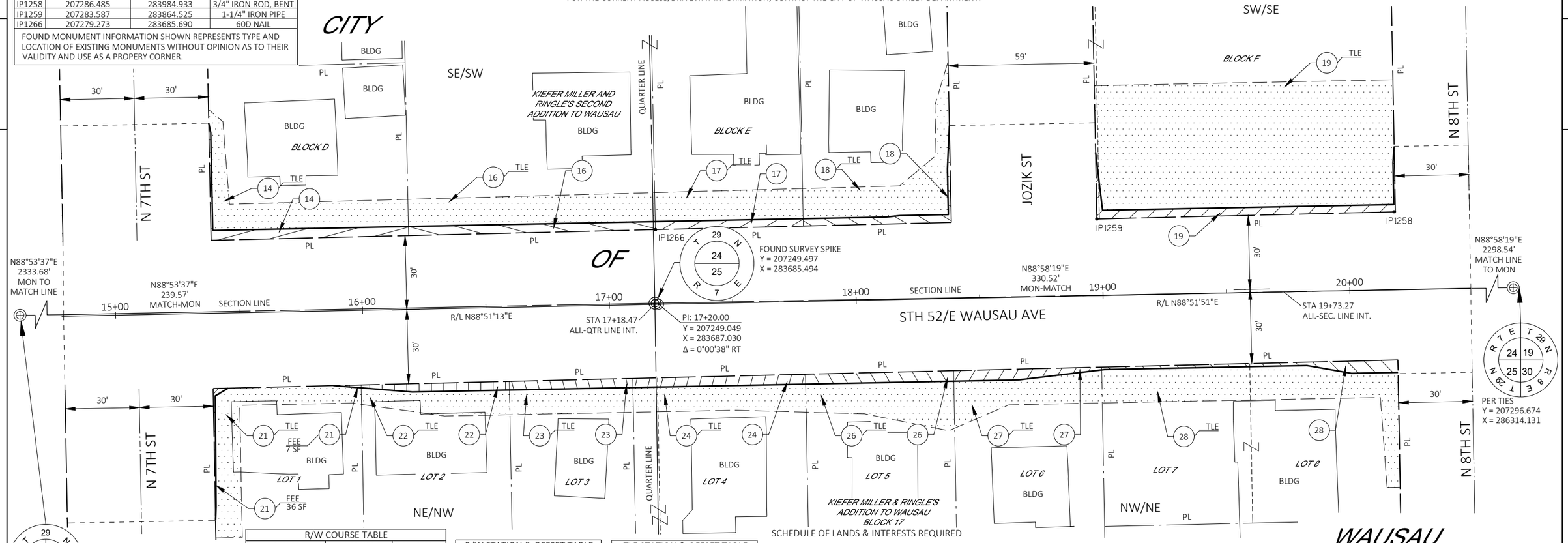
SCALE, FEET
0 40 80

GN

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.02
AMENDMENT NO:___




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

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

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

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

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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

WAUSAU

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM
PLOT BY : MICHAELA CONNOR
PLOT NAME :
PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

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

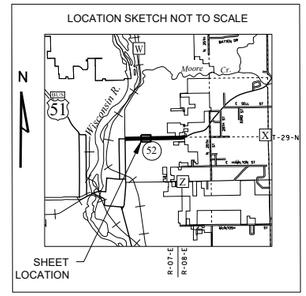
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 8TH ST: CSM 9935, KIEFER MILLER AND RINGLE'S SECOND ADDITION TO WAUSAU, AND EXISTING CENTERLINE.

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

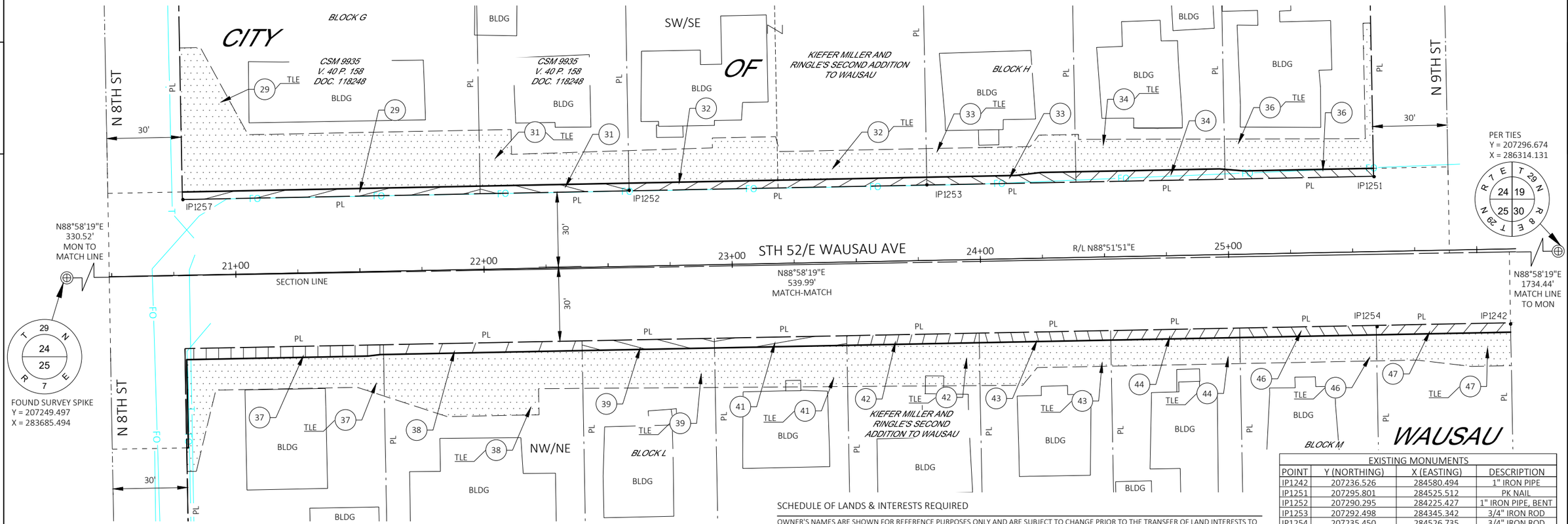
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET
0 40 80

GN




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.03
AMENDMENT NO:___




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

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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

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

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

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

BUILDINGS WILL NOT BE AFFECTED BY TEMPORARY LIMITED EASEMENTS.

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

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

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

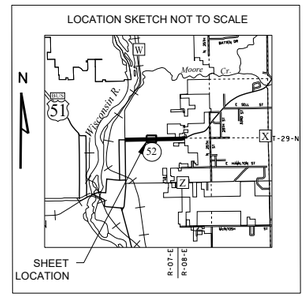
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 9TH ST: CITY VIEW ADDITION TO THE CITY OF WAUSAU, WIS., AND EXISTING CENTERLINE.

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

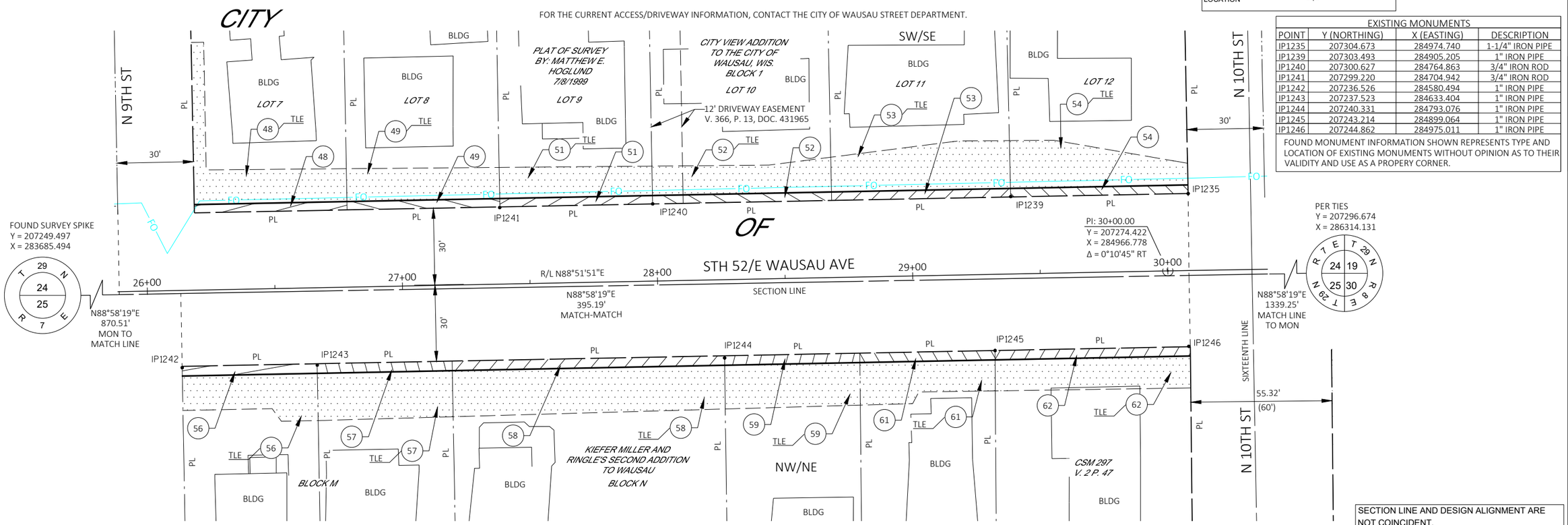
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET
0 40 80

GN




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.04
AMENDMENT NO:___




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

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

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

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

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

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

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

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.

| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W SF REQUIRED NEW | EXISTING | TOTAL | TLE SF |
|---|---|---|---|---|---|---|
| 48 | LEE PAO MOUA AND LEE YANG, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AN UNDIVIDED 1/2 INTEREST, AND MAI LOR, AN UNDIVIDED 1/2 INTEREST , TOGETHER HOLDING TITLE AS JOINT TENANTS | FEE/TLE | 194 | --- | 194 | 1038 |
| 49 | JOHN E. CIHLAR | FEE/TLE | 195 | --- | 195 | 751 |
| 51 | ZACHARY LA CROSSE AND MADELINE JO LA CROSSE, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | FEE/TLE | 197 | --- | 197 | 710 |
| 52 | SALLY BORCHARDT | FEE/TLE | 232 | --- | 232 | 815 |
| 53 | JOHN SPENSER JAMES, JR., A SINGLE PERSON | FEE/TLE | 234 | --- | 234 | 1195 |
| 54 | KENNETH P. TAYLOR OR LINDA A. TAYLOR, TRUSTEES OF THE KLT INCOME TRUST DATED APRIL 16, 2024 | FEE/TLE | 233 | --- | 233 | 1029 |
| 56 | AMY C. KRIEWALDT | FEE/TLE | 200 | --- | 200 | 795 |
| 57 | RENAE M. HORRELL, A SINGLE PERSON | FEE/TLE | 199 | --- | 199 | 967 |
| 58 | KURT A. LIS AND TINA M. LIS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | FEE/TLE | 398 | --- | 398 | 1876 |
| 59 | PAUL J. EBERHARDY | FEE/TLE | 196 | --- | 196 | 894 |
| 61 | PRESTON G. TIDD AND PATTY A. TIDD, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | FEE/TLE | 196 | --- | 196 | 736 |
| 62 | EAST TO WEST ENTERPRISES LLC, A WISCONSIN LIMITED LIABILITY COMPANY | FEE/TLE | 281 | --- | 281 | 943 |

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

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

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

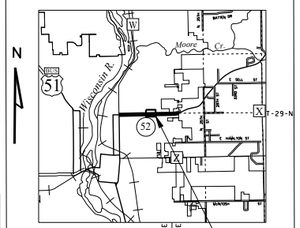
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

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

SCALE, FEET
0 40 80

GN
N

LOCATION SKETCH NOT TO SCALE




SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

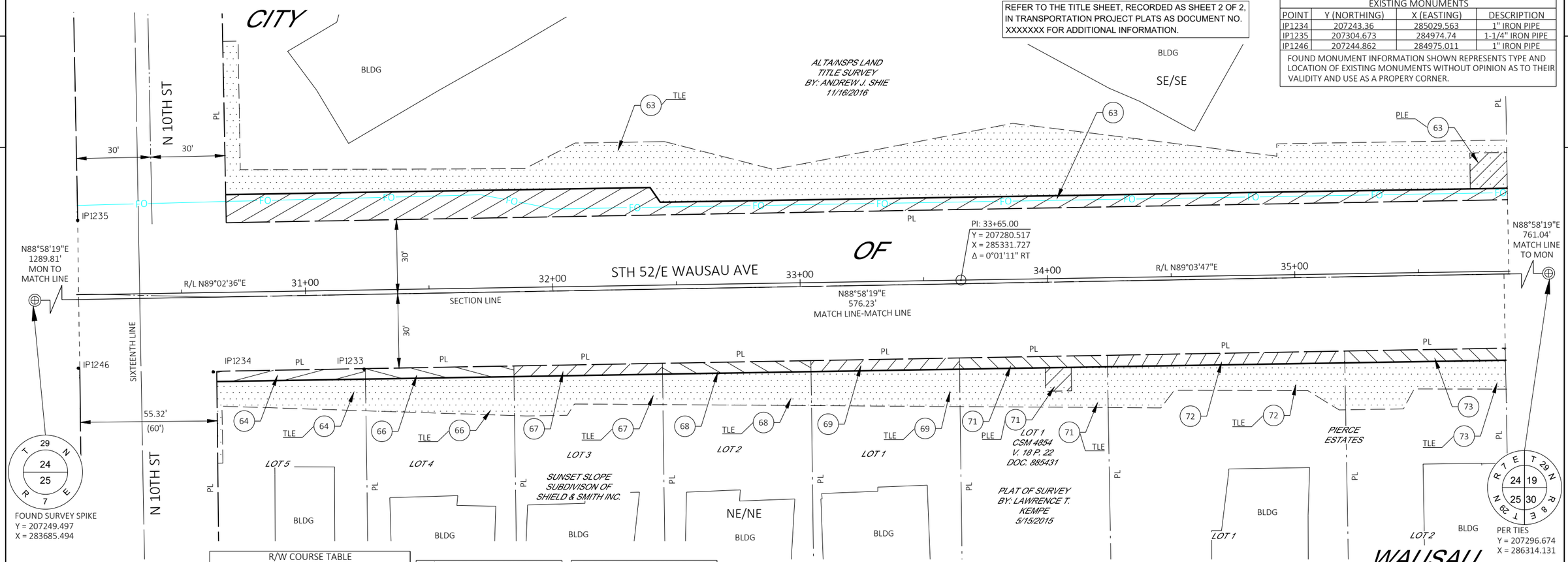
ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.05
AMENDMENT NO:___

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

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




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

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

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

ALL PLES ARE FOR DRAINAGE PURPOSES

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

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

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

## NOTES:

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

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

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

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

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

GN

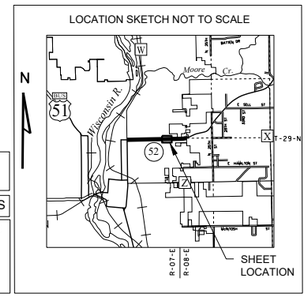
SCALE, FEET 0 40 80

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

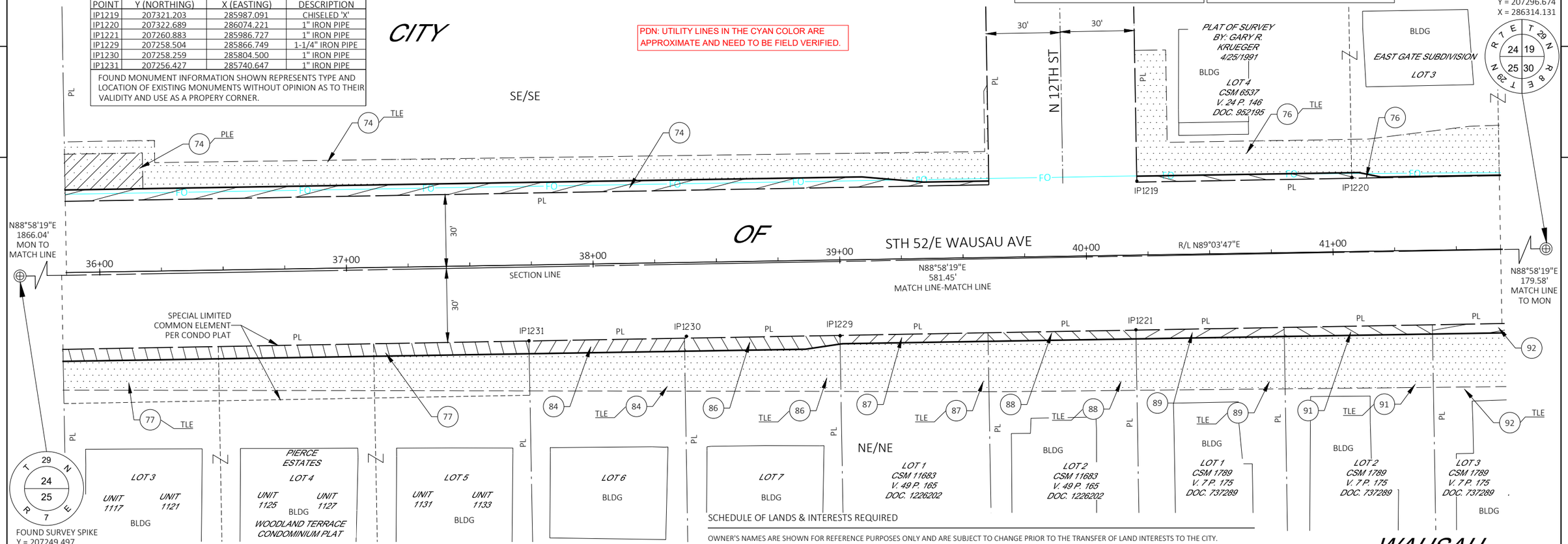
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. XXXXXXX FOR ADDITIONAL INFORMATION.

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.06
AMENDMENT NO:___

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




SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

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

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

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

ALL PLES ARE FOR DRAINAGE PURPOSES

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

6999-00-23 - 4.06

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

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

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

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

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

## NOTES:

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

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

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

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

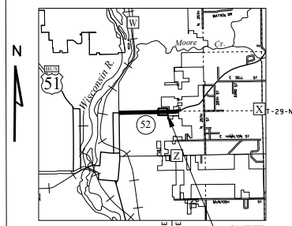
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET
0 40 80

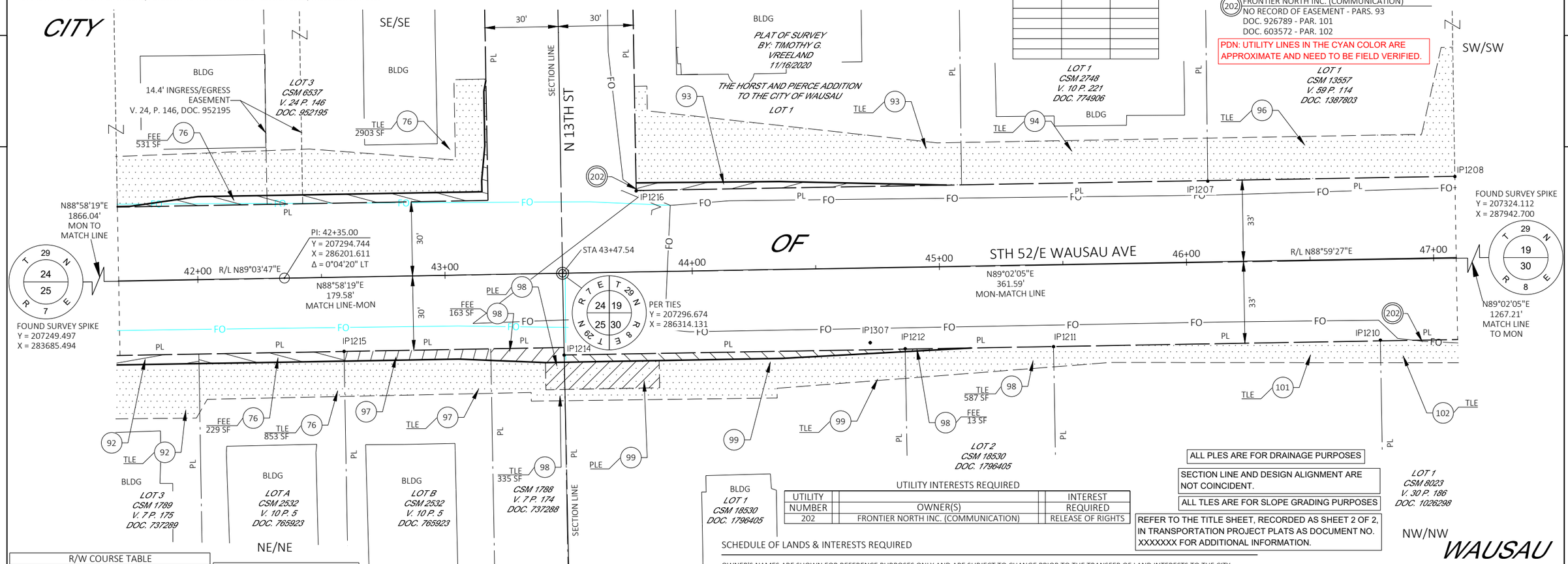
| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLEXXX | XXX+XX.XX | XXX.XX |

GN

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.07
AMENDMENT NO:___




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

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

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

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

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

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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W SF REQUIRED NEW | EXISTING | TOTAL | PLE SF | TLE SF |
|---|---|---|---|---|---|---|---|
| 76 | KOWALSKI TRUST DATED SEPTEMBER 13, 2019 | FEE/TLE | 760 | --- | 760 | --- | 3756 |
| 92 | NATHANIEL R. SMITH AND KAITLIN MAE MEYER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | FEE/TLE | 122 | --- | 122 | --- | 697 |
| 93 | JOSEPH R. AND DEBRA R. KASMERCHAK, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | FEE/TLE | 255 | --- | 255 | --- | 3005 |
| 94 | CHELESEA B. RADKE AND NICOLAS A. DRAEGER | TLE | --- | --- | --- | --- | 1709 |
| 96 | DARRELL D. SMAZAL AND BARBARA R. SMAZAL, AS HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | TLE | --- | --- | --- | --- | 2031 |
| 97 | SCHULT GROUP LLC | FEE/TLE | 238 | --- | 238 | --- | 835 |
| 98 | JOHN V. FLANNERY, JR. AND CLAIRE B. FLANNERY, AS TRUSTEES OF THE JOHN AND CLAIRE FLANNERY TRUST | FEE/PLE/TLE | 176 | --- | 176 | 84 | 922 |
| 99 | STACY SPENCER | FEE/PLE/TLE | 352 | --- | 352 | 422 | 1525 |
| 101 | GORDON R. CLEMENTS AND DONNA S. CLEMENTS, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE GORDON R. CLEMENTS AND DONNA S. CLEMENTS REVOCABLE LIVING TRUST | TLE | --- | --- | --- | --- | 1028 |
| 102 | DENNIS DROW | TLE | --- | --- | --- | --- | 284 |

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

# TRANSPORTATION PROJECT PLAT NO: 6999-00-23-4.08

THAT PART OF PARCEL 2 OF CSM 13290 LOCATED IN AND PART OF THE SE1/4 OF THE SW1/4, SECTION 19, ALSO THAT PART OF LOT 1 OF CSM 8023, LOTS 1 AND 2 OF CSM 11094, LOT 1 OF CSM 10632, AND LOT 1 OF CSM 9299, LOCATED IN AND PART OF THE NE1/4 OF THE NW1/4, SECTION 30, ALL LOCATED IN TOWNSHIP 29 NORTH, RANGE 8 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

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

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

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

## NOTES:

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH52: RIGHT OF WAY PLAT 9010-00-21, CSM 13290, CSM 8023, CSM 11094, CSM 10632, CSM 9299, AND EXISTING CENTERLINE.

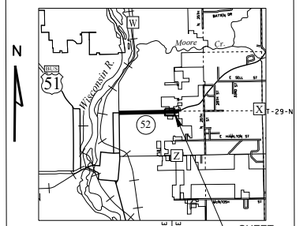
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF WAUSAU STREET DEPARTMENT.

SCALE, FEET
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| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLEXXX | XXX+XX.XX | XXX.XX |
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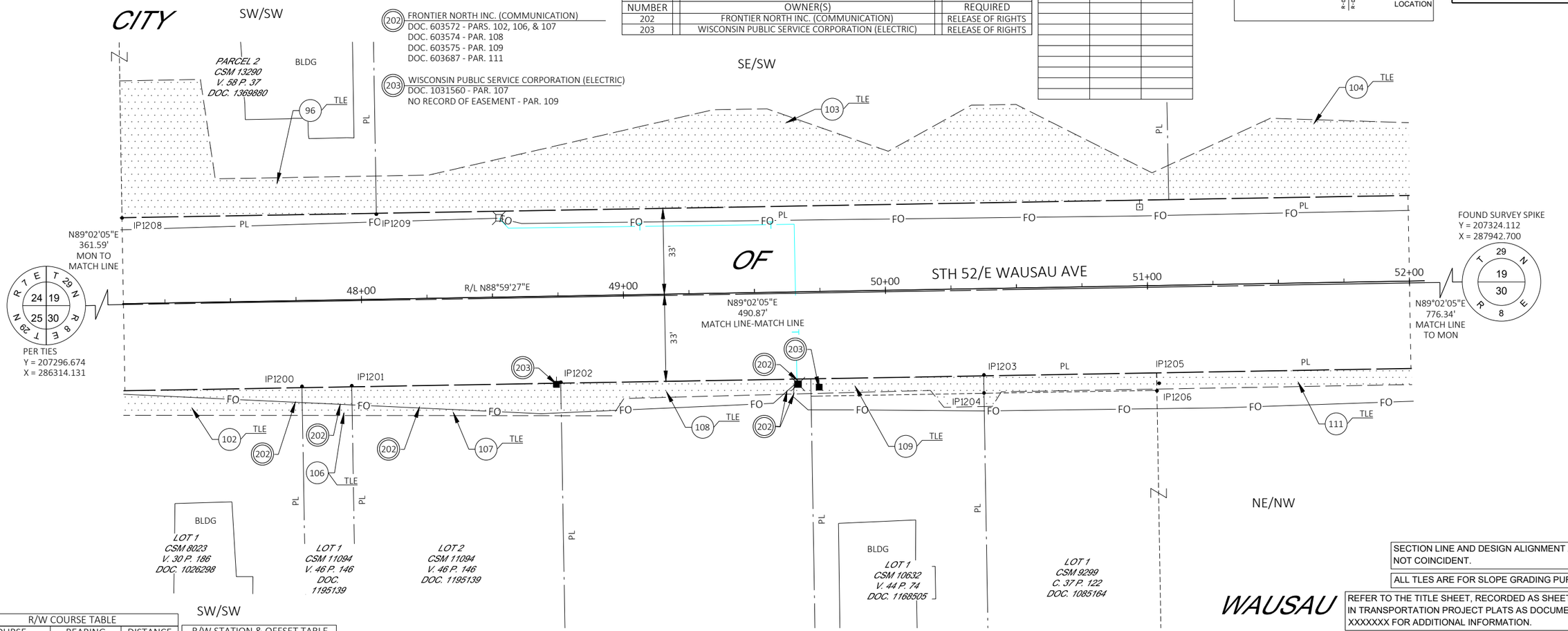
LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.08
AMENDMENT NO:___

UTILITY INTERESTS REQUIRED

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




SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

SW/SW

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| N 1/4 SEC.XX-XXX | X XX^XX'XX" X | XXXX.XX' |
| 100-101 | | |
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| R/W STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| XXX | XXX+XX.XX | XXX.XX |
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PDN: UTILITY LINES IN THE CYAN COLOR ARE APPROXIMATE AND NEED TO BE FIELD VERIFIED.

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP1200 | 207271.538 | 286743.794 | 3/4" IRON ROD |
| IP1201 | 207271.794 | 286762.790 | 1" IRON PIPE |
| IP1202 | 207273.150 | 286842.571 | 3/4" IRON ROD |
| IP1203 | 207275.918 | 287004.071 | RAILROAD SPIKE |
| IP1204 | 207269.055 | 287004.096 | 3/4" IRON ROD |
| IP1205 | 207272.748 | 287070.926 | 1/2" IRON PIPE |
| IP1206 | 207269.882 | 287070.089 | 1" IRON PIPE |
| IP1208 | 207335.788 | 286675.112 | 1" IRON PIPE |
| IP1209 | 207337.220 | 286772.177 | 1" IRON PIPE |

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W SF REQUIRED NEW | EXISTING | TOTAL | TLE SF |
|---|---|---|---|---|---|---|
| 96 | DARRELL D. SMAZAL AND BARBARA R. SMAZAL, AS HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | TLE | --- | --- | --- | 2646 |
| 102 | DENNIS DROW | TLE | --- | --- | --- | 675 |
| 103 | CHRISTOPHER BARTELT AND KANDL BARTELT, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | TLE | --- | --- | --- | 8038 |
| 104 | 1412, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | --- | --- | --- | 2364 |
| 106 | SISLO PROPERTIES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | --- | --- | --- | 205 |
| 107 | MARGARET PEMPEK | TLE | --- | --- | --- | 931 |
| 108 | TIMOTHY MCGRECK | TLE | --- | --- | --- | 711 |
| 109 | TRUSTEE OF THE MARITAL TRUST UNDER RONALD C. TETZLAFF'S WILL DATED NOVEMBER 16, 2020 | TLE | --- | --- | --- | 469 |
| 111 | JUSTIN GAFFNEY CONSTRUCTION LLC | TLE | --- | --- | --- | 1033 |

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

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

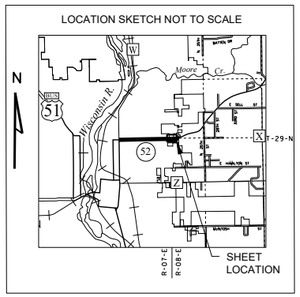
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 15TH ST: RIGHT OF WAY PLAT 9010-00-21, AND EXISTING CENTERLINE.

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

SCALE, FEET
0 40 80

GN

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.09
AMENDMENT NO:___

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

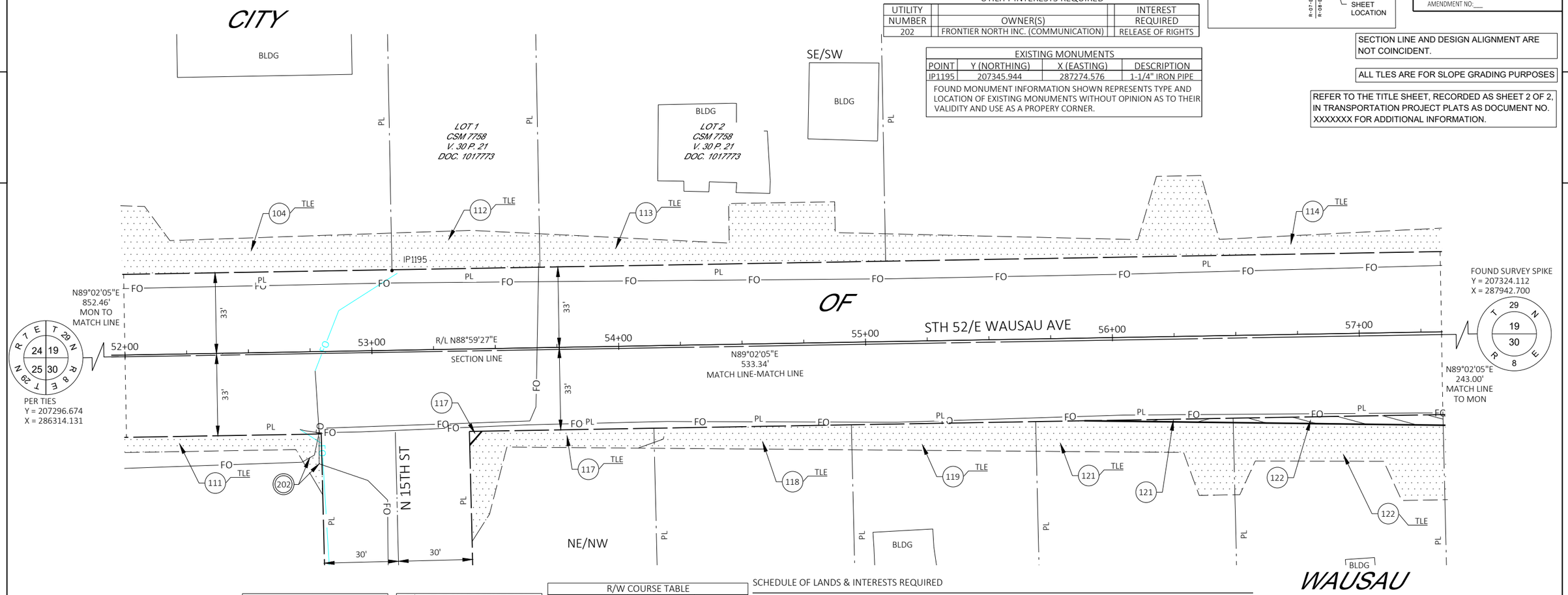
UTILITY INTERESTS REQUIRED

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

EXISTING MONUMENTS

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

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




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

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

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

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

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

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

(202) FRONTIER NORTH INC. (COMMUNICATION)
DOC. 603570 - PAR. 123
DOC. 603688 - PAR. 124
DOC. 603569 - PAR. 129
DOC. 603900 - PAR. 127

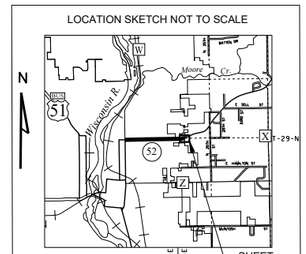
(203) WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
NO RECORD OF EASEMENT - PARS. 123 & 127

SCALE, FEET
0 40 80

GN

N

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.10
AMENDMENT NO:___

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

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

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

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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

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

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

CITY

SE/SW

LOT 1 CSM 13854 V. 61 P. 41 DOC. 1410168

LOT 2 CSM 13854 V. 61 P. 41 DOC. 1410168

BLDG

QUARTER LINE

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

SW/SE

OF

WAUSAU

NE/NW

NW/NE

LOT 1 CSM 19653 DOC. 1888971

LOT 2 CSM 19653 DOC. 1888971

BLDG

PL

FO

TLE

FEE 92 SF

FEE 132 SF

IP1181

IP1182

IP1183

IP1184

IP1185

IP1192

IP1193

PC: 57+45.92

STA 59+76.78

CURVE 1

58+00

59+00

60+00

61+00

R/L N88°59'27"E

N89°02'05"E 1385.80' MON TO MATCH LINE

PER TIES
Y = 207296.674
X = 286314.131

SECTION LINE

N89°02'05"E 243.00' MATCH LINE-MON

FOUND SURVEY SPIKE
Y = 207324.112
X = 287942.700

N88°15'55"E 160.48' MON-MATCH LINE

N88°15'55"E 2479.25' MATCH LINE TO MON

FOUND SURVEY SPIKE
Y = 207404.028
X = 290581.222

33'

25'

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

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

SECTION LINE AND DESIGN ALIGNMENT ARE NOT COINCIDENT.

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:44 PM
PLOT BY : MICHAELA CONNOR
PLOT NAME :
PLOT SCALE :

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

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

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

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

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

## NOTES:

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

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

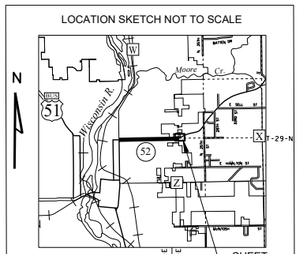
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N 18TH ST: RIGHT OF WAY PLAT 9010-00-21, CSM 7127, CSM 7047, AND EXISTING CENTERLINE.

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

SCALE, FEET
0 40 80

GN

LOCATION SKETCH NOT TO SCALE




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-00-23 - 4.11
AMENDMENT NO:___

UTILITY INTERESTS REQUIRED

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

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

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

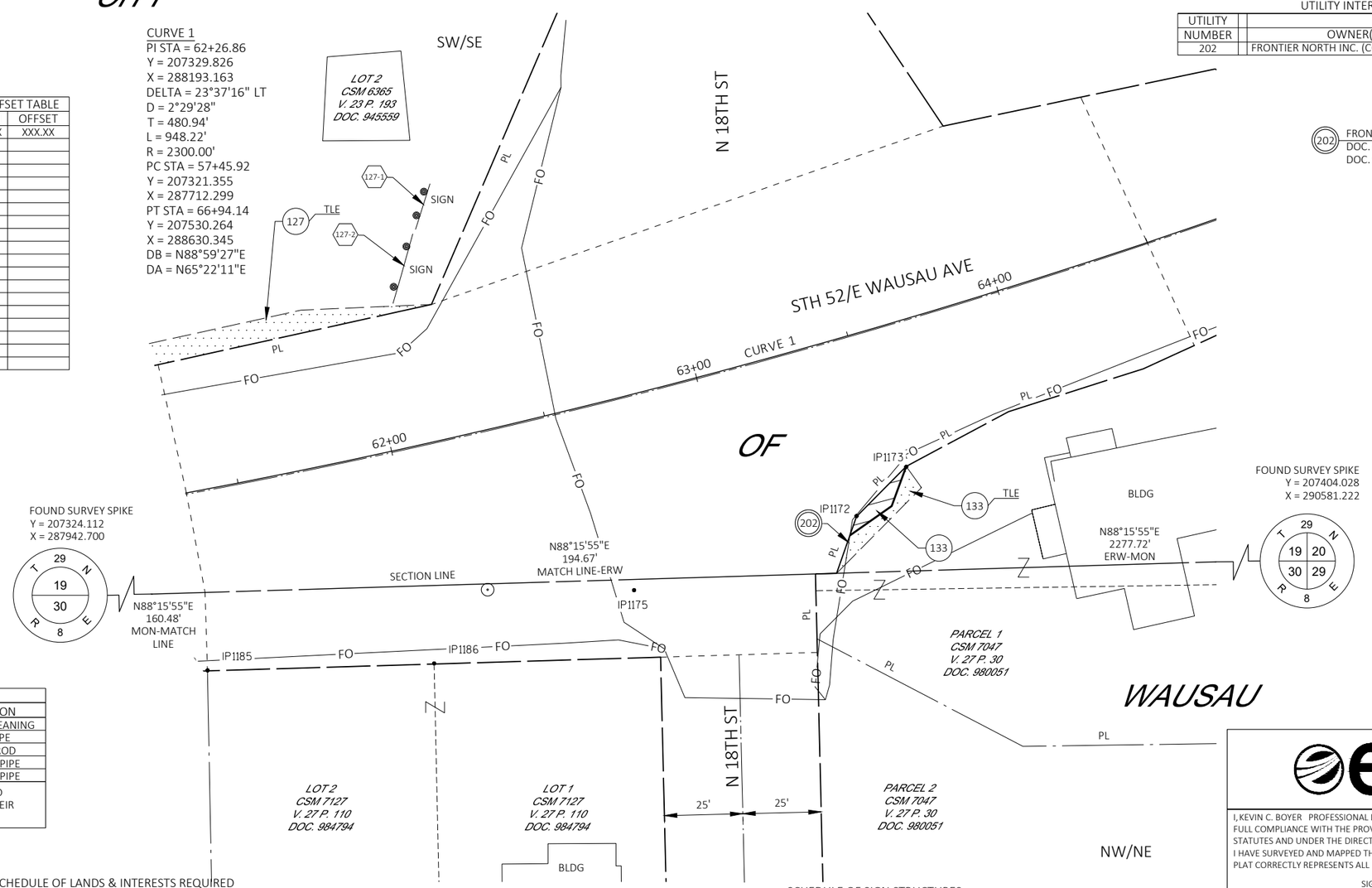
| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| N 1/4 SEC.XX-XXX 100-101 | X XX^XX'XX" X | XXXX.XX' |

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

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

ALL TLES ARE FOR SLOPE GRADING PURPOSES

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




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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

## SCHEDULE OF SIGN STRUCTURES

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

emcs

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

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

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

SIGNATURE: _____ DATE:
PRINT NAME: DOUG DINY

FILE NAME : Y:\57XX\5702.DP24.STH52.MRN\CADDS\69990071\SHEETS\TPP\040101-RP.DWG
APPRAISAL PLAT DATE : 06/09/2026
PLOT DATE : 6/9/2026 12:45 PM PLOT BY : MICHAELA CONNOR PLOT NAME : PLOT SCALE :

**Engineering**

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

## PURPOSE

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

## BACKGROUND

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

## RECOMMENDATION

Staff recommend approving the TPP.

**OFFICIAL MINUTES**
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Infrastructure & Facilities Committee |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Bruce Trueblood (C) | Matt Hoenecke |
| Andrew Wiskowski (VC) | Kristin Slonski |
| Michael Martens | |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

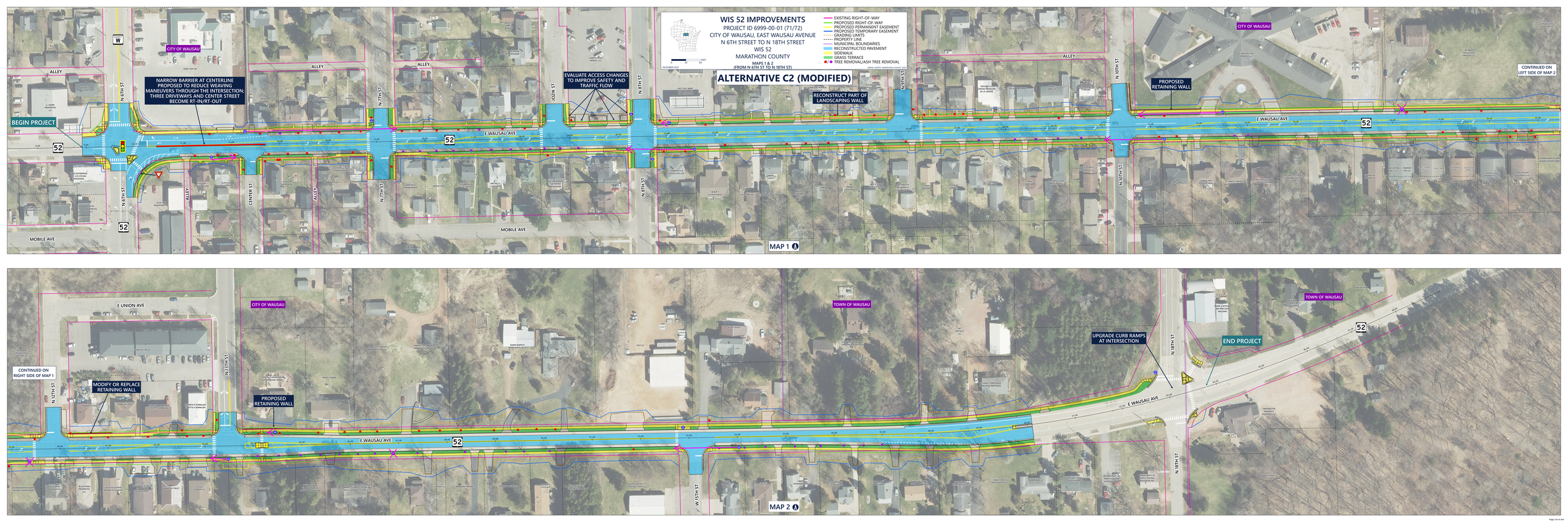
Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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

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WIS 52 IMPROVEMENTS
PROJECT ID 6999-00-01 (71/72)
CITY OF WAUSAU, EAST WAUSAU AVENUE
N 6TH STREET TO N 18TH STREET
WIS 52
MARATHON COUNTY
MAPS 1 & 2
(FROM N 6TH ST TO N 18TH ST)
DECEMBER 2025
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED PERMANENT EASEMENT
PROPOSED TEMPORARY EASEMENT
GRADING LIMITS
PROPERTY LINE
MUNICIPAL BOUNDARIES
RECONSTRUCTED PAVEMENT
SIDEWALK
GRASS TERRACE
TREE REMOVAL/ASH TREE REMOVAL
ALTERNATIVE C2 (MODIFIED)
BEGIN PROJECT
NARROW BARRIER AT CENTERLINE PROPOSED TO REDUCE WEAVING MANEUVERS THROUGH THE INTERSECTION; THREE DRIVEWAYS AND CENTER STREET BECOME RT-IN/RT-OUT
EVALUATE ACCESS CHANGES TO IMPROVE SAFETY AND TRAFFIC FLOW
RECONSTRUCT PART OF LANDSCAPING WALL
PROPOSED RETAINING WALL
CONTINUED ON LEFT SIDE OF MAP 2
CONTINUED ON RIGHT SIDE OF MAP 1
MODIFY OR REPLACE RETAINING WALL
PROPOSED RETAINING WALL
UPGRADE CURB RAMPS AT INTERSECTION
END PROJECT
CITY OF WAUSAU
TOWN OF WAUSAU
E WAUSAU AVE
E UNION AVE
MOBILE AVE
ALLEY
N 6TH ST
N 7TH ST
N 8TH ST
N 10TH ST
N 12TH ST
N 13TH ST
N 15TH ST
N 18TH ST
CENTER ST
JOERS ST
W
52
MAP 1
MAP 2

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

Ordinance from Plan Commission Rezoning 117 and 121 S. 2nd Avenue from a (UMU) Urban Mixed-Use Zoning District to a (NMU) Neighborhood Mixed-Use Zoning District to Allow for a Lower Lot Area Minimum and Greater Flexibility with Lot Division (Christine Pierce Dba Zuivelfabriek LLC).

**Committee Action:** Approved 6-0

**File Number:** 26-0904 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-4057-752

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

Section 1. That the site of lands described as follows:

PT OF A STEWARTS ADD BLK 4 DESD AS LOT (1) OF CSM VOL 61-2(13815)

now comprising a part of Urban Mixed-Use (UMU) Zoning District according to the Zoning Ordinance of the City of Wausau is hereby rezoned to Neighborhood (NMU) Zoning District.

Section 2. This change in zoning shall be designated on the official city zoning map.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4. This ordinance shall be in full force and effect from and after its date of publication.

Adopted: 9/8/2026
Approved: 9/9/2026
Published: 9/16/2026
Attest: 9/9/2026

Approved:

_____
Doug Diny, Mayor

Attested:

_____
Rachel Brown, City Clerk

# STAFF REPORT

**To:** Plan Commission

**Prepared By:** Carrie Edmondson, AICP Assistant City Planner

**Date:** August 18, 2026

## REQUESTED ACTION:

Zoning Map Amendment

117 and 121 S. Second Avenue from UMU Urban Mixed-Use Zoning District to NMU Neighborhood Mixed-Use Zoning District

**LOCATION:** 117/121 S. Second Avenue

**APPLICANT:** Christine A. Pierce (dba Zuivelfabriek LLC)

**EXISTING ZONING:** **(UMU) Urban Mixed-Use Zoning District**
*Intent.* This district is intended to permit areas, generally on established commercial corridors, that are or are planning to become mixed use in character and establish standards that are compatible with the existing mix of land uses and redevelopment objectives. This district is intended to provide for a variety of employment, retail, and community service opportunities, while allowing some residential uses at an approximate density of up to 36 dwelling units per acre. Residential uses should not become the majority ground floor land use in this district. As of the adoption of this Code, any existing single-family or two-family use on a parcel zoned Urban Mixed-Use is a legal conforming land use. Uses shall be compatible not only with other uses within the district, but land uses in adjoining zoning districts as well.

**EXISTING LAND USE:** Two vacant former warehouse/factory buildings

**SIZE OF PARCEL:** 16,117 square feet (0.37 acres)

**REQUESTED ZONING:** **(NMU) Neighborhood Mixed-Use Zoning District**
*Intent.* This district is intended to permit residential development and small-scale commercial uses that are compatible with adjacent residential uses and established neighborhood-level commercial corridors. Residential uses are intended to occur at an approximate density of ten dwelling units per acre.

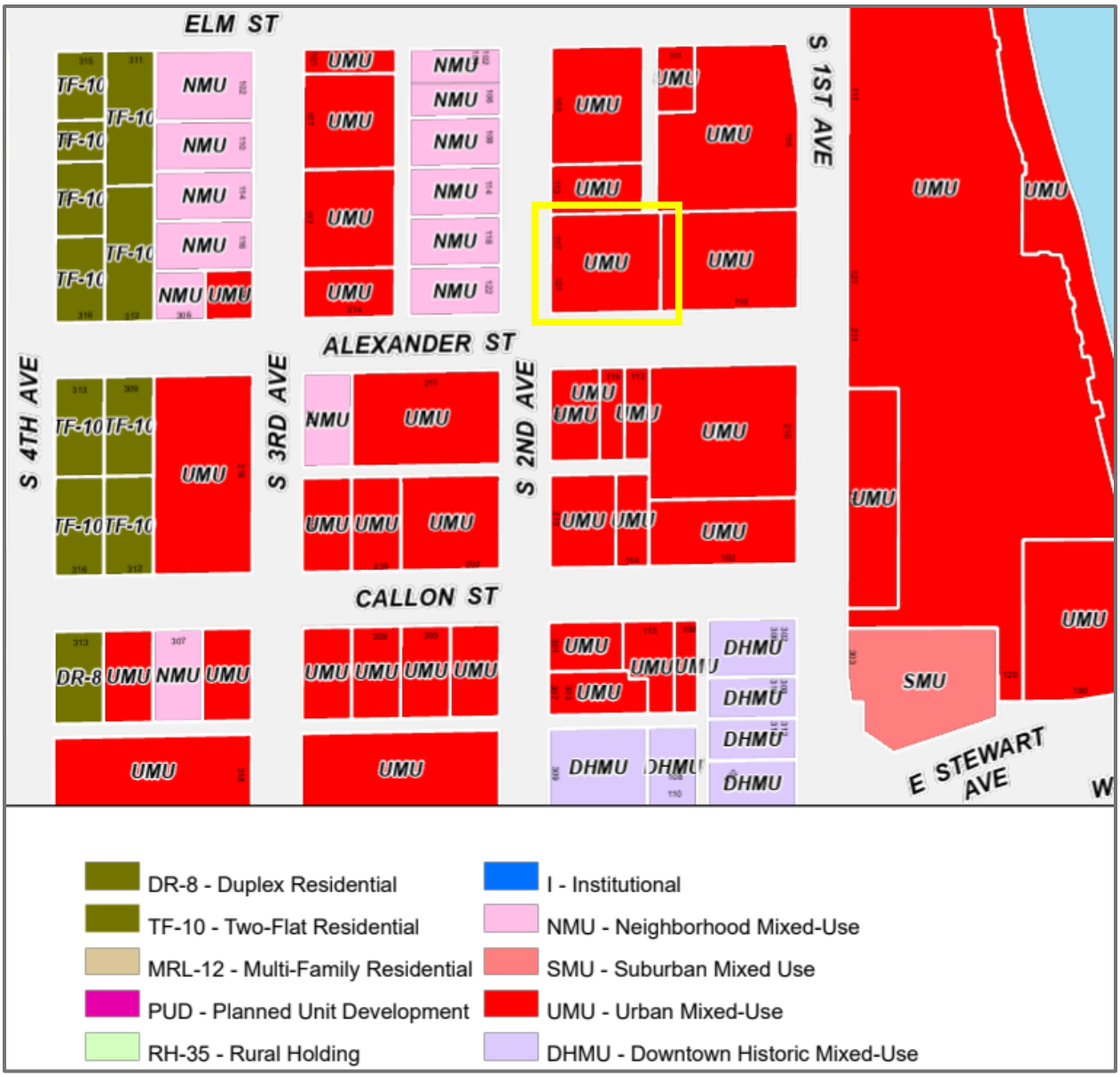
**PURPOSE:** Create greater flexibility in dimensional standards and land division.

**COMPREHENSIVE PLAN:** **City Center Land Use Transect – Future Land Use Map**
This is an area of dense development and a mix of employment, commercial, and residential uses. It would include civic spaces for community gatherings and events. It would also be an area that is lively and designed for pedestrian access. Growth, development, and increased density would be encouraged.

**OTHER PLANS:** Downtown
Objective 1: Support development and redevelopment to ensure that Downtown Wausau is a livable, accessible environment for all people.
Cultural Resources
Objective 1: Continue to expand efforts to preserve, restore, and interpret important features (including structures, landscapes, roadways, public spaces, etc.) of Wausau's rich history.

**BACKGROUND**

Christine Pierce is the owner of the two separate buildings located on one parcel at 117/121 South Second Avenue. The future use of the two buildings is undetermined at this time. However, she would like to redevelop the property in the future and is pursuing a Zoning Map Amendment, as the (NMU) Neighborhood Mixed-Use Zoning District has a lower minimum lot size requirement of 7,000 square feet, as opposed to the 10,000 square foot minimum lot size minimum required in the (UMU) Urban Mixed-Use Zoning District.




**CRITERIA FOR APPROVAL**

Section 23.10.31(4)(b) of the zoning code outlines the review criteria for review of a Zoning Map Amendment. Staff has provided an analysis below:

1. **Advances the purposes of this title as outlined in section 23.01.03 and the applicable rules of the Wisconsin Department of Administration and the Federal Emergency Management Agency.**

   The proposed Zoning Map Amendment is consistent with the purpose and intent of the section listed above. The ability to divide the parcel will more easily enable redevelopment, activating the area without adding circulation or congestion concerns. A potential land division would be consistent with

the scale and character of the surrounding neighborhood. It may also facilitate preservation and rehabilitation of the existing structures. Additionally, the proposal is consistent with the applicable rules of the Wisconsin Department of Administration and the Federal Emergency Management Agency.

2. **Is in harmony with the Comprehensive Plan.**

   The Comprehensive Plan Future Land Use Map designation of City Center supports a mix of employment, commercial, and residential uses. These buildings are consistent with that use mix. Additionally, it presents no conflict with goals, objectives, and action steps outlined in the Comprehensive Plan.

3. **Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.**

   Any uses proposed within each of two buildings would need to be listed as permitted or conditionally permitted uses in the (NMU) Neighborhood Mixed-Use Zoning District. On the whole, these uses have a lower overall intensity than those allowed in the (UMU) Urban Mixed-Use Zoning District. Additionally, overall permitted density is lower in the proposed district. Therefore, no increased impacts are anticipated as a result of the proposed Zoning Map Amendment.

4. **Addresses any of the following factors that are not properly addressed on the current Official Zoning Map:**
   a. **The designations of the Official Zoning Map are not in conformance with the Comprehensive Plan.**
   b. **A mapping mistake was made, including the omission on the Official Zoning Map of an approved zoning map amendment.**
   c. **Factors have changed (such as new data, infrastructure, market conditions, development, annexation, or other zoning changes), making the subject property more appropriate for a different zoning district.**
   d. **Growth patterns or rates have changed, creating the need for an amendment to the Official Zoning Map.**

   The proposed Zoning Map Amendment is not the result of any of the factors listed above.

**COMMITTEE ACTION**

Plan Commission makes a recommendation to Common Council. The Common Council will then determine whether to approve, approve with modifications, or deny the proposed Zoning Map Amendment.

**OFFICIAL MINUTES**
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Plan Commission |
| **DATE/TIME:** | Tuesday, August 18, 2026, 5:00 pm |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Mayor Doug Diny (C) | George Bornemann |
| Sarah Watson | Bruce Bohlken |
| Bruce Trueblood | Eric Lindman |
| Andrew Brueggeman | |

Attendees: Mayor Doug Diny, Sarah Watson, George Bornemann, Bruce Bohlken, Andrew Brueggeman, and Eric Lindman

Absent: Bruce Trueblood

Staff: William Hebert, Shahn Kariger, Anne Jacobson, and Carrie Edmondson

Public: Patrick Meyer, Jeff Traska, Carla Westcott, and Christine Pierce

Mayor Diny called the meeting to order at 5:02 p.m.

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

No public comment was received or presented.

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

**a.** Approval of meeting minutes from the July 21, 2026, regular meeting.

Motion/second Bohlken/Bornemann to approve the July 21, 2026, meeting minutes, approved unanimously 6-0.

**3 Public Hearing.**

**a.** Discussion on a Conditional Use Permit for 1509 E. Wausau Avenue to allow more than one detached accessory building in the Two-Flat Residential-10 (TF-10) Zoning District (Patrick Meyer)

The Mayor opened the public hearing.

Patrick Meyer, applicant for the proposal and owner of the property, noted that he was not aware that a permit was needed for a shed not on a permanent foundation. William Hebert, Zoning Administrator, noted that a Conditional Use Permit is being requested to allow more than one detached garage, or to accept what exists there today. Jeff Traska spoke about the applicant's character and well-kept property. Carla Westcott noted that Patrick is a wonderful neighbor and that many of the properties along Park Avenue need more attention than this property. William Hebert noted the existing configuration falls under the maximum impervious surface ratio allowed for the district.

The Mayor closed the public hearing and noted that the Conditional Use Permit application would be included on the September Plan Commission agenda for discussion and action.

**b.** Discussion on rezoning 117 and 121 S. 2nd Avenue from a (UMU) Urban Mixed-Use zoning district to a (NMU) Neighborhood Mixed-Use zoning district to allow for a lower lot area minimum and greater flexibility with lot division (Christine Pierce dba Zuivelfabriek LLC)

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The Mayor opened the public hearing.

William Hebert noted that the allowable lot minimum in the current district does not allow the existing parcel to be split into two parcels and the proposed district would allow for a lower minimum lot size, allowing a split from one to two parcels. Christine Pierce noted that her intention is to split the two parcels.

The Mayor closed the public hearing.

**4 Discussion and possible action.**

**a.** Discussion and possible action on rezoning 117 and 121 S. 2nd Avenue from a (UMU) Urban Mixed-Use zoning district to a (NMU) Neighborhood Mixed-Use zoning district to allow for a lower lot area minimum and greater flexibility with lot division (Christine Pierce dba Zuivelfabriek LLC)

Motion/second Brueggeman/Bornemann to recommend approval of the zoning map amendment to Common Council, approved unanimously 6-0.

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

Director Lindman provided an overview of the Transportation Project Plat and the process that the City will be undertaking to acquire property for the project.

Motion/second Brueggeman/Bohlken to recommend approval to the Common Council, approved unanimously 6-0.

**c.** Discussion and possible action on approving a Conditional Use Permit for 151 McIndoe Street to allow for the construction of an assisted living facility in a Downtown Periphery Mixed-Use (DPMU) zoning district. (Beacon Resources, LLC)

Motion/second Brueggeman/Bornemann to approve as presented, approved unanimously 6-0.

**d.** Discussion and possible action on approving a blade sign at 525 N. 3rd Street in the Downtown Historic Mixed-Use (DHMU) zoning district (Finishing Touch Signs, LLC)

Motion/second Bohlken/Watson to approve, approved unanimously 6-0.

**5 Discussion.**

**a.** Preliminary code amendment discussion – data centers

Edmondson provided an update on the data center ordinance passed by Common Council and noted that Council had requested that the item come back to the Plan Commission for preliminary discussion.

Alder Watson noted that Common Council would like to continue to keep this ordinance top of mind, maybe an annual or biannual revisit. City Attorney Anne Jacobson noted that the Common Council can refer items back to Plan Commission.

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**6 Adjournment.**

Motion/second Brueggeman/Watson to adjourn at 5:28 p.m., approved unanimously 6-0.

Mayor Doug Diny, Chair

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

**DATE**: 8/12/2026
**TIME**: 8:00 a.m.
**POSTED BY**: Carrie Edmondson, AICP, Assistant Planner

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

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In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@wausauwi.gov to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.




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




DRAFT

JULY 13, 2026

TO: MR. BILL HEBERT
CHIEF INSPECTOR/ZONING ADMINISTRATOR
CITY OF WAUSAU INSPECTIONS DEPARTMENT

FROM: MS. CHRISTINE PIERCE
OWNER
ZUIVELFABRIEK, LLC

ENCLOSED PLEASE FIND AN APPLICATION FOR ZONING MAP AMENDMENT FOR THE REZONING OF 117 & 121 S. 2ND AVENUE. THIS PARCEL IS CURRENTLY ZONED UMU, AND WE ARE REQUESTING THIS PARCEL TO BE REZONED TO NMU.

THIS REZONING WILL ENABLE ZUIVELFABRIEK TO SEPARATE THE PARCEL INTO TWO INDIVIDUAL PARCELS AS THEY ARE TWO UNIQUE, SEPARATE BUILDINGS AND MAY HAVE TWO UNIQUE FUTURE USES.

WE APPRECIATE YOUR ASSISTANCE AND GUIDANCE FOR THE REZONING AND YOUR RECOMMENDATION FOR THIS NMU DESIGNATION TO ENABLE US TO PLAN FOR FUTURE USE AND STILL BE IN CONCERT WITH NEIGHBORING PROPERTY ZONING.

WE WOULD LIKE TO BE ADDED TO THE AUGUST 18, 2026 PLAN COMMISSION MEETING AND WILL BE AVAILABLE FOR ANY QUESTIONS YOU MAY HAVE AHEAD OF THAT MEETING. I CAN BE REACHED AT 715.571.3886.

ENCLOSURE: CHECK TO THE CITY OF WAUSAU FOR $425.00 PUBLICATION FEE.
ATTACHMENT: AERIAL OF PROPERTY PROVIDED BY JEFF WAGNER.
PARCEL #291290726402225

# CITY OF WAUSAU
# APPLICATION FOR ZONING MAP AMENDMENT

If you are requesting a zoning map amendment, please provide the following information. Note that a different application is required if you are requesting a conditional use and additional information is required if you are requesting Planned Unit Development District zoning. Should you have any questions about this form or the City's rezoning process, please call 715-261-6780 (Zoning) or 715-261-6760 (Planning).

1. Primary petitioner's Name (PRINT): Christine A. Pierce dba Zuivel-fabriek LLC
   Primary petitioner's Address (PRINT): 3351 N. 13th St, Wausau, WI 54403
   Primary petitioner's Telephone Number (with Area Code): 715-571-3886
   Primary petitioner's representative to contact in case of questions about this petition:
   same as above — email: wausauphoenix@gmail.com
   (Name – PRINT)
   (Address - PRINT)
   (Telephone No. with Area Code) Email Address

   Names of additional petitioners, if any:
   N/A
   (PRINTED Name) (PRINTED Name)
   (PRINTED Address) (PRINTED Address)
   (Telephone No. / Email Address) (Telephone No. / Email Address)

2. Name, Address, and Telephone Number of EACH additional property owner within the area proposed to be rezoned. If the primary petitioner owns all of the property proposed to be rezoned, merely indicate "NONE." (Add an additional page, if necessary)

   Name (PRINT): N/A
   Address (PRINT):
   Phone No.: Email Address:

   Name (PRINT): N/A
   Address (PRINT):
   Phone No.: Email Address:

3. **ADDRESS(ES)** of property to be rezoned: 117 & 121 So. 2nd Avenue, Wausau
   (Please attach a legal description for all the area(s) proposed to be rezoned. This may be available from the City Assessment Department or City Engineering Department.)

4. A. **Existing** zoning district classification(s) of the land included within the petition: UMU
   B. **Proposed** zoning district classification(s) of the land included within the petition: NMU
   C. Existing land uses on land included within the petition: awaiting redevelopment of both 117 & 121 So 2nd Avenue) – vacant
   D. Proposed land use(s) following rezoning: undetermined at this time – primary purpose of rezoning request is to enable separating buildings into two property parcels – UMU does not allow for smaller lot size – NMU does according to Bill Hebert of Zoning Dept. and this is his recommendation

5. Please provide a brief narrative justifying the rezoning of this property. (Attach an additional sheet if necessary):
property owner wishes to have parcel split into two separate parcels to enable future redevelopment. They are two separate addresses — and owner would like to complete separation of parcels - requiring a rezoning to NMU
6. Please attach a map of the area showing the parcels proposed to be rezoned, adjacent streets, existing zoning on the parcels, and other information you feel might be helpful in evaluating your proposal.

**Signature of Petitioner:** Christine Pierce — on behalf of Envelgabrick LLC **Date:** July 9, 2024

***IF ADDITIONAL PAGES ARE NEEDED, PLEASE ATTACH HERETO***

Please return this completed form with the information indicated above and the publication fee of **$425** to the City Planning Office (or the Department of Inspections) located in Wausau City Hall, 407 Grant Street, Wausau WI 54403.
Checks should be made payable to "City of Wausau".

Please note: ⇨The fee for a requested **special Plan Commission meeting** is **$550.**
⇨ All fees are subject to increase each year on January 1.

Should you have any questions regarding this form or the City's rezoning process, please phone 715-261-6780 (Zoning) or 715-261-6760 (Planning).

**For City Use Only** Date received at City Hall: _____

Received by: _____
Amount submitted with application: $_____ Check Number: _____
Month requested for public hearing: _____
Requested Common Council meeting date for final approval: _____
Notes: _____

ZoneChangeApp.frm
Revised: January 26, 2021

LEGAL NOTICE - Publish August 4th and 11th, 2026.

**117 and 121 S. 2nd AVENUE**

**NOTICE OF PUBLIC HEARING**
**AFFECTING ZONING ORDINANCE OF THE CITY OF WAUSAU**

Notice is hereby given that a petition has been filed with the City of Wausau by Christine A. Pierce dba Zuivelfabriek LLC **requesting that the following described property:**

PT OF A STEWARTS ADD BLK 4 DESD AS LOT (1) OF CSM VOL 61-2(13815)

**be rezoned from an UMU, Urban Mixed-Use zoning district, to an NMU, Neighborhood Mixed-Use zoning district.**

Notice is hereby given that the **Plan Commission** will hear said petition at a **public hearing** to be held in the Common Council Chambers of Wausau City Hall, 407 Grant Street, at its meeting beginning at **5:00 p.m. on Tuesday, August 18, 2026.**

Notice is also given that the **Common Council** is expected to consider the proposed rezoning at its first meeting in September, which is currently scheduled to begin at **6:30 p.m. on Tuesday, September 8, 2026,** at which time final action on this petition may be taken. ►***Please call the Clerk/Customer Service Office at 715-261-6620 to confirm the date and time of the Common Council meeting.***

July 29, 2026 Rachel Brown, City Clerk

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

Resolution from the Infrastructure & Facilities Committee Approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent Street.

**Committee Action:** Approved 5-0

**File Number:** 23-0807 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | |
|---|---|---|---|---|
| | *Budget Neutral:* | *YES [ ]* | *NO [X]* | |
| | *Included in Budget:* | *YES [ ]* | *NO [X]* | *Budget Source:To be budgeted in the 2029 Budget. This is a cost share for which the City is responsible for 25% of the preliminary engineering, which is estimated to be $60,450. The WisDOT is 100 % responsible for funding real estate acquisitions and reconstruction of the roadway. The City would be 100% responsible for any sewer and water costs. The total estimated cost is $4,313,600 with the City's estimated cost to be $595,598.* |
| COSTS | | | | |
| | *One-time Costs:* | *YES [ ]* | *NO [X]* | *Amount:* |
| | *Recurring Costs:* | *YES [X]* | *NO [ ]* | *Amount: During design & construction billing by DOT.* |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | |

# RESOLUTION

**WHEREAS,** Grand Avenue is a four-lane divided urban roadway; and

**WHEREAS,** the existing pavement has deteriorated and is reaching the end of its service life; and

**WHEREAS,** the existing crosswalk curb ramps do not meet current Americans with Disabilities Act (ADA) Standards; and

**WHEREAS,** the proposed project involves removing and replacing the existing pavement, upgrading crosswalk curb ramps, curb and gutter replacement in spot locations, and storm sewer repairs; and

**WHEREAS,** a State/Municipal agreement between the City and Wisconsin Department of Transportation was executed in August 2023 whereby the City of Wausau was responsible for 25% of the preliminary engineering, which is estimated at a total of $241,800; and

**WHEREAS,** in the August 2022 agreement, the total project, which included preliminary engineering, real estate acquisition, and construction, is estimated to be $3,611,800, of which the City's share was estimated to be $60,450; and

**WHEREAS,** per the agreement, the City of Wausau has a responsibility to finance 100 percent of any sewer and water costs: and

**WHEREAS,** the first revision to the State/Municipal agreement includes the estimated costs for the local utility costs to be $494,000; and

**WHEREAS,** the total project, which includes preliminary engineering, real estate, acquisition, and construction is estimated to be $4,313,600, of which the City's share is estimated to be $595,598; and

**WHEREAS,** the Infrastructure and Facilities Committee met on August 13, 2026 to review this State/Municipal agreement, which derails the responsibilities of both the State and Municipality for this project and recommends approval.

**NOW, THEREFORE BE IT RESOLVED** by the Common Council and the City of Wausau that the appropriate city officials are hereby authorized and directed to execute the attached revised State /Municipal agreement for the work related to Grand Avenue from Lakeview Drive to Kent Street.

Approved:

_____

Doug Diny, Mayor

| | | |
|---|---|---|
| | ***1st Revision***<br>**STATE/MUNICIPAL**<br>**FINANCIAL**<br>**AGREEMENT**<br><br>*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<br>I.D.: 6999-02-10, 20, 80, & 82<br>Road Name: Business 51<br>Title: C Wausau, Grand Avenue<br>Limits: Lakeview Drive to Kent Street<br>County: Marathon<br>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 cross walk 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** | |

[1]Estimates 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.

2

PEARL ST

LAKE VIEW DR

USH 51

USH 51

796+50 797+00 797+50 798+00 798+50 799+00 799+50 800+00 800+50 801+00 801+50

STA:800+51.5/46.5'L
12"X12"X6" TEE
30' - 6" D.I. WATERMAIN
6" VALVE & VALVE BOX
STANDARD HYDRANT (FG = 1177.0)
12" PLUG (S)
12" VALVE & VALVE BOX (N)

STA:801+67.6/48.2'L
12" - 11.25° BEND

PROP. 12" D.I. WM

STA:802+05.9/41.4'L
HORZ. DEFLECTION

PROP. 8" SAN. SEWER

PROP. 8" SAN. SEWER

CAUTION

CAUTION

STA:800+75.0/34.0'R
REMOVE EXISTING HYDRANT,
WATER VALVE AND BEND.
CAP EXISTING WATERMAIN

ABANDON AND SLURRY FILL
EXISTING SANITARY SEWER.
ABANDON EXISTING WATERMAIN

STA:800+00.6/49.4'R
PROP. 20' - 8" SAN. SEWER
CONNECT TO EXISTING 8" PVC
W/NON-SHEAR COUPLING.
CONTRACTOR TO FIELD VERIFY
HORZ. & VERT. LOCATION

STA:802+06.9/24.7'R
REMOVE EX. SAN. SEWER MANHOLE
REMOVE ±10' OF EXISTING
6" WATERMAIN AND WM CAP (N&S)

POSTS

N

END PROJECT 6999-18-83
BEGIN PROJECT 6999-02-80
STA 798+00

EXISTING GROUND

PROPOSED PROFILE

EX. SANITARY SEWER MH (1227-EX1)
STA:797+46.83/38.48'R
RIM ELEV = 1174.05
DEPTH = 11.45'
INV ELEV = 1165.80-8"N
INV ELEV = 1162.60-8"S

EX. 257' of 8" SAN SEWER @ 0.27%

PROP. SANITARY SEWER MH (1227-1)
STA:800+02.47/29.48'R
RIM ELEV = 1176.25
DEPTH = 9.50'
INV ELEV = 1166.50-8"S
INV ELEV = 1166.75-8"NW
INV ELEV = 1167.20-8"E

(TO BE REMOVED)
EX. SANITARY SEWER MH (1227-EX2)
STA:800+02.47/29.48'R
RIM ELEV = 1176.72
DEPTH = 10.22'
INV ELEV = 1166.50-8"S
INV ELEV = 1168.99-8"N
INV ELEV = 1167.30-8"E

PROP. 44' of 8" SANITARY SEWER @ 4.10%

PROP. SANITARY SEWER MH (1227-2)
STA:800+40.00/7.00'R
RIM ELEV = 1177.33
DEPTH = 8.78'
INV ELEV = 1168.54-8"SE
INV ELEV = 1168.64-8"N

PROPOSED PROFILE

EXISTING GROUND

PROPOSED WATERMAIN
7' MIN. BURY
(TYP)

EX. 21" SS

STA:800+46.49
ELEV ±1170.44
PROP. 12" WM PLUG

EX. 24" SS

EX. 205' of 8" SAN SEWER @ 3.15% (TO BE ABANDONED)

PROP. 200' of 8" SANITARY SEWER @ 4.00%

(TO BE REMOVED)
EX. SANITARY SEWER MH (1227-EX3)
STA:802+06.94/24.74'R
RIM ELEV = 1183.28
DEPTH = 7.85'
INV ELEV = 1175.43-8"S
INV ELEV = 1175.43-8"N

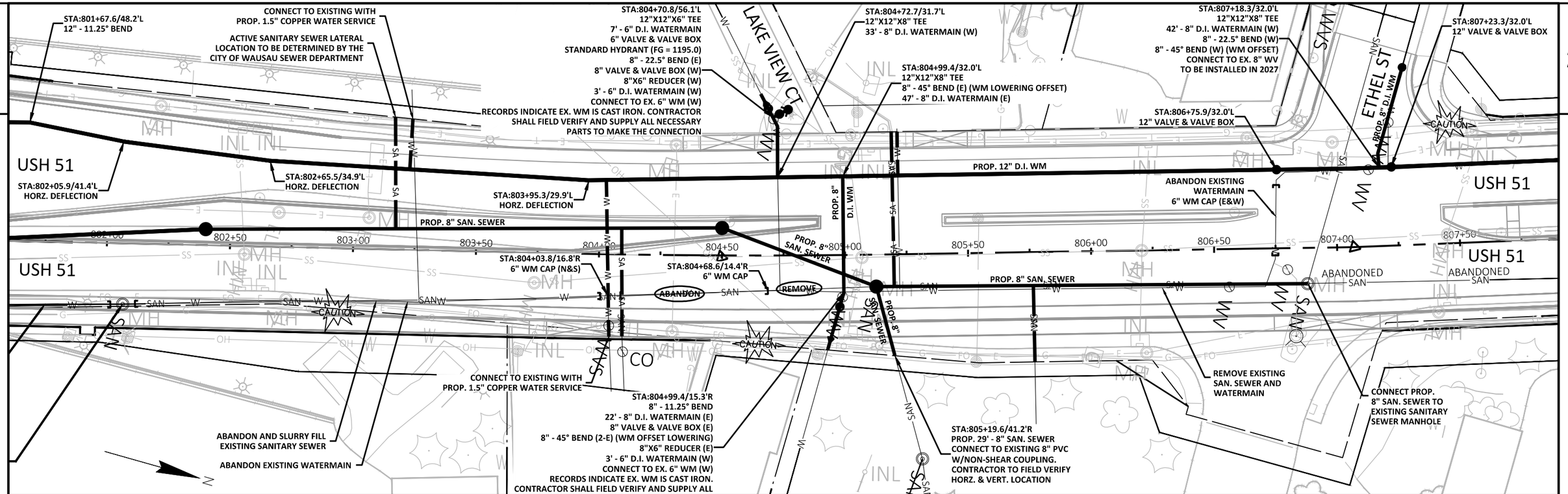
| 1173.18 | 1173.76 | 1174.17 | 1174.47 | 1174.76 | 1175.20 | 1175.79 | 1176.67 | 1177.59 | 1179.03 | 1180.79 | 1182.80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1173.17 | 1173.66 | 1174.11 | 1174.50 | 1174.85 | 1175.18 | 1175.74 | 1176.58 | 1177.71 | 1179.13 | 1180.83 | 1182.80 |
| 797 | | | 798 | | | 799 | | | 800 | | 801 | | | 802 |

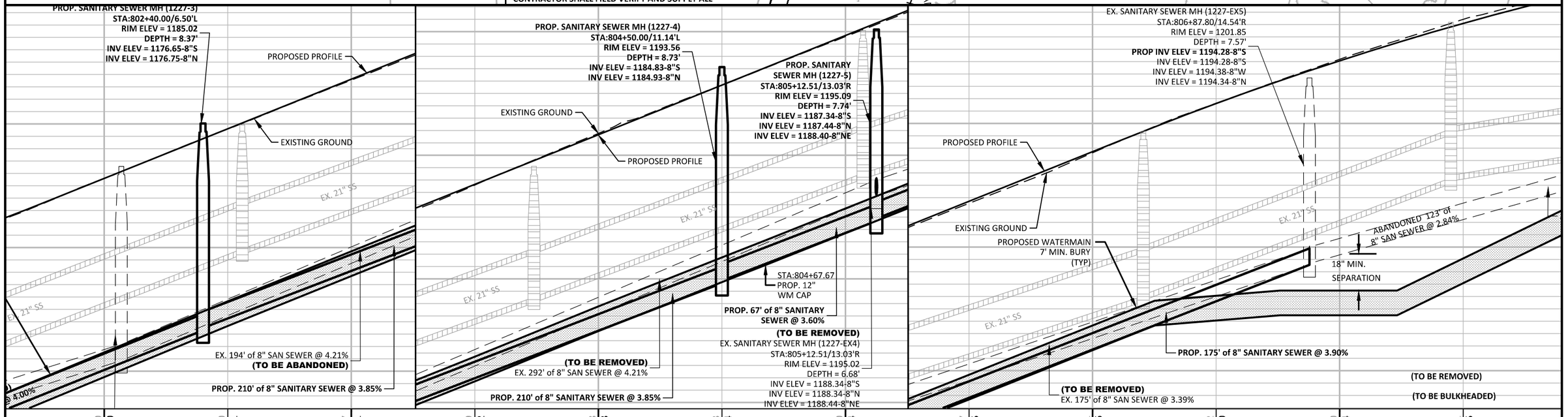
| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | UTILITIES PLAN BUS 51 | SHEET E |
|---|---|---|---|---|

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 10

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 44



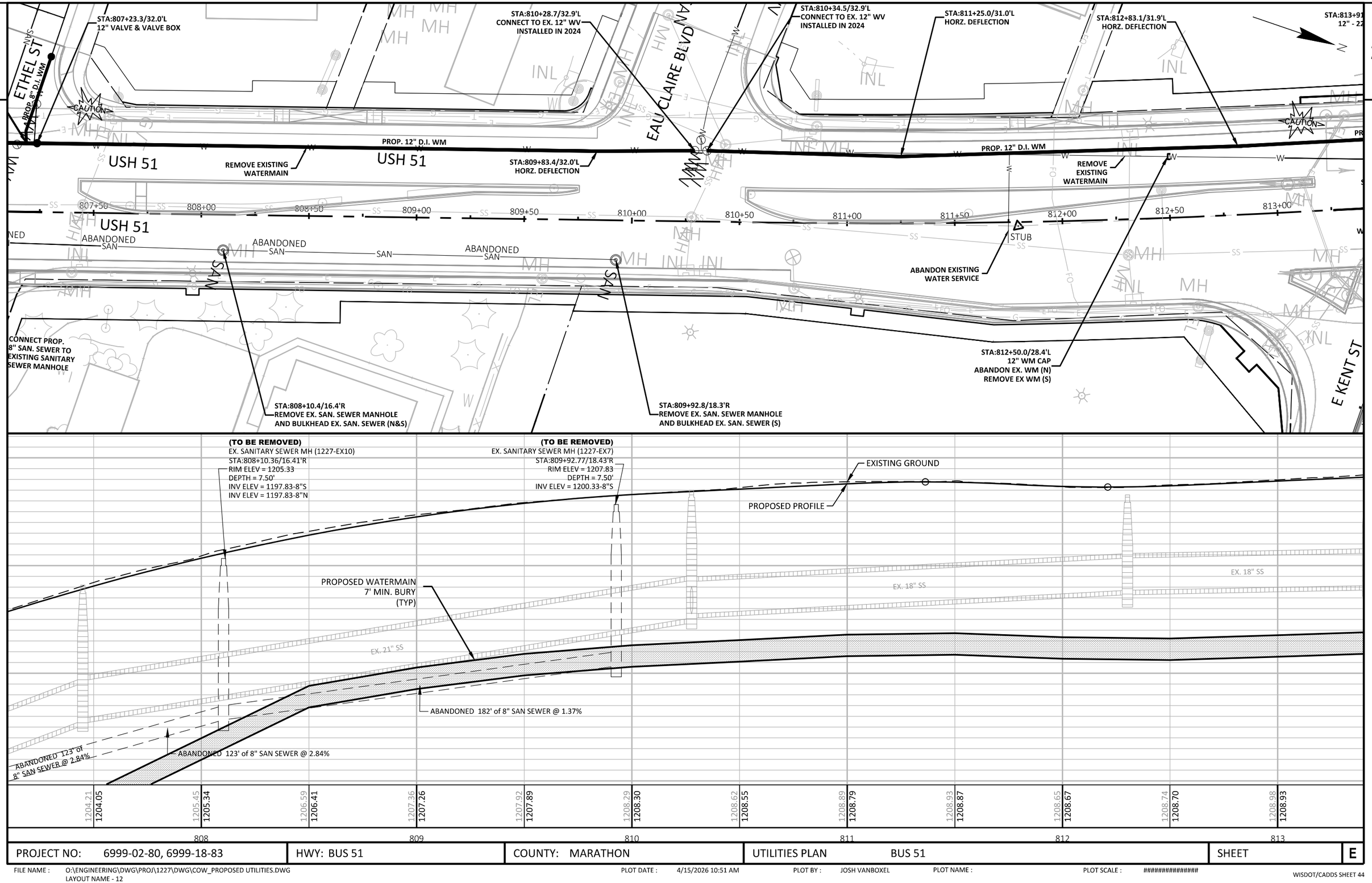




| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | UTILITIES PLAN BUS 51 | SHEET E |
|---|---|---|---|---|

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 11

PLOT DATE : 4/15/2026 10:54 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44

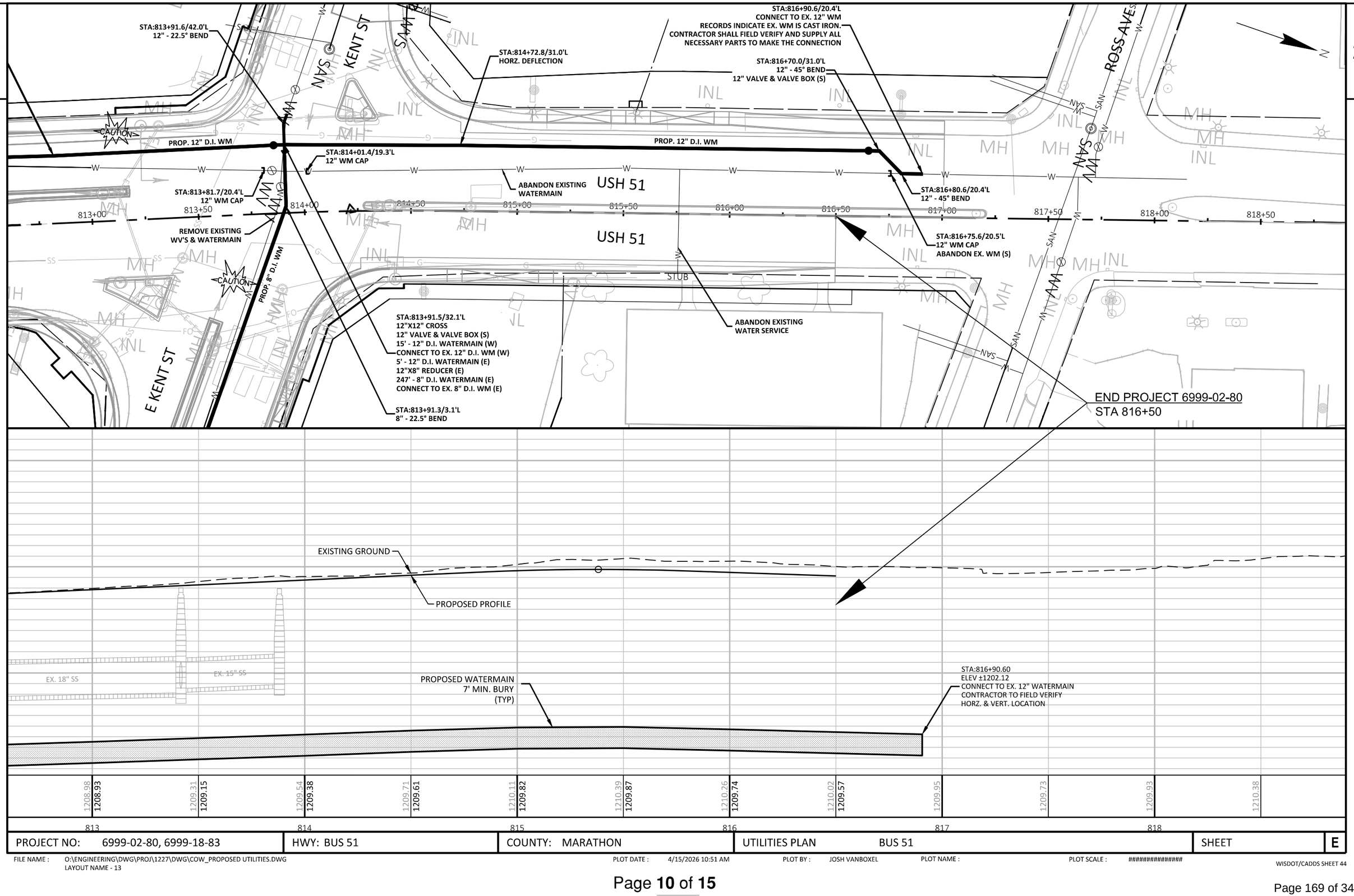



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | UTILITIES PLAN BUS 51 | SHEET E |

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 12

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44




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

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 13

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44

STA:9+40.0/46.6'L
12"X12"X6" TEE
30' - 6" D.I. WATERMAIN
6" VALVE & VALVE BOX
STANDARD HYDRANT (FG = 1177.0)
12" PLUG (S)
12" VALVE & VALVE BOX (N)

PROP. 12" D.I. WM

PROP. 8" SAN. SEWER

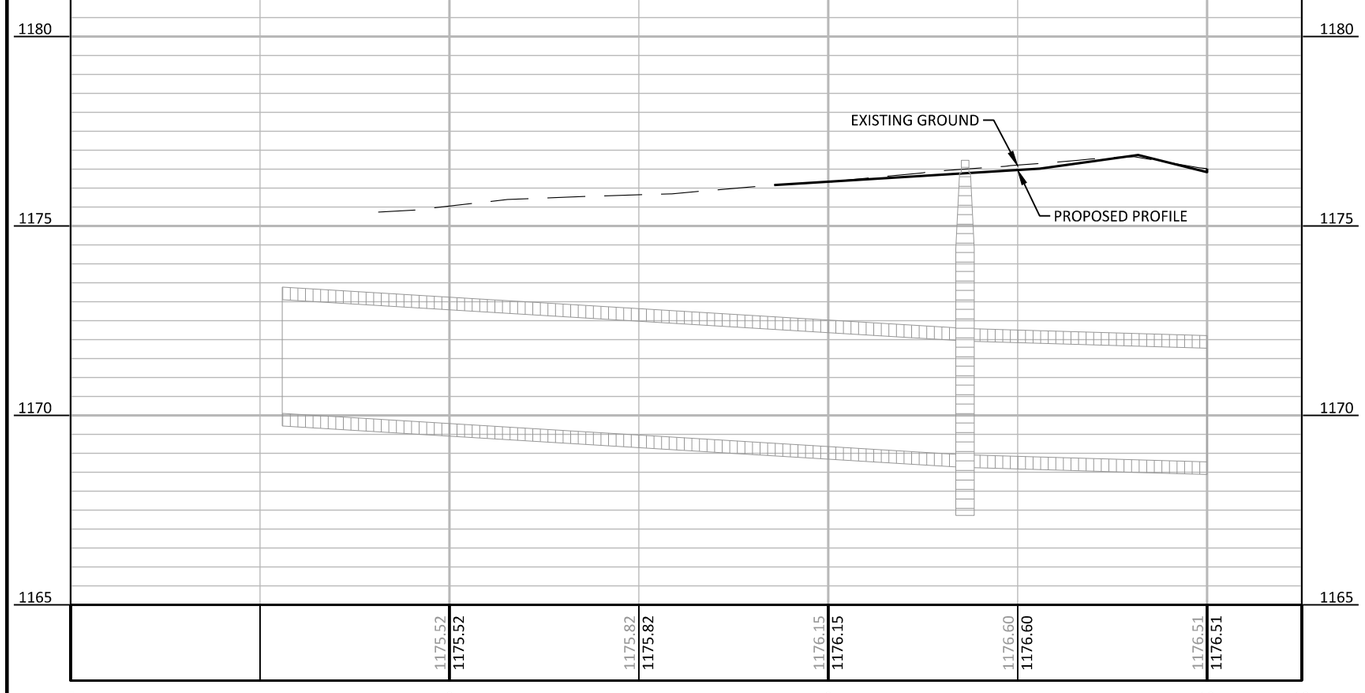
USH 51

LAKE VIEW DR

7+50 LV | 8+00 LV | 8+50 LV | 9+00 LV | 9+50 LV | 10+00 LV | 20+50 LV | 21+00 LV

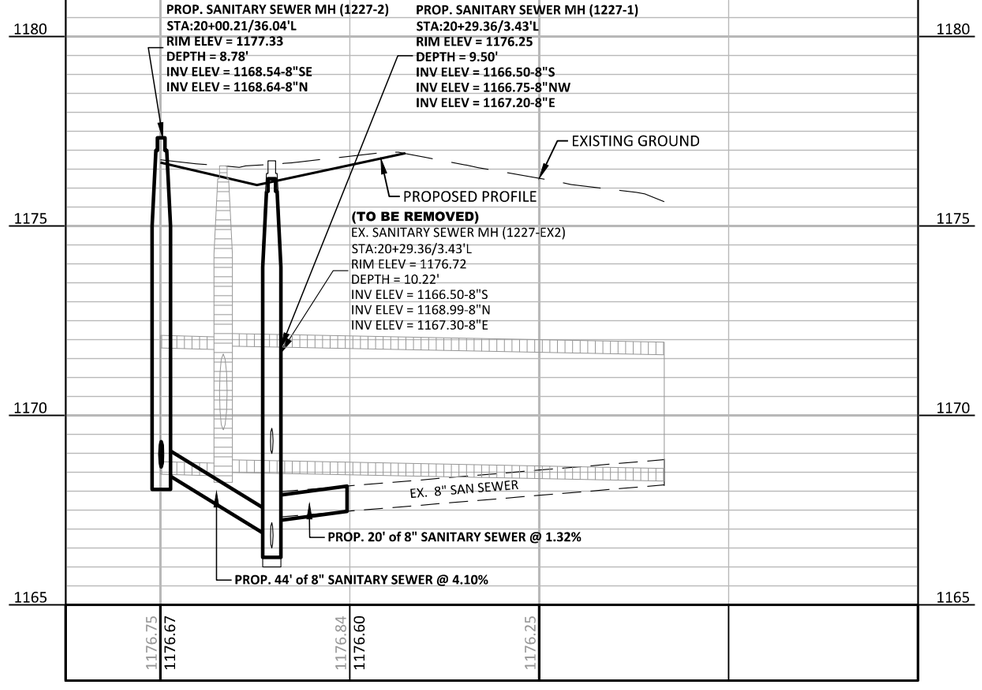
N

2




PROP. SANITARY SEWER MH (1227-2)
STA:20+00.21/36.04'L
RIM ELEV = 1177.33
DEPTH = 8.78'
INV ELEV = 1168.54-8"SE
INV ELEV = 1168.64-8"N

PROP. SANITARY SEWER MH (1227-1)
STA:20+29.36/3.43'L
RIM ELEV = 1176.25
DEPTH = 9.50'
INV ELEV = 1166.50-8"S
INV ELEV = 1166.75-8"NW
INV ELEV = 1167.20-8"E




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

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 26-Lakeview

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44

2

N

USH 51

ABANDONED SAN

CAUTION

WVS

WV

PROP. 8" D.I. WM

SAN

8+50 ET

9+00 ET

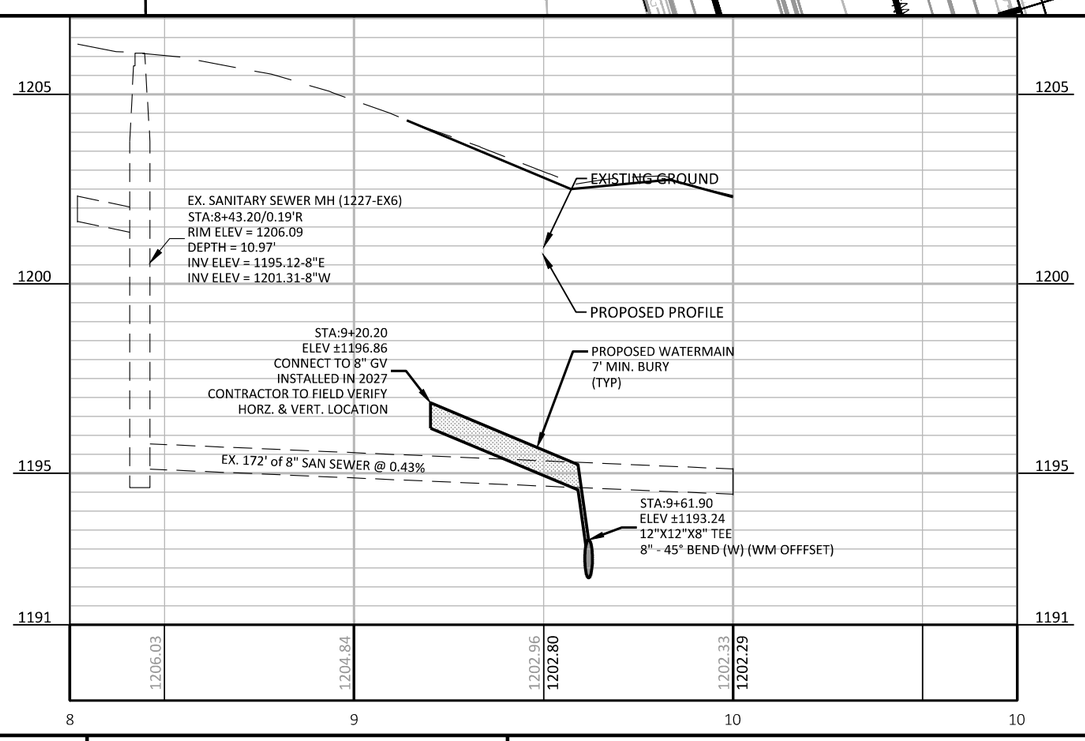
9+50 ET

10+00 ET

ETHEL ST

STA:9+20.2/12.9'L
CONNECT TO EX. 8" WV
TO BE INSTALLED IN 2027

STA:9+61.9/14.9'L
12"X12"X8" TEE
42' - 8" D.I. WATERMAIN (W)
8" - 22.5° BEND (W)
8" - 45° BEND (W) (WM OFFSET)




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

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 27-Ethel

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44

2

N

USH 51

WV

WV

WV

SAN

8+50 EC

9+00 EC

9+50 EC

10+00 EC

SAN

SAN

SAN

SAN

SAN

SAN

SAN

EAU CLAIRE BLVD

WVS

ABANDONED SAN

1215

1210

1205

1200

EXISTING GROUND

PROPOSED PROFILE

EX. SANITARY SEWER MH (1227-EX8)
STA:8+88.06/11.70'R
RIM ELEV = 1208.69
DEPTH = 7.47'
INV ELEV = 1201.22-8"W

EX. 149' of 8" SAN SEWER @ 0.30%

1209.55
1209.55

1208.83
1208.83

1208.39
1208.39

1208.29
1208.29

8

9

10

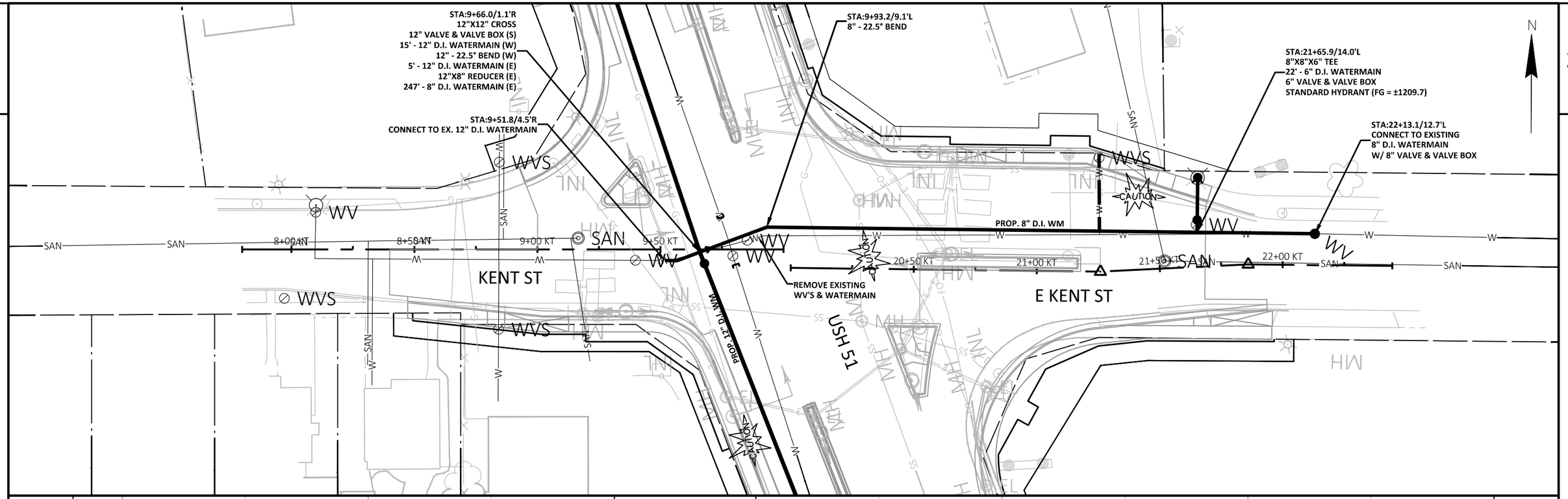
10

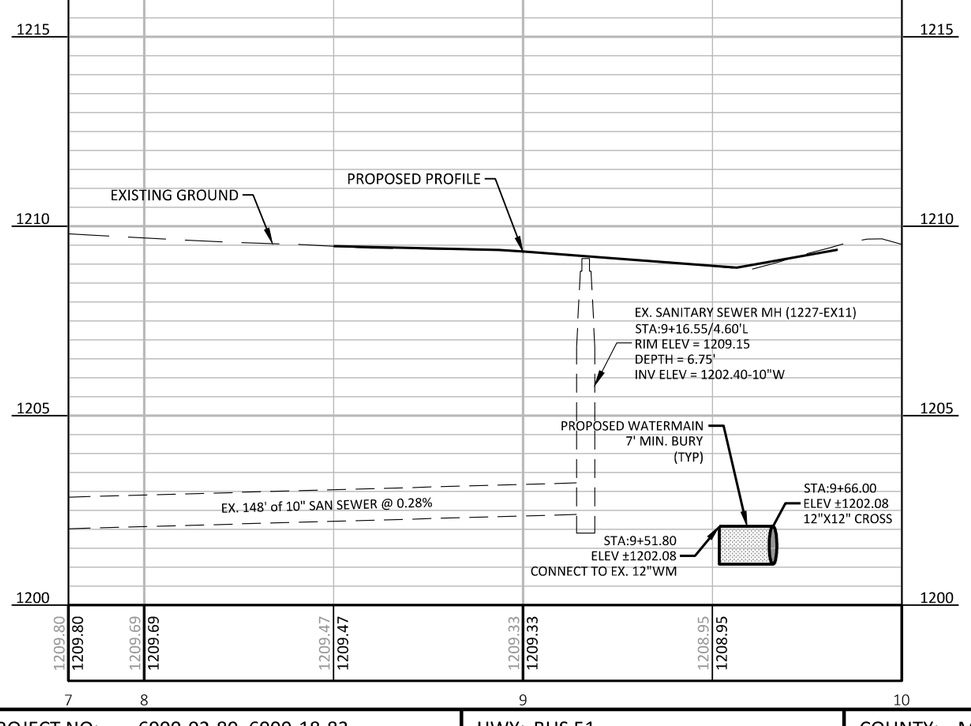
| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | UTILITIES PLAN EAU CLAIRE BLVD | SHEET E |
|---|---|---|---|---|

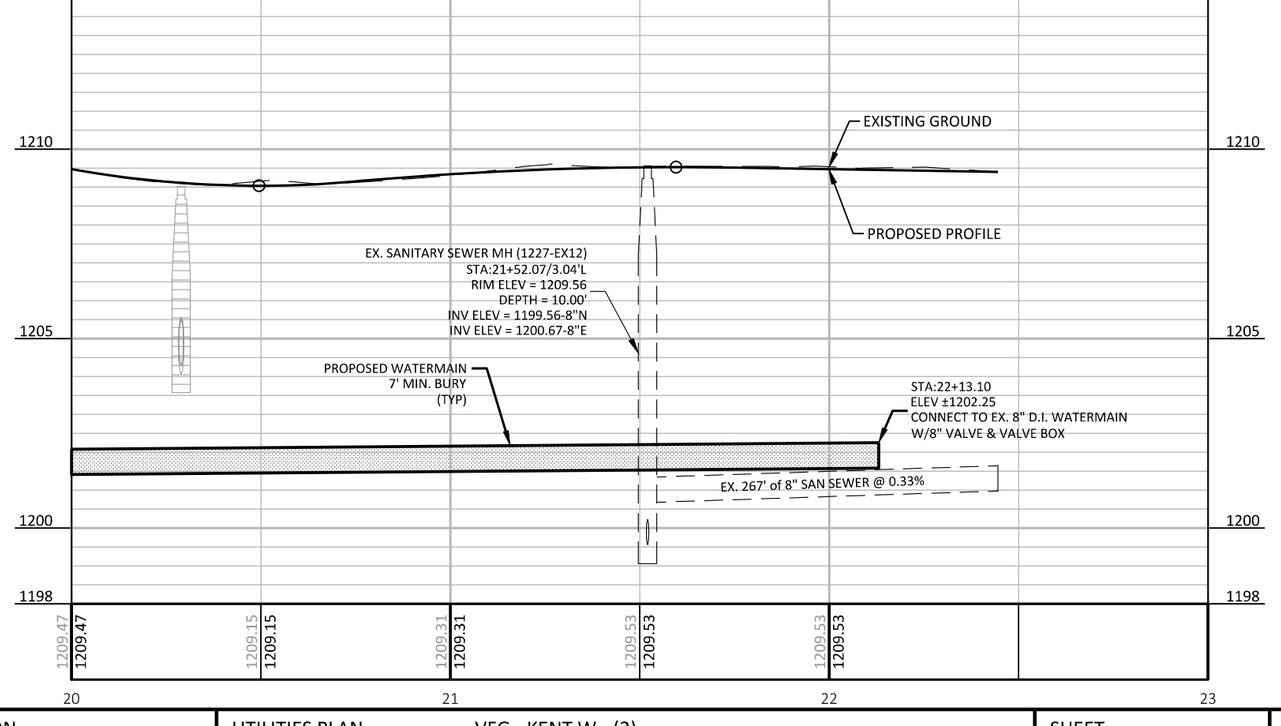
FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 28-EauClaire

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44




| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | UTILITIES PLAN VFG - KENT W - (2) | SHEET E |
|---|---|---|---|---|

FILE NAME : O:\ENGINEERING\DWG\PROJ\1227\DWG\COW_PROPOSED UTILITIES.DWG
LAYOUT NAME - 15-Kent

PLOT DATE : 4/15/2026 10:51 AM PLOT BY : JOSH VANBOXEL PLOT NAME : PLOT SCALE : ################

WISDOT/CADDS SHEET 44

ADDITIONAL ROADWAY WORK TO REPLACE CITY OF WAUSAU LOCAL UTILITIES BEYOND ORIGINAL PROJECT LIMITS. AREA SHOWN IN RED IS 100% CITY OF WAUSAU COST.

N

WISCONSIN PUBLIC SERVICE

WISCONSIN PUBLIC SERVICE

CITY OF WAUSAU-WATER

ORIGINAL END CONSTRUCTION
STA 21+68 KT
SAW CUT REQD

NEW END CONSTRUCTION
STA 22+23 KT
SAW CUT REQD

KENT STREET

8+00 KT

9+00 KT

21+00 KT

22+00 KT

EAST KENT STREET

BP: 7+80.00 KT

BEGIN CONSTRUCTION
STA 9+00 KT
SAW CUT REQD

CITY OF WAUSAU-WATER

BP: 20+00.00 KT

PC: 813+76.43

EP: 10+00.00 KT

PT: 812+93.03

NSIGHT TELSERVICES

NSIGHT TELSERVICES NOT MARKED

PI: 21+25.00 KT

PI: 21+85.17 KT

EP: 22+44.63 KT

PT: 114+66.84

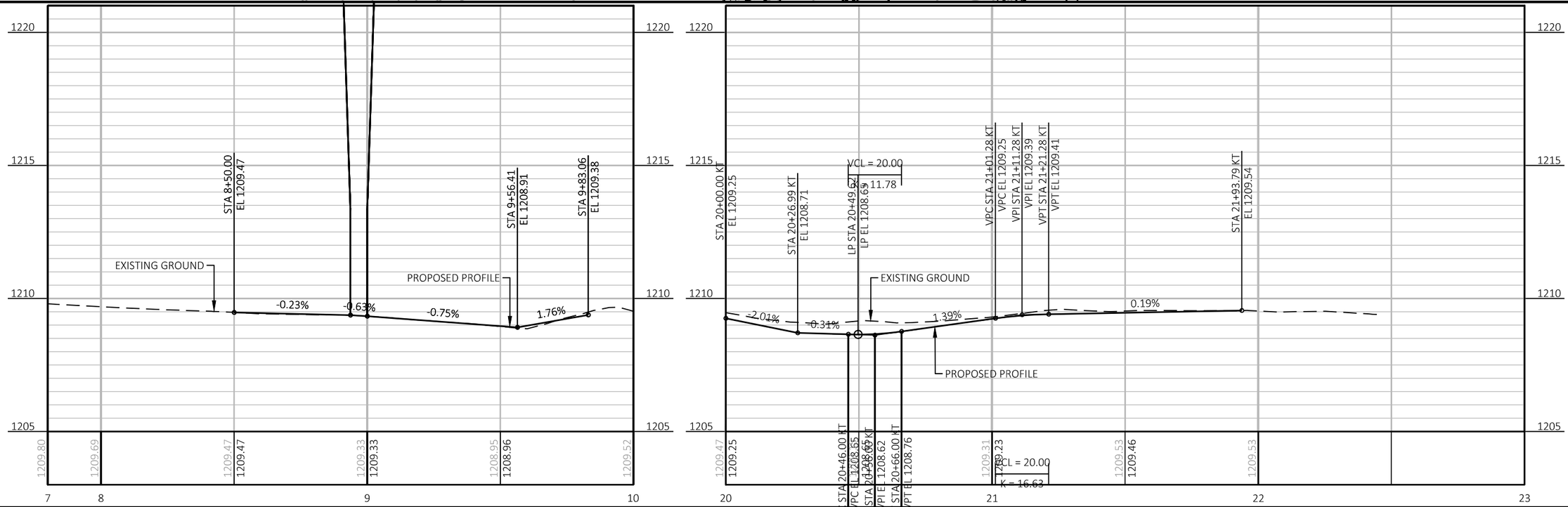
PT: 114+89.17

814+00

114+00Z

813+00

113+00Z




| PROJECT NO: 6999-02-80, 6999-18-83 | HWY: BUS 51 | COUNTY: MARATHON | PLAN AND PROFILE: ADDITIONAL ROADWAY WORK TO REPLACE LOCAL UTILITIES EXHIBIT | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : \\WIS31FP1\N3PUBLIC\PDS\C3D\69990210\SHEETS\050101-PP.DWG
LAYOUT NAME - 15

PLOT DATE : 7/2/2026 7:44 AM PLOT BY : GRULING, ZACHARY P PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

**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 reconstrucitng 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 acurrately estimated.

## RECOMMENDATION

Staff recommends approval.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

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

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

Resolution from the Infrastructure & Facilities Committee Approving the Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street.

**Committee Action:** Approved 5-0

**File Number:** 26-0915 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS**, Beacon Resources, LLC. is proposing a development at 731 N. 1st Street, which includes a new building, driveways, parking lot, landscaping, and stormwater facilities; and

**WHEREAS**, to ensure properly functioning post-development stormwater facilities year after year, a maintenance agreement is required to ensure the owner inspects and maintains the stormwater facilities on a biennial basis; and

**WHEREAS**, your Infrastructure and Facilities Committee met on August 13, 2026 to review the agreement and recommends approval of an Agreement for the Management and Maintenance of Stormwater Facilities for Beacon Resources, LLC., for stormwater facilities on their property at 731 N. 1st Street.

**NOW, THEREFORE, BE IT RESOLVED** the Common Council of the City of Wausau does hereby approve the Agreement, a copy of which is attached hereto and incorporated herein by reference, and the agreement is to be recorded in the office of the Marathon County Register of Deeds.

Approved:

_____

Doug Diny, Mayor

| Document No. | **AGREEMENT** Document Title |
|---|---|

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

Recording Area

Name and Return Address
City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

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.

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 STATE OF WISCONSIN

Mary Dallmann

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

STATE OF WISCONSIN )
) ss.
COUNTY OF MARATHON)

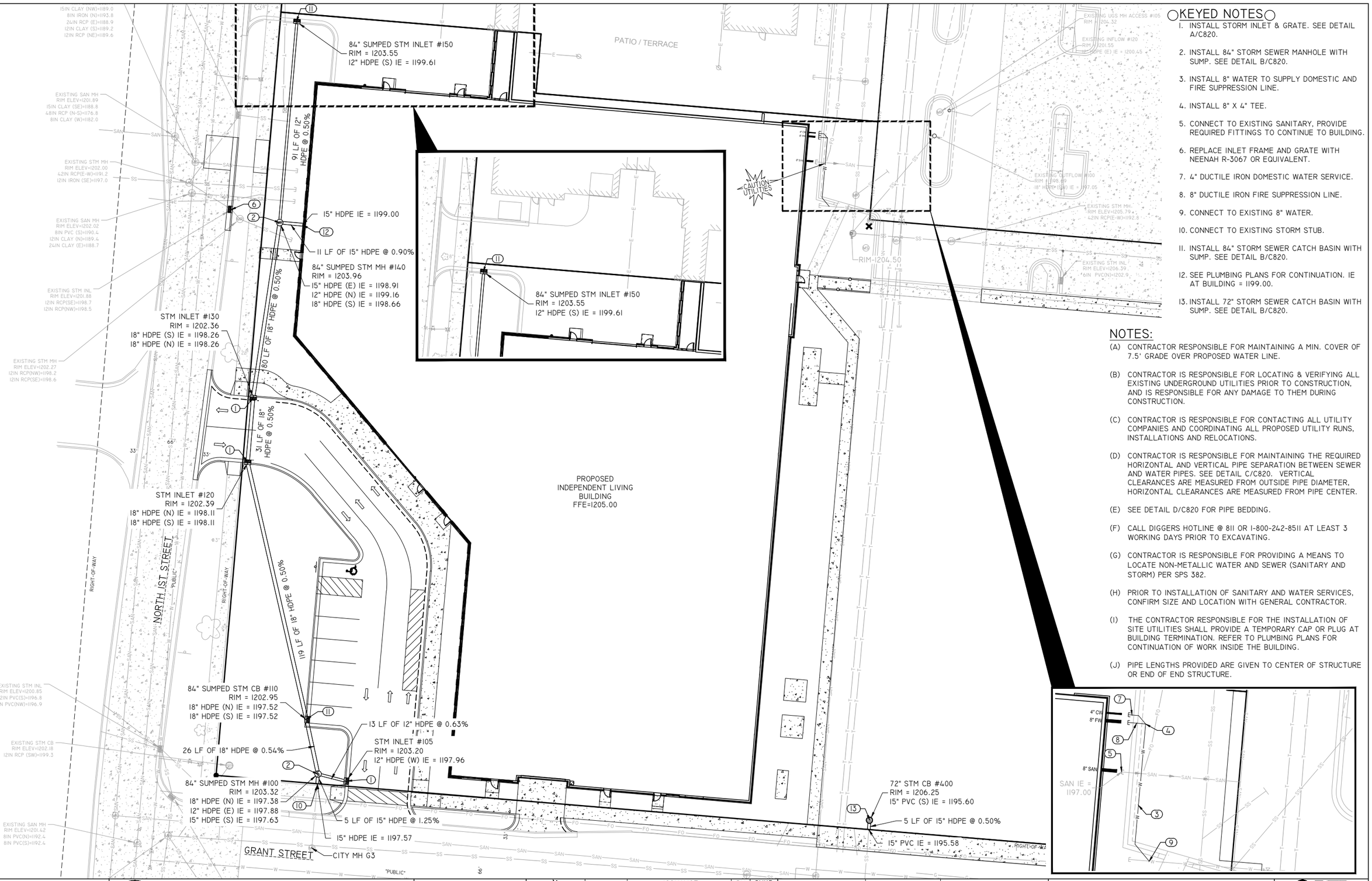
Personally came before me this _____ day of _____, 20__, the above-named Doug Diny, Mayor, and , Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

_____

Notary Public, Wisconsin
My commission: _____

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

Exhibit A




## 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


CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 20 40

| 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 No. 4681B
SHEET C300


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

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 functionability of the storm sewer on the site.

2) MOWING: Mow applicable greenspace areas to promote aesthetics and control weed growth.

**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 reccomends approval.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**

DRAFT

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

DRAFT

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

Joint Resolution from the Human Resources Committee and the Finance Committee Approving the Creation of a Planning Intern Position.

**Committee Action:** Human Resources Committee Approved 5-0; Finance Committee Approved 5-0

**File Number:** 26-0916 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | |
|---|---|---|---|---|
| | *Budget Neutral:* | *YES [ ]* | *NO [ ]* | |
| | *Included in Budget:* | *YES [X]* | *NO [ ]* | *Budget Source:Approved Comprehensive Plan update budget.* |
| COSTS | | | | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | |

# RESOLUTION

**WHEREAS,** the City of Wausau is required to prepare and adopt a Comprehensive Plan as outlined in Wisconsin Statutes; and

**WHEREAS,** the State of Wisconsin requires that Comprehensive Plans be updated no less than once every ten years; and

**WHEREAS,** the most recent City of Wausau Comprehensive Plan was updated in 2017; and

**WHEREAS,** public participation, community engagement, and stakeholder outreach are essential to any meaningful planning process; and

**WHEREAS,** the Development Director has identified a need for additional staff to assist with public outreach as part of the Comprehensive Plan update; and

**WHEREAS,** the amount required for the additional temporary part-time position has been previously approved as a budget item; and

**WHEREAS,** your Human Resources Committee and Finance Committee have approved an add to staff for a Planning Intern to be hired on a temporary part-time basis.

**NOW, THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau that the position of Planning Intern is established for recruiting, effective immediately as approved by this resolution.

Approved:

_____

Doug Diny, Mayor

July 31, 2026

To: Human Resources Committee

From: Carrie Edmondson, AICP, Assistant City Planner

RE: Justification for adding Planning Intern – Comprehensive Plan Community Engagement Support

I am requesting the Committee's consideration and approval to hire a Planning Intern within the Community Development Department. This temporary position is needed to support the City's ongoing Comprehensive Plan update, specifically the community engagement phase that will take place over the coming months. As the Comprehensive Plan progresses, the volume and complexity of public outreach activities have increased substantially. To ensure the City reaches residents, businesses, and community organizations effectively and equitably, additional staffing support is necessary. A Planning Intern will allow staff to maintain high-quality engagement while keeping the project on schedule.

The position is anticipated to run for four months and will be funded through 2026 CIP allocated funding for the overall Comprehensive Plan update. The addition of an intern at this stage will help ensure the Comprehensive Plan reflects broad, meaningful community participation while preserving staff capacity for ongoing planning and development responsibilities.

Both Randy Fifrick, Development Director and Brad Lenz, City Planner, have reviewed and fully support this request. They concur that additional staffing is essential for managing the extensive community engagement required for the Comprehensive Plan update. The intern position will provide timely assistance, improve outreach effectiveness, and help maintain project momentum during this critical phase. I respectfully request that the Human Resources Committee authorize the hiring of a Planning Intern to support this vital component of the Comprehensive Plan.

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

www.wausaudevelopment.com

715.261.6680
715.261-6808 Fax

# JOB DESCRIPTION
# Planning Intern

| | | | |
|---|---|---|---|
| Division: | Community Development | Reports To: | Assistant City Planner |
| FLSA Status: | Non-Exempt | Pay Grade: | Temporary-Seasonal Rates |
| Occupation Code: | | Last Updated: | July 31, 2026 |

## Purpose of the Position

Under the direction of the Assistant City Planner, assists with special projects in the Community Development Department, with the primary focus being on the Citywide Comprehensive Plan update.

## Essential Duties and Responsibilities

- Assists with planning projects in the Community Development Department.
- Assisting with the facilitation of public meetings and other engagement events
- Drafting communications and organizing outreach activities
- Collecting, analyzing, and summarizing data
- Assist with projects for Plan Commission and other city committees
- Administrative assistance, including but not limited to taking notes during meetings, drafting documents, and compiling engagement data.
- Attending special outreach activities as required.
- Performs related duties as required.

## Job Requirements

- A High School diploma or equivalent (GED, etc.)
- Undergraduate degree in or enrollment of studies in planning, natural resources, architecture, GIS, urban studies, sustainability, or a related field

## Performance Specifications

- Maintains prompt, predictable, and regular physical attendance
- Must be able to take direction and work well with others.
- Must be able to concentrate and perform accurately.
- Must be able to react to change productivity and handle other tasks as assigned.

## Work Environment

Ability to work under safe and comfortable conditions where exposure to environmental factors is minimal and poses little to no risk of injury.

**Acknowledgement**

All requirements of the described position are subject to change over time. The employee may be required to perform other duties as requested by the City.

Signature of Department Director: _____ Date: _____

I acknowledge that this job description is neither an employment contract nor a legal document. I have received, read, and understand the expectations for the successful performance of this job.

Printed Name: _____ Signature: _____ Date: _____

The City of Wausau is an Equal Opportunity Employer. In compliance with the American with Disabilities Act, the City will provide reasonable accommodations to qualified individuals and encourages both prospective and current employees to discuss potential accommodations with the employer.

July 31, 2026

To: Human Resources Committee

From: Randy Fifrick, Development Director

RE: Justification for adding Planning Intern – Comprehensive Plan Community Engagement

I am requesting authorization to hire a Planning Intern to support the City's ongoing Comprehensive Plan update, with a primary focus on community engagement. As we advance into the most public-facing phase of the planning process, our department is experiencing a significant increase in outreach, communication, and coordination needs. Ensuring broad, accessible, and equitable engagement is essential to producing a plan that reflects the community's values, priorities, and long-term vision.

The Planning Intern will provide critical support in the following areas:

- Assist with the design, promotion, and delivery of public engagement activities, including focus groups, pop-up events, and aggregation of survey results
- Support staff in organizing stakeholder meetings, maintaining contact lists, and documenting public input accurately and consistently.
- Conduct research and prepare visual and written materials that help residents understand planning concepts and provide meaningful feedback.
- Improve response capacity by helping staff address resident questions and logistical needs throughout the engagement period.
- Assist with Plan Commission and other committees.

The City's commitment to a thorough and inclusive process requires dedicated staffing beyond our current capacity. This has been further exacerbated by the vacancy in the Administrative Assistant position, which has significantly increased the workload related to compiling and posting agendas, preparing packets, and managing other essential administrative responsibilities. Hiring a Planning Intern will allow us to maintain momentum on the Comprehensive Plan without compromising the quality, depth, or accessibility of public involvement.

This temporary position also provides a valuable professional development opportunity for an emerging planner, strengthening our department's connection to future planning talent. The role is anticipated to run for four months, with a workload focused primarily on community engagement deliverables aligned with the project schedule outlined in the

adopted Public Participation Plan. Funding for the position is available through Comprehensive Plan update funds granted through a 2026 CIP request.

For these reasons, I respectfully request approval to proceed with hiring a Planning Intern to support Comprehensive Plan update community engagement efforts.

Sincerely,



Randy Fifrick, Development Director

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

Resolution from the Infrastructure & Facilities Committee Approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive.

**Committee Action:** Approved 5-0

**File Number:** 26-0917 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [ ]* | *NO [X]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [X]* | *Amount:* | |
| | *Recurring Costs:* | *YES [X]* | *NO [ ]* | *Amount: Maintenance costs vary* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** Business 51 is a four-lane divided urban roadway; and

**WHEREAS,** a State/Municipal project is proposed for BUS 51, CTH U to West Campus Drive; and

**WHEREAS,** the proposed project involves removing and replacing the existing pavement, installing a new sidewalk and pedestrian crossings, curb and gutter replacement in spot locations, culvert replacement, storm sewer adjustments and replacement, replacing traffic signals, and upgrading pavement markings to current standards; and

**WHEREAS,** a State/Municipal maintenance agreement is proposed which outlines the City of ; and

**WHEREAS,** per the agreement, the City of Wausau's responsibilities are to maintain the facility upon completion of the proposed project, with said responsibilities to include maintaining all items outside and under the travel way; removal of snow and ice; street sweeping; maintaining the storm sewer system; operation, maintenance, repair and replacement of street lighting; maintain crosswalk pavement markings; maintain signs and pavement markings; and

**WHEREAS,** the Infrastructure and Facilities Committee met on August 13, 2026, to review this State/Municipal agreement which details the responsibilities of both the State and the Municipality for maintenance upon completion of the proposed project and recommends approval.

**NOW THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau that the appropriate City officials are hereby authorized and directed to execute the attached State/Municipal agreement for maintenance for BUS 51, CTH U to West Campus Drive.

Approved:

_____

Doug Diny, Mayor

| | | |
|---|---|---|
| | **STATE/MUNICIPAL MAINTENANCE AGREEMENT** | Date: June 16, 2026<br><br>Road Name: BUS 51<br>Title: C Wausau, Badger Avenue<br>Limits: CTH U to West Campus Drive<br>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, grates, 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
RADIUS AND LAYOUT POINTS ARE SHOWN TO CURB & GUTTER FLAGELINE.

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
- XXXXXX SAWCUT
- ADJUSTING INLET COVERS

TLE
SEE CURB RAMP DETAILS
WV
WV
COMMERCIAL ENTRANCE
EX R/W
SAN
SAN MH
F1
T1
C4
H2
H1
H1
C3
22'
28'
C1
C&G TRANSITION
END CONSTRUCTION
STA 33+20 'SB'
SAWCUT REQ'D
MATCH EXISTING
BEGIN CONSTRUCTION
STA 33+71 'SB'
SAWCUT REQ'D
MATCH EXISTING
BUS 51 SB
12'
12'
C4
H1
S1
H1
Y1
XXXX
XXXX
28+00 'SB'
29+00 'SB'
30+00 'SB'
31+00 'SB'
32+00 'SB'
33+00 'SB'
34+00 'SB'
F1
C1
H1
C4
C&G TRANSITION
11'
11'
C1
H1
C&G TRANSITION
END CONSTRUCTION
STA 33+86 'SB'
SAWCUT REQ'D
MATCH EXISTING
28+00 'NB'
29+00 'NB'
30+00 'NB'
31+00 'NB'
32+00 'NB'
33+00 'NB'
34+00 'NB'
BUS 51 NB
C-37-0004
(SEE STRUCTURE PLANS)
12'
12'
12'
S1
H1
Y1
C5
C4
C2
Y1
C5
END PROJECT
STA 31+49 'NB'
SAWCUT REQ'D
MATCH EXISTING
SEE CURB RAMP DETAILS
EX R/W
HWY
SEE CURB RAMP DETAILS
201+00
W CAMPUS DR
SAN MH
PLE
TLE
R/W
TLE
R/W
EX R/W
EX R/W
EX R/W
EX R/W

| PROJECT NO: 6999-00-81 | HWY: BUS 51 | COUNTY: MARATHON | PAVING DETAILS | SHEET E |
|---|---|---|---|---|

FILE NAME : Y:\57XX\5701.DP24.BUS51.MRN\CADDS\69990081\SHEETS\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 11/26/2025 9:40 AM
PLOT BY : PARKER TISCHAUSER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
PRE_18
WISDOT/CADDS SHEET 44

**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.

**OFFICIAL MINUTES**
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Infrastructure & Facilities Committee |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Bruce Trueblood (C) | Matt Hoenecke |
| Andrew Wiskowski (VC) | Kristin Slonski |
| Michael Martens | |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

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

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

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

Resolution from the Public Health & Safety Committee Approving or Denying Various Licenses as Indicated.

**Committee Action:** Approved 4-0

**File Number:** 26-0108 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** your Public Health and Safety Committee considered certain license applications at its August 17, 2026, regular meeting, and has made recommendations that are attached hereto and recommends these actions to the Council for its approval.

**NOW, THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau that the City Clerk be hereby authorized to issue the licenses on the attached list, incorporated as part of this resolution, according to recommendations made by the Public Health & Safety Committee and upon successful completion and acceptable proof that all applicable state and municipal regulations and requirements have been met by the applicants.

Approved:

_____
Doug Diny, Mayor

**City Clerk**

**DATE:** September 8, 2026
**TO:** Public Health & Safety Committee
**SUBJECT:** Resolution from the Public Health & Safety Committee Approving or Denying Various Licenses as Indicated.

## PURPOSE

Approve or deny various licenses as indicated on the attached summary report of all applications received.

## BACKGROUND

Applications as listed have or will have a background check run by staff and reviewed by the Police Chief or a designee. In accordance with city ordinance, all permits approved are held for debts owed to the city until the debt is paid in full.

## RECOMMENDATION

**Denial Recommendation - New Bartender/Operator License:**

- **Shelby Ingram –** This application is recommended for denial due to 2025 current charges possession with intent greater than 40 grams of cocaine, maintaining a drug trafficking place, and felony possession with intent THC.
- **Darrius Williams –** This application is recommended for denial due to previous convictions of battery, felony possession of a firearm, and false imprisonment.

**Approval Recommendation - Public Transport Business License:**

- **Midwest Ryde LLC** located at 421 N. 3rd Avenue, license applicant Midwest Ryde LLC, Nathan Woller.

**Approval Recommendation – Special Event Class I License:**

- **RiverWest Fest** located at 400, 300, 200 AND 100 Block of S. 2nd Avenue on September 26 from 4:00 PM to 8:00 PM, license applicant Wausau River District, Alex Eichten.
- **Concert on the Square** located at the 400 Block, request to extend the special event license to September 2 from 6:00 PM to 8:00 PM, license applicant Wausau Events, Brooklyn Hess.

**Pending Recommendations – "Class B" Beer & Liquor Reserve License:**

- **Camp 51 Cantina** located at 1110 W. Campus Drive, license applicant Camp 51 Cantina LLC, Luis Cortes. The Liquor License Review Subcommittee will bring the recommendations to the committee meeting. The Liquor License Review Subcommittee recommended approval and the Public Health & Safety Committee concurred the approval.

**Approval Recommendation - Temporary "Class B" Picnic License:**

- **RiverWest Fest** located at 400, 300, 200 and 100 Block of S. 2nd Avenue on September 26 from 4:00 PM to 8:00 PM, license applicant Wausau River District, Alex Eichten.
- **Member Appreciation Picnic** located at 209 Washington Street on September 19 from 3:00 PM to 8:00 PM, license applicant Greater Wausau Chamber of Commerce, Kaycee Packard.
- **Fun@5 at Nicolet Bank** located at 511 S. 28th Avenue on September 24 from 4:00 PM to 8:00 PM, license applicant Greater Wausau Chamber of Commerce, Kaycee Packard.

**Approval Recommendation – Change of Agent for a "Class A" Beer & Liquor License:**

- **Kwik Trip #322** located at 1440 W. Campus Drive, license applicant Kwik Trip, Inc., Kim Guillaume as successor agent.

# PHS Date 08/17/2026

| License ID | License Typ | Name | Address | Details | Business | Begin Dt | End Dt | Police | PHS | Council |
|---|---|---|---|---|---|---|---|---|---|---|
| 233221 | 9010 - Bartender/Operator New | INGRAM, SHELBY | 3055 N 6TH ST WAUSAU WI 54403 | | KWIK TRIP #601 | 07/01/2026 | 06/30/2027 | No | | |
| 232718 | 9010 - Bartender/Operator New | WILLIAMS, DARRIUS | 305 STEWART AVE #2 WAUSAU WI 54401 | | FUEL ON #62 | 07/01/2026 | 06/30/2027 | No | | |
| 228330 | 9022 - Public Transport Business | WOLLER, NATHAN | 421 N 3RD AVE WAUSAU WI 54401 | | MIDWEST RYDE LLC | | | | | |
| 234103 | 9026 - Special Event - Class I | EICHTEN, ALEX | 316 SCOTT ST WAUSAU WI 54403 | RIVERWEST FEST on 09/26/2026 Organized by WAUSAU RIVER DISTRICT | | | | | | |
| 234110 | 9068 - "Class B" Beer & Liquor Reserve | CORTES, LUIS | 8150 N 60TH AVE WAUSAU WI 54401 | | CAMP 51 CANTINA | | | Yes | | |
| 234105 | 9069 - Temporary "Class B" (Picnic) | EICHTEN, ALEX | 316 SCOTT ST WAUSAU WI 54403 | | WAUSAU RIVER DISTRICT | | | | | |
| 233017 | 9069 - Temporary "Class B" (Picnic) | PACKARD, KAYCEE | 209 W WASHINGTON ST WAUSAU WI 54403 | | GREATER WAUSAU CHAMBER OF COMMERCE | | | | | |
| 233812 | 9069 - Temporary "Class B" (Picnic) | PACKARD, KAYCEE | 209 W WASHINGTON ST WAUSAU WI 54403 | | GREATER WAUSAU CHAMBER OF COMMERCE | | | | | |
| 228211 | 9061 - "Class A" Beer & Liquor | | 1440 W. CAMPUS DR WAUSAU WI 54401 | CHANGE OF AGENT TO KIM GUILLAUME | KWIK TRIP INC. | | | | | |

**Total Licenses** **5**

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

Joint Resolution from the Wausau Arts Commission and Infrastructure & Facilities Committee Approving a Right of Way Occupancy Agreement with Foundry on 3rd Ph 1, LLC for the Placement of a Sculpture at the Southeast Corner of 3rd Street and Washington Street.

**Committee Action:** Wausau Arts Commission Approved 4-1; Infrastructure & Facilities Committee Approved 3-0

**File Number:** 26-0912 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| COSTS | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS**, the Foundry on 3rd Ph 1, LLC ("Foundry") owns a piece of artwork and wishes to place the artwork adjacent to The Foundry within the right of way at the south-east corner of 3rd Street and Washington Street; and

**WHEREAS**, your Wausau Art Commission, at their July 7, 2026 meeting, discussed and recommended the placement of the artwork in the city's right of way; and

**WHEREAS**, your Infrastructure & Facilities Committee, at their July 9, 2026 meeting, discussed and recommended the placement of the artwork in the city's right of way and directed the city attorney's office to draft the appropriate agreement for execution.

**NOW, THEREFORE, BE IT RESOLVED** that the Common Council of the City of Wausau does hereby approve the attached Right of Way Occupancy Agreement with Foundry on 3rd Ph 1, LLC for the installation of artwork in the city's right of way at the south-east corner of 3rd Street and Washington Street and directs the proper city officials to execute the attached agreement.

Approved:

_____
Doug Diny, Mayor

# RIGHT OF WAY OCCUPANCY AGREEMENT

**THIS RIGHT OF WAY OCCUPANCY AGREEMENT** (the "Agreement") is made by and between Foundry on 3rd Ph 1, LLC, a Wisconsin Limited Liability Company ("Foundry") and the City of Wausau, a Wisconsin Municipal Corporation ("City"). Hereinafter, Foundry and City are sometimes collectively referred to as "the Parties."

**WHEREAS**, the Foundry owns a piece of artwork identified in Exhibit A attached hereto and incorporated herein (the "Work"); and

**WHEREAS**, the Foundry wishes to place the Work within the right of way at the south-east corner of 3rd Street and Washington Street, the area is identified in Exhibit B attached hereto and incorporated herein (the "Site"); and

**WHEREAS**, the City is willing to grant a revocable license to allow Foundry to place the Work within the Site;

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follow:

1. **Authorized Use of the Site**. The Foundry may place the Work within the Site. The City agrees that the Foundry may access the Site at any time for the purpose of installing or removing its Work.

2. **City's Right to Inspect; Removal**. The City shall have the right to inspect and approve any Work placed within the Site to ensure that any Work will not create any safety issues for pedestrians or motorists. Should the City determine, in its sole discretion, that the Work creates a safety hazard, the City will provide the Foundry with written notice, and the Foundry agrees to remove from the Site the Work within three (3) business days of such notice.

3. **Term**. This Agreement shall commence on the date this Agreement is executed by both parties and terminate upon fourteen (14) days written notice by either Party.

4. **Ownership of Artwork; Use of Image**. The Work shall be the property of the Foundry. The City or the Foundry may use images of the Work in promotional publications and other printed or web-based materials.

5. **Maintenance**. The Foundry shall take all reasonable efforts to ensure that the Work is properly maintained and protected against the ravages of time, vandalism, and the elements.

6. **Insurance**. The Foundry shall obtain and continuously maintain through the Term insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Work being located within the Site. The cost of insurance shall be borne by the Foundry. The Foundry shall obtain at minimum, commercial general liability insurance with a limit of not less than $1,000,000.00 per occurrence and $2,000,000.00 aggregate. The Foundry shall name the City as an additional insured and shall provide the City with a certificate of insurance prior to placing the Work within the Site.

7. **Indemnification**. The Foundry shall defend, indemnify, and hold harmless the City, its officers, elected officials, employees, independent contractors, agents, volunteers, and successors in interest from and against any and all third party claims, actions, suits, demands, damages, obligations, losses, settlements, judgments, costs and expenses, including actual attorneys' fees and costs which arise out of or result from any bodily injury or death, or loss of or damage to property, or any copyright infringement to the extent related in any way to the Work, except to the extent caused by the City's negligence or willful misconduct.

8. **Nonwaiver of Governmental Immunity**. The City does not waive, and specifically reserves, its rights to assert any and all affirmative defenses and limitations of liability as specifically set forth in Wis. Stat. Ch. 893 or as otherwise identified in law.

9. **Non-Transferrable**. Neither this Agreement nor any right or duty in whole or in part may be assigned, delegated or subcontracted without the written consent of the other Party.

10. **Notice**. All notices and communication required under this Agreement shall be in writing and delivered personally, through first class mail or via electronic means (including e-mail). All notices to a party shall be sent to such party's address listed below. Personal and electronic delivery shall be effective on the date given, mailed notices shall be deemed delivered two (2) days after being sent. Either party may, by like notice, change its address for all subsequent notices.

| CITY: | FOUNDRY: |
|---|---|
| City of Wausau<br>Attn: City Clerk<br>407 Grant Street<br>Wausau, WI 54403<br>cityclerk@wausauwi.gov | Foundry on 3rd Ph 1, LLC<br>Attn: Legal Department<br>1818 Parmenter Street, Suite 400<br>Middleton, WI 53562<br>legal@twallenterprises.com |

11. **Integration**. This Agreement constitutes the entire Agreement between the Parties and is the final, complete and exclusive expression of the terms and conditions thereof. All prior agreements, representations, negotiations and understandings of the Parties hereto, oral or written, expressed or implied, are superseded and merged herein.

12. **Severability**. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent be invalid or unenforceable, the remainder of this Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

13. **Amendments**. This Agreement may not be modified or amended except by execution of a written instrument signed by both Parties. No waiver of any rights hereunder shall be effective unless fully set forth in writing signed by the waiving Party.

14. **Enforceability**. If judicial proceedings are instituted by any Party to enforce or interpret

any term or provision of this Agreement, the prevailing party shall be entitled to collect all reasonable expenses incurred in those judicial proceedings including, but not limited to, reasonable attorney's fees.

15. **Headings**. The headings of clauses contained in this Agreement are used for convenience and ease of reference only and do not limit the scope or intent of the clause.

16. **Governing Law**. This Agreement shall be construed and enforced in accordance with the substantive laws of the State of Wisconsin. The Parties agree that the sole venue for any dispute arising out of this Agreement shall be the Circuit Court of Marathon County, Wisconsin.

17. **Execution**. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which taken together shall constitute one in the same instrument. Facsimile signatures shall be considered original signatures.

**IN WITNESS WHEREOF,** the Parties have signed this Land Use Agreement as of the date subscribed to below.

**CITY OF WAUSAU**

_____ Dated this ___ day of _____ 2026.
Doug Diny, Mayor

Attest:

_____
Rachel Brown, Clerk

**FOUNDRY ON 3RD PH 1, LLC**

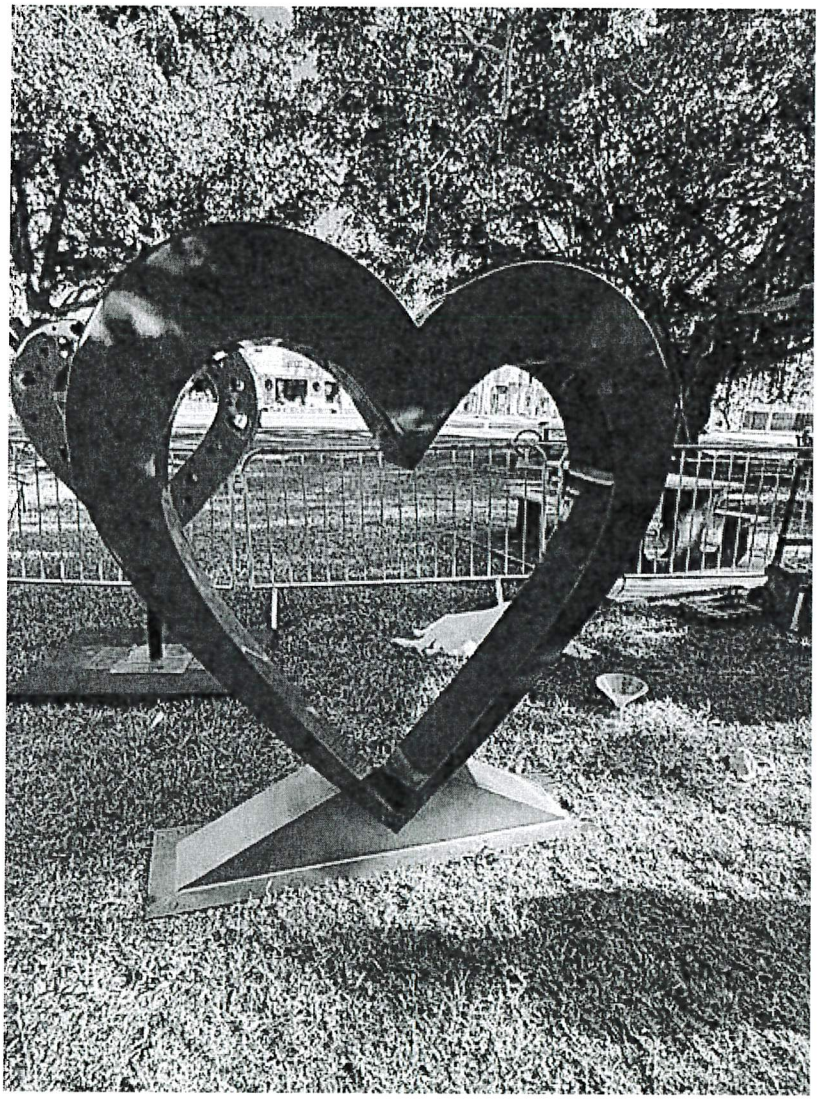
By:_____ Dated this ___ day of _____ 2026.

Its:_____

**INSERT EXHIBIT A**

FOUNDRY
on 3rd

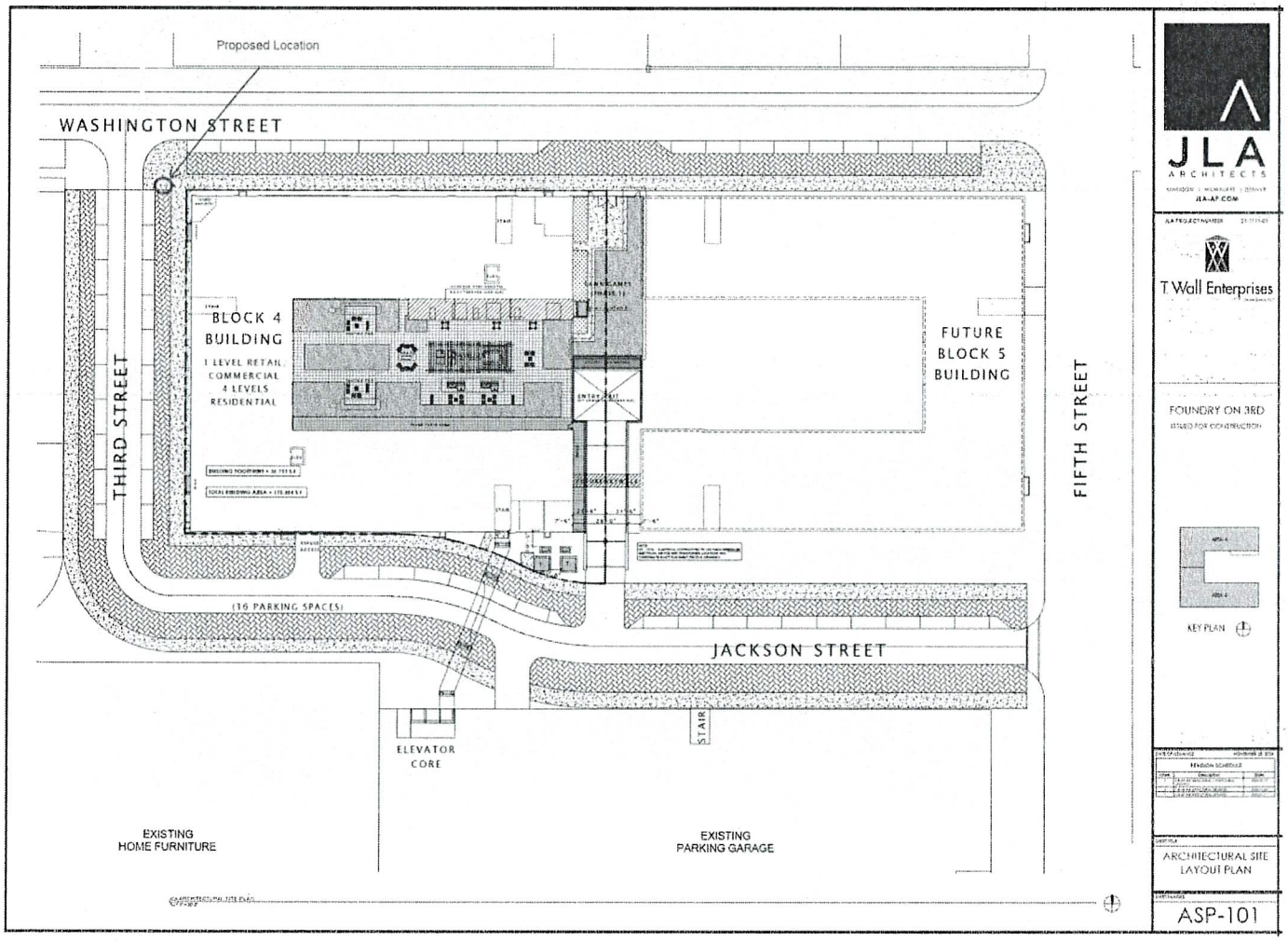
**Exhibit A**



**INSERT EXHIBIT B**

FOUNDRY on 3rd

# Exhibit B



**Community Development**

**DATE:** September 8, 2026
**TO:** Wausau Arts Commission
**SUBJECT:** Approving a sculpture at the south-east corner of 3rd Street and Washington Street.

## PURPOSE

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

## BACKGROUND

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

## RECOMMENDATION

May 11, 2026

To: Wausau Arts Commission and Infrastructure & Facilities Committee

Re: Foundry on 3rd - Request for Sculpture Installation in Right-of-Way

Dear Commissioners and Committee Members:

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

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

For your review, we have included the following exhibits:

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

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

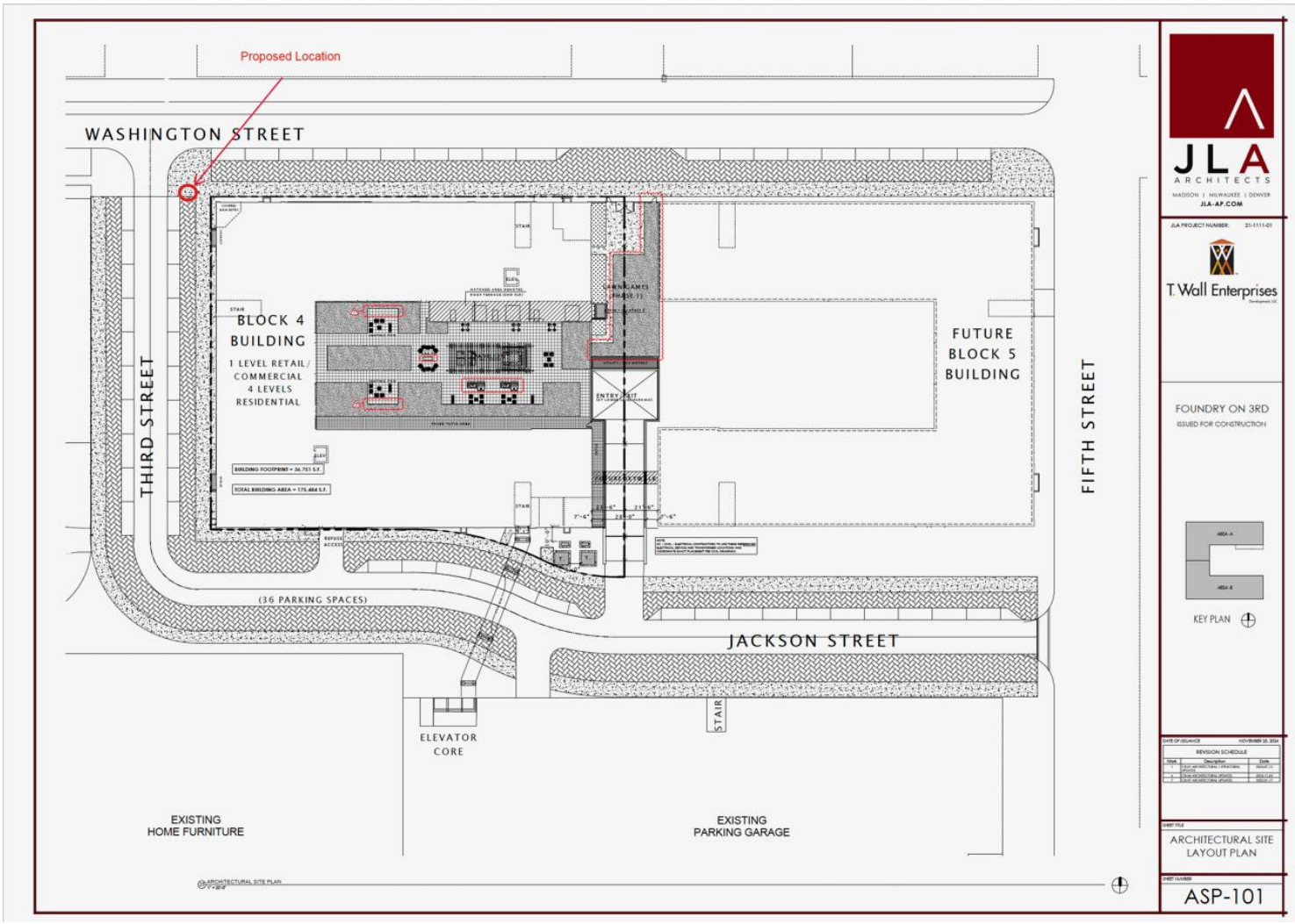
Thank you for your time and consideration. Please let us know if any additional information is needed to support your review.

Sincerely,

Nick Patterson
Development Manager
Foundry on 3rd Ph 1, LLC

FOUNDRY on 3rd

# Exhibit A



FOUNDRY
on 3rd

# Exhibit B



FOUNDRY
on 3rd

# Exhibit 3



**OFFICIAL MINUTES**
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Wausau Arts Commission |
| **DATE/TIME:** | Tuesday, July 7, 2026, at 4:00 PM |
| **LOCATION:** | Wausau City Hall — Maple Room<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Mara Mullen (C) | Tom Fleming |
| Andrew Wiskowski | Alora Kloval |
| Sean Wright | Keith Montgomery |
| Shannon Pueschner | |

Members Present: Sean Wright, Shannon Pueschner, Tom Fleming, Keith Montgomery, Andrew Wiskowski
Members Not Present: Mara Mullen
Members Excused:
Present 5, Not Present 1, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 04:05 PM.

## 1 Consideration of the minutes of the preceding meeting(s).

**September 15, 2025 and June 3, 2026** Regular Wausau Arts Commission Minutes

Motion by Commission Member Montgomery, seconded by Alderperson Wiskowski, to approve Regular Wausau Arts Commission Minutes. Motion Passed 4-0.

## 2 Discussion and possible action.

**a.** Approving a sculpture at the southeast corner of 3rd Street and Washing Street (T.Wall)

Lenz provided background on the sculpture request, which will go on the corner in the city right-of-way. Nick from T. Wall presented the sculpture concept and offered to answer questions. Wiskowski suggested that the Commission work on a process moving forward for future public art pieces and put an emphasis on hiring local artists when possible. Wright agreed with Wiskowski's comments.

Motion by Commission Member Montgomery, seconded by Alderperson Wiskowski, to approve a sculpture at the southeast corner of 3rd Street and Washington Street (T.Wall). Motion Passed 4-1.

## 3 Discussion.

**a.** Review on purpose of the commission (WMC 2.60.280(a)) and recent efforts.

Lenz provided the history of the commission and reviewed the purpose as outlined in ordinance. Wiskowski commented on the confusing structure and lack of clarity of the ordinance. He would like to see the commission as a proactive body as opposed to a reactive group. Flemming commented that it has been a proactive commission in the past, but has been reliant on who was on the commission. Wiskowski hopes that the commission can play a more active role in promoting and celebrating the arts in Wausau. Montgomery echoed that he had only seen the commission be reactive and questioned what planning and programming would look like for the group. Lenz shared that there have been some city plans (2020 Riverfront Plan, etc) that have included public art but no active plans.Wiskowski pointed to the Room Tax Commission as an example of where the Arts Commission could be involved. Lenz explained that other municipalities will give room tax dollars to the Arts Commission to use on public art, which could be explored in Wausau. Wiskowski is of two minds, the commission could embrace the ordinance and work to clean up the language, or dissolve. Wiskowski

shared that he has received feedback of an interest in more residential art and a designated graffiti site. Wiskowski suggested that commission members review the ordinance and come prepared for the next meeting to discuss possible changes. Staff will send a poll to determine meeting frequency and future dates.

**b.** Update on current projects - Logger sculpture in Riverlife

Lenz gave an update that the Logger sculpture has been delivered, and the base is currently being built. The sculpture will be installed once the concrete has cured and the dedication will be mid-August. The Commission will be invited to the dedication.

## 4 Adjournment.

Motion by Alderperson Wiskowski, seconded by Commission Member Wright, to adjourn. Motion carried 5-0. Meeting adjourned at 5:00pm.

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




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



**OFFICIAL MINUTES**
REGULAR MEETING

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

**MEMBERS:**

| | |
|---|---|
| Bruce Trueblood (C) | Matt Hoenecke |
| Andrew Wiskowski (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.

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## 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 difficultly 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

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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

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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.

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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,

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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

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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

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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

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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, Wesoloski 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

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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? Niksich 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.

Niksich 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**

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

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

Resolution from the Infrastructure & Facilities Committee 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.

**Committee Action:** Failed 0-5

**File Number:** 06-0909 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| COSTS | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS**, the City of Wausau purchased 209 E. Bridge Street and 1415 N. 3rd Street on December 22, 2006 for future road purposes; and

**WHEREAS**, with the purchase of the above mentioned properties, the City assumed a lease with The Lamar Companies ("Lamar") or the location of two outdoor advertising structures through December 31, 2015; and

**WHEREAS**, the City entered into an Amendment to the lease extending the term through December 31 2020; and

**WHEREAS**, on April 13, 2021, the Common Council approved a two (2) year lease with Lamar effective January 1, 2021 through December 31, 2022; and

**WHEREAS**, on March 14, 2023, the Common Council approved a five (5) year lease with Lamar which will expire on December 31, 2027; and

**WHEREAS**, the City 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; and

**WHEREAS**, on August 13, 2026, your Infrastructure & Facilities Committee discussed and recommended not entering into a Non-Binding Letter of Intent with Lamar.

**NOW, THEREFORE, BE IT RESOLVED** that the Common Council of the City of Wausau does hereby approve entering into a Non-Binding Letter of Intent with The Lamar Companies to purchase a permanent "spot" easement for the billboard signs at 1514 N. 3rd Street for a cash purchase price of $124,000.

Approved:

_____

Doug Diny, Mayor

**City Attorney**
**Anne Jacobson, City Attorney**

**DATE:** September 8, 2026
**TO:** Infrastructure & Facilities Committee
**SUBJECT:** Resolution from the Infrastructure & Facilities Committee 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.

**OFFICIAL MINUTES**
REGULAR MEETING

| | | | |
|---|---|---|---|
| **MEETING:** | Infrastructure & Facilities Committee | **MEMBERS:** | |
| **DATE/TIME:** | Thursday, August 13, 2026, at 5:00 PM | Bruce Trueblood (C) | Matt Hoenecke |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 | Andrew Wiskowski (VC)<br>Michael Martens | Kristin Slonski |

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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.
No Public Comment

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

**July 9, 2026** Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

## 3 Discussion and possible action.

**a.** Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

**b.** Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

**c.** Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

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Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

**d.** Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultand to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

**e.** Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being $3,718,002 and the city's cost being $595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is $595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesoloski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

**f.** Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive

Wesoloski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling $5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**g.** Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesoloski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount.  Slonski summarized that with these

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improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

**h.** Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass 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. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordnance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordnance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass 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. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonito noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordnance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

**i.** Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

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inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

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with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

**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

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a 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. Motion Failed 0-5.

**n.** Approving Access Agreement with 3M Company at 1300 Cleveland Avenue

This item was pulled from the agenda prior to the start of the meeting.

**o.** Approving Encroachment Permit for 630 N.3rd Street

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

**4 Discussion.**

**a.** Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

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property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

**b.** Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

## 5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

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

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

DRAFT

LAMAR | CENTRAL WISCONSIN
9237 Heritage Drive | Marshfield, WI 54449
P: 715.387.3449 | F: 715.384.2752 | W: lamar.com

LAMAR

July 14th, 2026

RECEIVED
JUL 20 2026
CITY ATTORNEY
WAUSAU, WI

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



LAMAR | CENTRAL WISCONSIN

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: _____
Vice President/General Manager

Date 3/16/23

CITY OF WAUSAU, LESSOR

BY: _____
Katie Rosenberg, Mayor

BY: _____
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

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

Resolution from the Human Resources Committee Approving Organizational Structure Changes and Succession Planning for the Department of Public Works and Utilities.

**Committee Action:** Approved 4-1

**File Number:** 26-0906 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [ ]* | *NO [X]* | *Budget Decrease* | |
| | *Included in Budget:* | *YES [X]* | *NO [ ]* | *Budget Source:* | |
| | *One-time Costs:* | *YES [ ]* | *NO [X]* | *Amount:* | |
| | *Recurring Costs:* | *YES [X]* | *NO [ ]* | *Amount:($9,000) Savings* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [X]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [X]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [X]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [X]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the Department of Public Works & Utilities (DPWU) has evolved significantly in operations and as an organization over the past several years; and

**WHEREAS,** DPWU currently has six separate divisions; and

**WHEREAS,** DPWU has been tasked to develop a formal succession plan for all divisions; and

**WHEREAS**, to formalize a Succession Plan, the organizational chart, including necessary reclassifications, needs to be updated to reflect how the department is currently operating; and

**WHEREAS**, the organizational chart attached shows the changes and reflects how DPWU currently operates; and

**WHEREAS**, the organizational change requires the reclassification of three different positions and the elimination of one position as shown on the attached organizational chart; and

**WHEREAS**, the proposed organizational change would establish an annual budget savings of $9,000 with the elimination of a part-time position; and

**WHEREAS,** your Human Resource Committee recommends the organizational change and the establishment of a formal succession plan.

**NOW, THERE BE IT RESOLVED,** by the Common Council of the City of Wausau, that the proper City officials are hereby authorized and directed to approve the organizational changes and reclassifications for DPWU.

Approved:

_____

Doug Diny, Mayor

Department of Public Works & Utilities

Eric Lindman, P.E.
Director of Public Works and Utilities

**TO:** Human Resource Committee

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

**DATE:** August 10, 2026

**SUBJECT:** DPWU Organizational Structure Changes & Succession Planning

---

The Department of Public Works and Utilities (DPWU) currently has six separate divisions with a total of 112 employees. The current divisions within DPWU are as follows:

1. Streets & Maintenance
2. Engineering
3. GIS
4. Inspections
5. Water
6. Wastewater

Periodic review of the department organizational structure is beneficial for continuous organizational improvements and efficiencies. One critical planning piece in the department is the development of formal succession plan to manage and mitigate disruption in services during vacancies. The objective is to have a more structured organization that identifies key roles and responsibilities of potential incumbents that may be viewed as replacements when management vacancies occur. Even if these existing employees do not permanently fill a vacant position it would be the intent to have them temporarily fill that role until a replacement is hired. Establishing a succession plan will ensure positions with significant decision-making authority will be covered when the positions become vacant, maintaining continuity of DPWU operations and service to the community.

I have attached both the current DPWU organizational chart (107.5 employees) and the proposed DPWU organizational chart (107 employees) highlighting the changes. Once the changes are implemented DPWU will have the following established Divisions:

1. Streets & Maintenance
2. Engineering
3. GIS
4. Fleet/Motorpool
5. Inspections
6. Water
7. Wastewater

The organizational structure of the department has changed over the past several years to fit with the operational and administrative changes as they were implemented. Flat organizational structures limit growth and succession planning. The changes made to date have been significant and have been made over time, so the department has time to adjust in both operations and structure. DPWU has made some significant operational changes which have affected most divisions within the department. Technology use has also grown significantly and continues to grow in use throughout the department, this has required significant training of staff and purchases of hardware throughout the department to use the technology. Below is the list of proposed changes and financial impacts for the department. The proposed changes reflect how the department is currently operating and identify the fiscal impact of the proposed changes.

Finalizing and establishing a well-structured hierarchical organization will help with establishing a formal succession plan. Making changes slowly over the past several years has made the transition more tolerable for employees and more effective when implementing these organizational changes. The proposed changes to the organizational structure noted below fit with our current operations and will allow a much more sustainable succession plan to be established.

Future-looking potential changes will depend on budget decisions made by city council. Further efficiencies and improvements would be beneficial for the department if the city were to move forward with diversifying revenue rather than relying on property taxes. It would be beneficial for the organization to have steady committed budgets such as storm water utility, garbage/refuse fee, vehicle registration fee, etc. These are future potential discussions and decisions that would likely affect how services are funded and likely how DPWU is currently organized.

| DPWU Organizational Chart Changes - Succession Planning - July 2026 | | | | |
|---|---|---|---|---|
| **Division** | **Item** | **Changes** | **Proposed Reclass** | **Fiscal Impact** |
| **Inspections** | | | | |
| Both of these positions currently perform 70% of their work in facility maintenance. | 1 | Move two operators (Carpenter Shop staff) under Facilities supervision within the Inspections Division | NA | $0 |
| This change is in line with other Division heads as Superintendents. Creates consistency. | 2 | Change title of Division head from Chief Inspector/Zoning Administrator to Inspections Superintendent. Reclass Superintendent position. | NA | $0 |
| More evenly spread out Supervision of employees and the Building Inspector position is likely the next position for advancement of a property inspector. | 3 | Place Property Inspectors under the supervision of the Building Inspector and update job Description of the Building Inspector | NA | $3,000 |
| This position has been difficult to fill. Moving two employees from streets under facility supervision will assist and allow for further organizational efficiency without fiscal impact. | 4 | Eliminate Part Time Position in Facilities | NA | -$30,000 |
| **Street & Maintenance Division** | | | | |
| Both positions currently perform 70% of their work in facility maintenance. | 1 | Two operators moved under Facility supervision | NA | $0 |
| Added responsibilities and required certifications | 2 | Rename Traffic Maintainer position to Traffic Control Technician, update job description and reclass (2-positions) | PG19 to PG18 | $9,000 |
| Fleet currently operates as a division, has its own budget and is proposed to be separated from Streets physically. Added responsibilities and established the Fleet Manager as a Superintendent. | 3 | Motorpool or Fleet would become a separate Division of DPWU rather than being under the Streets Division. Fleet Manager would change to Fleet Superintendent | PG14 to PG12 | $9,000 |
| | | | | **-$9,000** |

# Department of Public Works & Utilities
# Organizational Chart - Updated July 2026

DPWU Employees
Proposed Total = 107
107 FTE

Director
Public Works & Utilities

Streets & Maintenance Superintendent
- Street Supervisor 2 FTE
- Traffic Control Specialist 2 FTE
- Sr. Equipment Operator 3 FTE
- Equipment Operator 16 FTE
- Street Maintainer 4 FTE
- Utility Worker 1 FTE
- Administrative Assistant II

Streets Employees Total = 32

Fleet Superintendent
- Fleet Analyst
- Fleet Supervisor
- Parts Specialist
- Sr. Equipment Mechanic 2 FTE
- Equipment Mechanic 5 FTE

Fleet Employees Total = 11

Environmental Engineer

City Engineer Project Manager
- Project Engineer
- City Surveyor
- Engineer Tech 5 FTE

Engineer Employees Total = 12

GIS Analyst

Office Manager
- Administrative Assistant II

Inspection Superintendent
- Electrical Inspector
  - Electrical Worker III 3 FTE
- Building Inspector
  - Property Inspector 2 FTE
- Plumbing Inspector
- Admin Assistant II 2 FTE
- Facilities Manager
  - Facility Maintenance 1 FTE
  - Equipment Operator-Facility Tech 2 FTE

Inspection Employees Total = 15

Wastewater Superintendent
- Wastewater Collection Supervisor
  - Sr. Collection System Tech
  - Collection System Tech 5 FTE
- Lab Technician
- Wastewater Plant Operation Supervisor
  - Wastewater Plant Operation Tech 6 FTE

Wastewater Employees Total = 16

Water Superintendent
- Water Distribution Supervisor
  - Sr. Water Distribution Maintainer
  - Water Distribution Maintainer 8 FTE
  - Water Distribution Maintainer/Relief Operator 1 FTE
- Utility Resource Manager VACANT
- Admin Assistant III
- Admin Assistant II
- Water Operations Supervisor
  - Water Plant Operator
  - Sr. Water Plant Operation Tech
  - Water Plant Operation Tech 2 FTE

Water Employees Total = 20

Move postions to another Supervisor

Promote within or reclass position

Vacant

Delete/edit number of positons

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

Joint Resolution from the Human Resources Committee and Finance Committee to Approve the Reclassification of Human Resources Specialist to Human Resources Generalist.

**Committee Action:** Human Resources Committee Approved 5-0; Finance Committee Approved 4-1

**File Number:** 26-0918 **Date Introduced:** September 8, 2026

| FISCAL IMPACT SUMMARY | | | | | |
|---|---|---|---|---|---|
| COSTS | *Budget Neutral:* | *YES [X]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [X]* | *NO [ ]* | *Budget Source: Vacancy Savings* | |
| | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the existing Human Resources Specialist position has evolved beyond its original scope, with responsibilities increasingly requiring broader professional-level knowledge, independent judgment, problem-solving, and involvement across multiple areas of Human Resources; and

**WHEREAS,** the position's responsibilities have expanded to include professional Human Resources functions such as recruitment and onboarding, employee relations, benefits and leave administration, workers' compensation, HRIS functions, training and development, policy administration, records management, compliance, and support of City departments and supervisors; and

**WHEREAS,** the Human Resources Department has reviewed the duties, responsibilities, and organizational needs associated with the position and determined that reclassification from Human Resources Specialist to Human Resources Generalist appropriately recognizes the professional scope and level of responsibility of the position; and

**WHEREAS,** this reclassification reflects the evolution of an existing position and the operational needs of the Human Resources Department and does not represent the creation of an additional position; and

**WHEREAS,** the City's current compensation structure for Pay Grade 16 provides an annual salary range of approximately $60,320 to $84,406**,** subject to the City's approved compensation plan and future adjustments.

**NOW THEREFORE BE IT RESOLVED** by the Common Council of the City of Wausau that the existing Human Resources Specialist position is hereby reclassified as Human Resources Generalist.

**BE IT FURTHER RESOLVED**, that the Human Resources Generalist position shall be classified at Pay Grade 16**,** with compensation administered in accordance with the City's approved compensation plan and applicable personnel policies.

**BE IT FURTHER RESOLVED**, that this reclassification shall become effective September 13, 2026.

Approved:

_____

Doug Diny, Mayor

Human Resource Committee Packet Memo

August 10, 2026

## Agenda Items

Discussion and Possible Action: approval of reclassification of Human Resources Specialist to a Human Resources Generalist.

## Background

Historically, the position focused primarily on recruitment and administrative support. Today, the position serves as one of the City's primary professional Human Resources positions supporting every department within the organization.

The Human Resources Specialist position has evolved to perform Human Resources Generalist duties. Responsibilities for this position are more complex in the ever-changing landscape.

The position independently administers numerous Human Resources programs while serving as an advisor to supervisors, employees, applicants, department heads, and elected officials.

The proposed classification more accurately represents the current scope of work while providing greater consistency with comparable municipalities and recognized Human Resources career paths.

The Human Resources Department has evaluated the new responsibilities under the Decision Band Matrix and recommends the Human Resource Generalist position be classified at salary grade 16 ($63,980 - $84,406).

## Fiscal Impact

The 2026 budgetary constraints are a reality that are understood; the department will have budget savings with the vacancy of the Human Resources Director. The recognized savings for the estimated 4 months of vacancy will be $40,047.60. The change of pay grade for the remainder of the year will be $3,614.40.

## Staff Recommendation

The position should be reclassified from 19 to 16 grade to reflect the level of professional responsibilities that the current assigned incumbent Specialist is performing.

Staff Contact: Anne Keenan 715-261-6632 anne.keenan@wausauwi.gov

DRAFT

**CITY OF WAUSAU HUMAN RESOURCES COMMITTEE**
**MINUTES OF OPEN SESSION**

| | |
|---|---|
| DATE/TIME: | August 10, 2026, at 4:45 p.m. |
| LOCATION: | City Hall (407 Grant Street) – Council Chambers |
| MEMBERS PRESENT: | Terry Kilian, Lou Larson, Michael Martens, Vicky Tierney, Andrew Wiskowski |
| MEMBERS ABSENT: | |
| Also Present: | Anne Keenan |

Meeting called to order by Chairperson Tierney.

Public Comment on Agenda Items and Reading of the City of Wausau Public Comment Statement.
No one was present for public comment.

Approval of the July 2026 Minutes.
Motion by Alder Wiskowski and seconded by Alder Kilian to approve the July 13, 2026 Human Resources Committee meeting minutes.

Motion carried unanimously.

Discussion and Possible Action: Approve Reclassification of Human Resources Specialist to Human Resources Generalist.
Interim Human Resources Director Anne Keenan presented a request to reclassify the Human Resources Specialist position to Human Resources Generalist. Keenan explained that the scope and complexity of Human Resources responsibilities have grown significantly since the City's last classification and compensation study and that the position has evolved beyond a specialized administrative and recruitment focus. The incumbent currently performs professional-level work across a broad range of Human Resources functions, including recruitment and onboarding, compensation and classification analysis, employee and labor relations, policy development, compliance, HRIS administration, and consultation with employees and departments. Keenan stated that the proposed Generalist classification more accurately reflects the duties already being performed rather than representing the addition of new responsibilities.

Keenan also discussed the proposed structure of the Human Resources Department, consisting of an HR Director, Assistant HR Director, HR Generalist, and the previously approved HR Coordinator position. She explained that the structure would provide clearer levels of responsibility and opportunities for professional growth within the department while allowing the Coordinator to assume more administrative and basic HR functions. Keenan noted that the proposed structure had been discussed with former HR Director Lisa Nowak as part of her vision for the department prior to her departure.

Committee members discussed whether the reclassification should occur before a new Human Resources Director is hired. Alder Larson questioned whether the Generalist position was intended to replace the Director position and expressed concern about proceeding before the new Director could

evaluate the department's organizational structure. Keenan clarified that the Generalist would not replace the Director and that recruitment for a new Director would continue. Mayor Diny reported that plans were underway to post the Director position and that the City intended to initially utilize its customary recruitment resources before considering a consultant-assisted national search.

Alder Kilian expressed support for recognizing the increased responsibilities currently being performed but questioned whether the new Director should have an opportunity to determine the department's structure. Keenan responded that the incumbent is already performing Generalist-level duties and should be appropriately classified and compensated for that work. She further explained that establishing the structure before the new Director's arrival could provide greater departmental stability and allow the new Director to begin with key organizational pieces already in place.

Alder Wiskowski noted that the additional salary cost for the reclassification would be offset in the current year by savings resulting from the vacant Director position. He also questioned whether the reclassification could be made on an interim basis until the Director and Coordinator positions were filled, allowing the new Director to reassess the structure. Alder Martens supported proceeding with the permanent reclassification, stating that an employee performing work above the scope and pay grade of the existing classification should be classified and compensated at the appropriate level. Alder Larson expressed concern that making the change before the new Director was hired could result in the position later being changed or rescinded and favored waiting until the Director was in place.

Chair Tierney acknowledged the concerns regarding the incoming Director's ability to shape the department but also expressed concern about an employee being undercompensated for the work being performed. Keenan confirmed that the proposed Generalist position would encompass the duties currently assigned to the Specialist and that an additional Specialist position would not be sought under the proposed structure.

Motion by Alder Martens, seconded by Alder Kilian, to approve the reclassification of the Human Resources Specialist position to Human Resources Generalist.

Motion carried unanimously.

**Discussion and Possible Action: Approve the Creation of a Planning Intern Position.**

Assistant City Planner Carrie Edmondson presented a request to create a temporary, part-time Planning Intern position to assist with the City's comprehensive plan update. Edmondson explained that the position is anticipated to work approximately 15 hours per week for three to four months at approximately $16 per hour, with a total cost not to exceed approximately $5,000. The primary responsibilities would involve assisting with public engagement efforts, data collection and aggregation, focus groups, and other work associated with the comprehensive plan update. The intern would also have opportunities to gain professional planning experience through other projects and Planning Commission activities.

Edmondson explained that the City's approved public participation plan includes a variety of engagement methods, including surveys, focus groups, stakeholder interviews, neighborhood meetings, and "meeting in a box" activities. While staff could complete the comprehensive plan without an intern, she stated that additional assistance would allow for a more inclusive and meaningful public engagement process and help manage the significant amount of data collection, coordination, and analysis associated with those efforts.

Committee members discussed the temporary nature of the position, recruitment of a college student studying planning or a related field, and whether the internship could extend beyond a traditional academic semester. Edmondson clarified that the position would not be tied to academic credit and would remain limited to approximately four months, with the majority of the work occurring during the fall public engagement process.

Alder Kilian questioned whether the Community Development Department's part-time Administrative Assistant could perform the work proposed for the intern. Edmondson explained that the Administrative Assistant position has significant existing responsibilities supporting multiple boards, commissions, and departmental administrative functions, while the internship is intended to provide professional-level planning experience and support specifically related to the comprehensive plan. Kilian also emphasized the importance of maintaining the position as temporary due to budgetary concerns.

Alder Wiskowski questioned the benefit of adding the position given current budget constraints and asked what measurable value the City would receive from the internship. Edmondson explained that community engagement expectations have increased significantly and that additional assistance could improve the quality and breadth of participation in the comprehensive planning process. Discussion also addressed the value of recruiting a candidate with the knowledge and skills to assist the City in reaching a variety of community demographics through its public engagement efforts.

Alder Martens clarified that funding for the internship is already included within the amount budgeted for the comprehensive plan and would not require a budget modification or additional funding. Edmondson confirmed that the funds could otherwise be used for consultant or staffing assistance associated with the comprehensive plan.

Motion by Alder Larson, seconded by Alder Wiskowski, to approve the creation of a temporary, part-time Planning Intern position to assist the Community Development Department with the comprehensive plan update.

Motion carried unanimously.

**Discussion and Possible Action: Approve the Organizational Structure Changes & Succession Planning for Department of Public Works and Utilities.**

Public Works and Utilities Director Eric Lindman presented proposed organizational structure changes intended to improve operational efficiency and support succession planning within the Department of Public Works and Utilities. The proposal included reclassifying the Building Inspector position,

reclassifying the Fleet Manager position to Fleet Superintendent, reclassifying Traffic Maintainer positions to Traffic Control Specialists, eliminating the part-time Building Maintenance Technician position, and moving two Equipment Operator positions currently assigned primarily to facilities work from Streets to Facilities. Lindman explained that the Equipment Operators would continue to perform winter plowing responsibilities but would report directly to the Facilities Manager for their primary duties.

Alder Kilian questioned the financial impact of the proposed changes and whether potential new fees or other revenue sources referenced in the supporting materials were necessary to fund the proposal. Lindman clarified that the proposed reclassifications and organizational changes are not dependent upon those revenue sources and that savings from eliminating the part-time Building Maintenance Technician position would more than offset the cost of the proposed reclassifications. Alder Wiskowski confirmed that the fiscal analysis provided by Lindman reflected an estimated annual savings of approximately $9,000.

Alder Larson expressed concern that the proposed restructuring would not address other issues currently facing the Department of Public Works and Utilities and suggested delaying action until those matters could be brought before the Committee at a future meeting. Following a point of order raised by Alder Kilian regarding whether those concerns were germane to the agenda item, discussion was limited to the organizational restructuring and succession planning proposal before the Committee. Lindman clarified that the proposed changes were not intended to address other departmental matters but were designed to establish what he believed to be the most efficient organizational structure and provide a foundation for formal succession planning.

Alder Martens asked for additional information regarding the elimination of the part-time Building Maintenance Technician position, noting that the position had originally been created to address unmet facility maintenance needs. Lindman explained that the City has experienced ongoing difficulty retaining employees in the part-time position, with employees frequently leaving for full-time opportunities with benefits. He stated that moving the two existing full-time Equipment Operators who already perform substantial facilities work directly under the Facilities Manager, combined with implementation of a new work order and asset management system, is expected to improve prioritization, supervision, and efficiency. Lindman indicated that the arrangement would be evaluated during 2027 to determine its effectiveness.

Interim Human Resources Director Anne Keenan supported the proposed reporting structure, noting that the two Equipment Operators currently receive direction from both Streets and Facilities, which can create uncertainty regarding work priorities. She stated that establishing a single reporting relationship under Facilities should provide clearer direction to the employees and improve operational efficiency.

Motion by Alder Kilian, seconded by Alder Wiskowski, to approve the organizational structure changes and succession planning for the Department of Public Works and Utilities.

Motion carried 4-1, with Alder Larson opposed.

**Discussion.**

Prior to adjournment, Alder Wiskowski asked Interim Human Resources Director Anne Keenan about the department's ability to manage its workload while operating with reduced staffing and whether additional support may be needed. Wiskowski expressed concern regarding the potential for employee burnout and the need to reprioritize departmental work while the HR Director position remains vacant and the department continues to operate with two staff members.

Keenan acknowledged that the department is significantly understaffed and managing a substantial workload, including ongoing recruitment, benefits administration, employee support, and other Human Resources responsibilities and projects. She stated that staff are working to maintain service levels but asked for patience from employees and departments while Human Resources operates with limited capacity. Keenan noted that the previously approved HR Coordinator position would be considered by the Common Council later that week, including a request to allow recruitment for the position to proceed sooner rather than waiting until a new HR Director is hired. She explained that having a Coordinator hired and trained before the arrival of a new Director could provide additional support to the department and assist with the transition.

Wiskowski reiterated concern regarding burnout and encouraged Human Resources staff to communicate with the Committee if workload demands became unmanageable. Committee members also discussed whether temporary administrative assistance could provide short-term support. Keenan stated that temporary assistance could be considered if necessary but noted that the time required to train a temporary employee, combined with the complexity and confidentiality of many Human Resources functions, may limit the benefit compared with hiring and training the approved HR Coordinator position.

**Adjournment.**

Motion by Alder Wiskowski. Second by Alder Martens. Meeting adjourned.

_____

Vicky Tierney
Human Resources Committee, Chair

Video available: https://www.youtube.com/watch?v=pWIYd6jS2EI

# JOB DESCRIPTION
# Human Resources Generalist

| | | | |
|---|---|---|---|
| Job Title: | Human Resources Generalist | Reports To: | Human Resources Director |
| Department: | Human Resources | FLSA Status: | Exempt |
| Division: | Administrative | EEO Code: | 2- Professional |
| Salary Grade: | 16 | Job Code: | CW 0630 |
| Employee Group: | General Employee | Training Category: | C- Professionals |
| Created: | July 2026 | Last Revision: | July 2026 |

*This description is not an announcement of a position opening. To view current openings please visit www.wausauwi.gov. The following statements are intended to describe, in broad terms, the general functions and responsibility levels characteristic of positions assigned to this classification. They should not be viewed as an exhaustive list of the specific duties and prerequisites applicable to individual positions that have been so classified.*

## Purpose of the Position

The Human Resources Generalist is responsible for administering professional Human Resources programs and services that support the City's workforce and organizational objectives. The position develops, administers, and continuously improves assigned Human Resources programs to promote consistent employment practices, regulatory compliance, operational effectiveness, and exceptional customer service. Serves as a professional Human Resources resource by providing guidance, conducting research and analysis, developing recommendations, and supporting Human Resources leadership in the delivery of Human Resources services.

## Essential Duties and Responsibilities

1. **Recruitment & Talent Acquisition**
   Develops, administers, and continuously improves the City's recruitment and selection program to promote consistent hiring practices, regulatory compliance, positive candidate experiences, and successful recruitment outcomes throughout the candidate lifecycle. Partners with departments to identify staffing needs, develop recruitment strategies, coordinate recruitment activities, evaluate candidate qualifications, facilitate the interview and selection process, and support hiring recommendations.
2. **Compensation & Classification Administration**
   Develops, reviews, and maintains job descriptions and provides professional Human Resources analysis to support equitable compensation, position classification, and organizational alignment. Assists with compensation recommendations, classification reviews, and position evaluations to ensure positions accurately reflect operational needs and organizational structure.
3. **Human Resources Information Systems (HRIS)**
   Responsible for the administration and integrity of assigned Human Resources Information System (HRIS) functions to ensure accurate position-related information, reliable reporting, regulatory compliance, and effective organizational decision-making. Maintains position information, reviews personnel and organizational changes, supports HR technology initiatives, and promotes efficient Human Resources processes.

4. **Employee & Supervisor Guidance**
   Promotes consistent interpretation and application of Human Resources policies, procedures, employment practices, and applicable collective bargaining agreements by providing guidance and consultation to employees and supervisors. Assists departments in resolving Human Resources questions and supports informed employment decisions while referring complex employee relations, disciplinary, labor relations, and legal matters to Human Resources leadership.
5. **Performance Management**
   Develops, coordinates, and administers the City's performance management program to promote accountability, consistency, and timely employee evaluations. Provides guidance regarding performance evaluation procedures, monitors program compliance, and supports performance-related personnel actions.
6. **Regulatory Compliance**
   Administers assigned Human Resources regulatory compliance programs to ensure compliance with applicable federal, state, local, and organizational requirements. Monitors compliance activities, reviews required documentation, provides guidance regarding employment-related regulations, and supports departments in maintaining compliant Human Resources practices.
7. **Human Resources Policies & Process Improvement**
   Develops, implements, and continuously improves Human Resources policies, procedures, and standard operating practices to promote consistency, efficiency, regulatory compliance, and customer service throughout Human Resources operations. Conducts research, evaluates best practices, recommends process improvements, and supports implementation of organizational initiatives.
8. **Professional Support to Human Resources Leadership**
   Provides professional Human Resources consultation and analytical support to Human Resources leadership through research, data analysis, project coordination, policy development, and organizational initiatives. Develops recommendations, prepares reports and supporting documentation, and performs related professional Human Resources duties that contribute to effective organizational decision-making and continuous improvement.

**Additional Duties and Responsibilities**

- Performs various duties and special projects as assigned.

**Education and Experience Requirements**

Associate degree; and
Five (5) or more years of progressive, related Human Resources experience; or
A combination of education, training, and experience that provides the required knowledge, skills, and abilities may be considered.

*Preferred Qualifications:*

- Human Resources experience in Municipalities or Public Administration

**Knowledge, Skills and Abilities**

- Knowledge of principles, practices, and laws applicable to human resources administration, including recruitment and selection, compensation and classification, performance management, Human Resources Information Systems (HRIS), applicant tracking systems (ATS), employment regulations, and regulatory compliance.

- Ability to interpret and consistently apply Human Resources policies, procedures, collective bargaining agreements, and applicable laws and regulations.
- Ability to research, analyze, and evaluate information, develop recommendations, and assist with implementing effective Human Resources programs, policies, and procedures.
- Ability to communicate effectively, both verbally and in writing, and establish and maintain positive working relationships with employees, supervisors, department directors, elected officials, external agencies, and the public.
- Ability to exercise sound judgment, maintain confidentiality, and manage sensitive information with professionalism and discretion.
- Ability to organize and prioritize multiple assignments, manage competing deadlines, and adapt to changing priorities while maintaining accuracy and attention to detail.
- Proficiency in the use of Human Resources Information Systems (HRIS), applicant tracking systems (ATS), Microsoft Office applications, and other technology used to administer Human Resources programs and maintain accurate records.

**Physical and Working Environment**

Normal office working conditions within minimal exposure to disagreeable elements.
Normal mental and visual attention is required. Minimal physical demand with minimal exposure to workplace hazards.

**Acknowledgement**

All requirements of the described position are subject to change over time. The employee may be required to perform other duties as requested by the City.

Signature of Department Director: _____ Date: _____

I acknowledge that this job description is neither an employment contract nor a legal document. I have received, read, and understand the expectations for the successful performance of this job.

Printed Name: _____

Signature: _____ Date: _____

The City of Wausau is an Equal Opportunity Employer. In compliance with the American with Disabilities Act, the City will provide reasonable accommodations to qualified individuals and encourages both prospective and current employees to discuss potential accommodations with the employer.

DRAFT

City of Wausau
Human Resources Department
407 Grant Street – Wausau, WI 54403

Anne Keenan, Interim HR Director
Ph: 715-261-6632  Fax: 715-261-4137

Date: August 10, 2026

To: Human Resources Committee
Mayor Doug Diny

From: Anne Keenan, Interim Human Resources Director

Re: Human Resources Department Adjustments

## Background

Over the past several years, the Human Resources Department has experienced significant growth in both the complexity and scope of its responsibilities. Since approximately 2019, the position currently classified as Human Resources Specialist has evolved well beyond its original administrative focus.

The incumbent now performs professional-level Human Resources work including workforce planning, compensation and classification analysis, policy development, labor relations support, employee relations, organizational development, HRIS administration, compliance, recruitment strategy, and technical consultation to departments throughout the organization.

These responsibilities are no longer temporary assignments or special projects. They have become essential operational functions that support the City's strategic workforce objectives and require independent judgment, analytical skills, and professional Human Resources expertise.

## Recommendations

It is recommended that the Human Resources Specialist position be reclassified to Human Resources Generalist to accurately reflect the level of professional responsibilities currently assigned and performed.

Across Wisconsin municipalities and the broader Human Resources profession, the title Human Resources Generalist is commonly used for positions that perform a broad range of professional HR functions including recruitment, employee relations, compensation, classification, policy development, compliance, HRIS administration, and organizational support.

The proposed classification more accurately represents the current scope of work while providing greater consistency with comparable municipalities and recognized Human Resources career paths.

- Provide professional consultation and guidance to City departments regarding personnel matters.
- Coordinate recruitment, onboarding, employee relations, and retention initiatives.
- Conduct compensation and classification research and develop recommendations.
- Assist with labor relations, collective bargaining preparation, and policy implementation.
- Lead Workday optimization, reporting, and HR process improvements.
- Develop workforce analytics to support organizational decision-making.
- Coordinate employee development, succession planning, and career pathways.
- Assist the HR department with strategic HR initiatives and organizational projects.

## Strategic Considerations

As workforce challenges continue to evolve, municipalities must invest in internal Human Resources capacity to remain competitive.

Reclassifying this position will help the City:

- Improve employee recruitment and retention.
- Increase organizational capacity.
- Improve compliance with increasingly complex employment laws.
- Expand workforce planning and succession planning initiatives.
- Improve data-driven decision making through enhanced HR analytics.
- Strengthen support provided to departments and supervisors.
- Better utilize Workday and other technology investments.

Improve organizational consistency in policy interpretation and administration

## Fiscal Impact

The proposed reclassification recognizes duties currently being performed and aligns the position with comparable municipal Human Resources classifications. The associated wage adjustment, if approved, reflects market competitiveness identified through the City's compensation review.

A review of comparable Wisconsin municipalities indicates that positions performing similar professional Human Resources responsibilities are commonly classified as Human Resources Generalist, Human Resources Analyst, or Human Resources Coordinator rather than Human Resources Specialist. These positions routinely perform compensation analysis, classification studies, recruitment, employee relations, HRIS administration, policy development, and organizational support. Reclassifying the City's position aligns the title with prevailing municipal practice and more accurately reflects the professional scope of responsibilities.

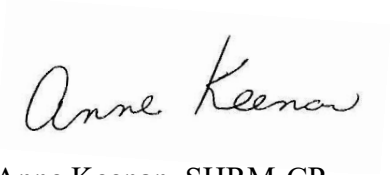
# Conclusion

Human Resources has evolved into a strategic business partner responsible for attracting, developing, and retaining the City's workforce while ensuring legal compliance and organizational effectiveness.

The current Human Resources Specialist classification no longer accurately reflects the professional nature of the position or the level of responsibility required. Reclassifying the position to Human Resources Generalist aligns the classification with current duties, municipal best practices, and comparable organizations throughout Wisconsin.

This recommendation supports the City's long-term workforce strategy by strengthening Human Resources' ability to provide responsive, data-driven, and strategic services to all departments.

Respectfully submitted,
Anne Keenan, SHRM-CP
Interim HR Director



Anne Keenan, SHRM-CP
Interim HR Director

# Human Resources Compensation Comparison

| Employer | Position | Hourly Range | Annual Range | Midpoint / Avg. | Notes |
|---|---|---|---|---|---|
| **City of Wausau - Proposed** | **HR Generalist - Grade 16** | **$29.00-$40.58** | **$60,320-$84,406** | **$72,363** | **City pay range** |
| Marathon County | HR Generalist | $29.53-$39.96 | $61,422-$83,117 | $72,269 | 2026 County pay plan |
| Lactalis - Wausau | HR Generalist | - | - | $72,500 | Employer posted |
| Greenheck Group | HR Business Partner I | $33.45-$41.32 | $69,581-$85,953 | $77,767 | Employer-posted range |
| Aspirus | HR Business Partner | $31.72-$45.39 | $65,978-$94,405 | $80,195 | Employer – posted range |
| North Central Health Care | HR Generalist | $33.00-$42.16 | $68,640-$87,693 | $76,258 | 2026 Official compensation package |
| Clark County | HR Generalist | $30.28-$40.26 | $62,982-$83,741 | $73,362 | 2026 Official classification |
| City of Oshkosh | HR Generalist | $34.76-$47.68 | $72,301-$99,174 | $82,638 | 2026 Official City pay scale |
| City of Green Bay | HR Generalist I | $31,30-$42.66 | $65,582-$88,733 | $77,126 | 2026 Official City pay scale |
| City of Superior | HR Specialist | $30.57-$38.22 | $59,612-$74,529 | $67,070 | 2026 City pay plan; 37.5-hour workweek |
| Vernon County | HR Generalist | $32.03-$41.94 | $66,622-$87,235 | $76,160 | 2026 Official County pay scale |
| Portage County | HR Advisor | $31.65-$38.23 | $65,828-$79,515 | $70,565 | 2026 Official County pay scale |

# 2026 COMPENSATION AND CLASSIFICATION STUDY

## Human Resources Generalist

### City of Wausau, Wisconsin

**Revised to incorporate the proposed Human Resources Generalist job description**

*Prepared July 2026*

## Executive Summary

This revised study evaluates the proposed City of Wausau Human Resources Generalist position against comparable professional human resources classifications used by Wisconsin municipalities and counties. The analysis replaces the former Human Resources Specialist benchmark with the City's proposed Human Resources Generalist job description.

The proposed description materially expands and clarifies the professional nature of the position. It assigns responsibility for administering full-cycle recruitment and selection, compensation and classification, HRIS functions, employee and supervisor guidance, performance management, regulatory compliance, policy and process improvement, research, recommendations, and professional support to Human Resources leadership.

These duties are characteristic of a Human Resources Generalist because they cross multiple HR disciplines and require the incumbent to exercise professional judgment, interpret policies and collective bargaining agreements, analyze information, develop recommendations, and guide employees and supervisors. The position is no longer best described as an administrative assistant or a narrowly focused specialist.

The City's current range is $23.03-$32.26 per hour, or approximately $47,902-$67,101 annually. Among the verified 2026 comparison classifications, the market median is approximately $31.11-$40.67 per hour. Wausau's current minimum is about 26.0% below the market median minimum, and its current maximum is about 20.7% below the market median maximum.

### Overall Recommendation

- Rename and reclassify the position as Human Resources Generalist.
- Remove Administrative Assistant III as the controlling classification title and use Human Resources Generalist for recruitment, compensation, and organizational purposes.
- Place the position in a professional HR pay range rather than an administrative-support range.
- Adopt a range of 16 grade, $29.00 - $40.58 per hour ($60,320-$84,406 annually).

## 1. Purpose and Scope

The purpose of this study is to determine whether the proposed job title and compensation range accurately reflect the duties, qualifications, responsibility, and market value of the position. The study compares the proposed City job with 12 Wisconsin public employers and 14 related HR classifications.

Job titles were not treated as conclusive. The analysis considers the breadth of assigned HR functions, level of independent judgment, employee and supervisor guidance, systems responsibility, regulatory exposure, organizational impact, and minimum qualifications.

## 2. Proposed City of Wausau Job Profile

The proposed Human Resources Generalist performs professional human resources work in support of City programs and services. The position administers assigned HR programs, develops recommendations, supports Human Resources

leadership, and contributes to organizational initiatives while maintaining confidentiality and exercising sound professional judgment.

**Recruitment and Talent Acquisition:** Administers full-cycle recruitment and selection, collaborates with departments on staffing needs, develops recruitment strategies, evaluates candidates, facilitates interviews and selection, and recommends hiring actions.

**Compensation and Classification:** Reviews, revises, and maintains job descriptions; recommends compensation; and assists with position and classification reviews.

**Human Resources Information Systems:** Maintains position information, reviews personnel and position changes, protects data integrity, and supports effective use of HR technology.

**Employee and Supervisor Guidance:** Provides guidance regarding HR policies, procedures, employment practices, and collective bargaining agreements, while referring complex disciplinary, labor-relations, legal, and employee-relations matters to HR leadership.

**Performance Management:** Administers the performance-management program, provides procedural guidance, monitors deadlines, and processes related personnel actions.

**Regulatory Compliance:** Administers assigned compliance programs, reviews documentation, monitors deadlines, and provides guidance on established requirements.

**Policies and Process Improvement:** Researches best practices, develops and maintains standard operating procedures, recommends process improvements, and supports HR initiatives.

**Professional Support to HR Leadership:** Conducts research, prepares recommendations, supports special projects and organizational initiatives, and performs related professional work.

### Minimum Qualifications

Associate degree and at least five years of progressively responsible human resources experience, or an equivalent combination of education, training, and experience. The draft also requires knowledge of recruitment, compensation and classification, performance management, HRIS, ATS, employment regulations, regulatory compliance, policy and collective bargaining agreement interpretation, research, analysis, and recommendation development.

## 3. Change from the Former Specialist Description

| Functional area | Former Specialist emphasis | Proposed Generalist emphasis | Classification impact |
|---|---|---|---|
| Recruitment | Coordinates recruitment and processes applicants | Develops recruitment strategies, evaluates qualifications, facilitates selection, and recommends hiring actions | Greater professional judgment |
| Compensation/classification | Reviews job descriptions as part of postings; position management | Administers assigned compensation and classification functions and recommends compensation | Direct Generalist alignment |
| HRIS | Enters new hires and changes; assists with HRIS | Administers assigned HRIS functions, reviews changes, ensures data integrity, and supports HR technology | Broader systems accountability |
| Employee support | Responds to benefits, policies, and complaints | Provides guidance to employees and supervisors on policy, employment practices, and CBAs | Advisory rather than clerical |

| Functional area | Former Specialist emphasis | Proposed Generalist emphasis | Classification impact |
|---|---|---|---|
| Performance management | Coordinates evaluations and enters increases | Administers the performance-management program and provides procedural guidance | Program administration |
| Compliance | Specific DOT, FMCSA, CDL, hearing-test duties | Administers assigned regulatory compliance programs broadly | Transferable professional compliance role |
| Policies/processes | Project support as assigned | Researches best practices, develops SOPs, and recommends improvements | Analytical and developmental work |
| HR leadership support | Provides administrative and project support | Conducts research, prepares recommendations, and supports organizational initiatives | Professional-level contribution |
| Qualifications | Associate degree plus four years of related experience | Associate degree plus five years of progressively responsible HR experience | Higher experience and proficiency expectation |

The revised description does not merely change the title. It establishes a materially different level of accountability by assigning program administration, analysis, recommendations, supervisor guidance, and multi-disciplinary HR work.

## 4. Classification Analysis

A Human Resources Specialist typically concentrates on one primary discipline, such as recruitment, benefits, leave, HRIS, or compliance. A Human Resources Generalist works across multiple disciplines, advises customers, administers programs, and applies broad HR knowledge. The proposed Wausau description meets the Generalist profile.

| Factor | Proposed position assessment | Level | Classification conclusion |
|---|---|---|---|
| Knowledge | Broad knowledge of recruitment, compensation, classification, HRIS, performance management, regulation, policies, and CBAs | High professional | Generalist |
| Complexity | Simultaneous administration of several HR programs with competing deadlines and varied stakeholders | High | Generalist |
| Independent judgment | Evaluates information, develops recommendations, applies policies, and guides employees and supervisors | Moderate-high | Generalist |
| Organizational impact | Citywide staffing, compensation, position, performance, compliance, and systems impact | High | Generalist |
| Regulatory exposure | Employment regulations, compliance programs, confidential information, and collective bargaining agreements | High | Generalist |
| Decision authority | Recommends hiring and compensation actions; refers highest-risk matters to HR leadership | Moderate-high | Journey-level Generalist |

| Factor | Proposed position assessment | Level | Classification conclusion |
|---|---|---|---|
| Supervision | No direct reports | Low | Does not support manager classification |
| Strategic scope | Supports initiatives and process improvement but does not own labor strategy or legal decisions | Moderate | Generalist, below Business Partner/Senior Generalist |

## 5. 2026 External Market Comparison

| Employer | Comparable title | Year | Hourly minimum | Hourly maximum | Annual minimum | Annual maximum | Use in analysis |
|---|---|---|---|---|---|---|---|
| City of Wausau | Human Resources Generalist (proposed) | 2026 | $29.00 | $40.58 | $60,320 | $84,406 | City baseline |
| City of Eau Claire | Human Resources Specialist | 2024 posting | $28.93 | $33.72 | $60,174 | $70,138 | Historical reference |
| City of Oshkosh | Human Resources Generalist | 2026 | $34.76 | $47.68 | $72,301 | $99,174 | 2026 market comparator |
| Marathon County | Human Resources Generalist | 2026 | $29.53 | $39.96 | $61,422 | $83,117 | 2026 market comparator |
| Brown County | HR Specialist / Human Resources Generalist | 2026 | $29.14 | $41.38 | $60,609 | $86,068 | 2026 market comparator |
| City of Green Bay | Human Resources Generalist II | 2026 | $34.33 | $46.44 | $71,406 | $96,595 | 2026 market comparator |
| City of Superior | Human Resources Specialist | 2026 | $30.57 | $38.22 | $63,586 | $79,498 | 2026 market comparator |
| Washington County | Human Resources Generalist | 2026 | $33.23 | $44.19 | $69,117 | $91,905 | 2026 market comparator |
| Vernon County | Human Resources Generalist | 2026 | $32.03 | $41.94 | $66,622 | $87,235 | 2026 market comparator |
| Portage County | Human Resource Advisor | 2026 | $31.65 | $38.23 | $65,828 | $79,515 | 2026 market comparator |
| Kenosha County | HR Business Partner | 2026 | $35.08 | $48.44 | $72,961 | $100,756 | 2026 market comparator |

Verified 2026 comparators, excluding Wausau and the historical Eau Claire posting, have an average range of $30.39-$40.26 per hour and a median range of $31.11-$40.67 per hour.

## 6. Recommended Pay Range

The revised Generalist description supports a range aligned with professional Generalist work rather than a blended administrative and specialist range. The recommendation below is positioned near the verified 2026 market median but remains below the upper ranges used for senior Generalists and HR Business Partners.

| Range point | Recommended hourly | Annual equivalent | Increase over current point | Rationale |
|---|---|---|---|---|
| Minimum | $29.00 | $60,320.00 | 20.5% | Professional entry point for a five-year, multi-functional HR role |
| Midpoint | $35.66 | $74,172.80 | 17% | Fully proficient performance of all Generalist functions |
| Maximum | $40.58 | $84,406.40 | 25% | Near market median maximum; below senior/Business Partner market |

The recommended range is a classification range, not an automatic incumbent salary. Placement should consider directly related experience, demonstrated proficiency, performance, internal equity, compression, and the City's compensation philosophy.

## 7. Implementation Options

**Full market adjustment:** Adopt the pay grade 16 range in one action and place the incumbent based on relevant experience and proficiency.

**Adjustment for 2027 budget:** Implement for the 2027 budget cycle for date of 12/20/26 which is the start of 2027 payroll.

## 8. Conclusion

The proposed Human Resources Generalist job description accurately reflects a multi-functional professional HR role. The position administers core HR programs, provides guidance to employees and supervisors, performs compensation and classification work, protects HRIS data integrity, administers performance and compliance programs, researches best practices, develops recommendations, and supports organizational initiatives.

The breadth and complexity of these duties are inconsistent with an Administrative Assistant III classification and exceed the normal scope of a narrowly focused Human Resources Specialist. Reclassification to Human Resources Generalist is therefore supported by both job content and external market practice. The current $23.03-$32.26 range is materially below the verified 2026 professional HR market.

## Appendix A - Source Register

| Employer/source | Document or data used |
|---|---|
| City of Wausau | Human Resources Generalist draft job description, two pages; current wage range supplied by the City: $23.03-$32.26. |
| City of Wausau | Former Human Resources Specialist job description, revised February 2023. |
| City of Eau Claire | Human Resources Specialist employer posting, June 2024; historical range $28.93-$33.72. |
| City of Oshkosh | 2026 Full-Time and Part-Time Non-Represented Pay Schedule; Human Resources Generalist. |
| Marathon County | 2026 Salary Plan; Human Resource Specialist and Human Resources Generalist. |
| Brown County | 2026 Classification and Compensation Schedule; HR Specialist / Human Resources Generalist. |
| City of Green Bay | 2026 salaried pay plan; Human Resources Generalist II. |
| City of Superior | 2026 Human Resources Specialist employer posting. |
| Washington County | 2026 Human Resources Generalist employer posting. |

| Employer/source | Document or data used |
|---|---|
| Vernon County | 2026 pay scale; Human Resources Generalist. |
| Portage County | 2026 salary schedule; Human Resources Associate and Human Resource Advisor. |
| Kenosha County | 2026 wage schedule; HR Business Partner. |

## Appendix B - Study Limitations

Some employers publish complete job descriptions and wage schedules, while others publish only a classification title and pay range. Full duty evidence was strongest for the City of Wausau and the available employer postings. Schedule-only classifications are appropriate for broad wage-market context but should receive less weight than complete job-description matches in a formal grievance, arbitration, classification appeal, or legal proceeding.

Eau Claire's wage data are from a verified 2024 posting and were excluded from the verified 2026 median calculations. Before final adoption, the City should confirm all pay schedules, effective dates, hours assumptions, and whether published maximums represent normal control points or extended performance maximums.

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

Joint Ordinance from the Bicycle & Pedestrian Advisory Committee, Public Health & Safety Committee and Infrastructure & Facilities Committee Amending Section.10.40.040 Rules of the Road and Areas of Operations.

**Committee Action:** Bicycle and Pedestrian Advisory Committee Approved 5-0; Public Health & Safety Committee Approved 4-1; Infrastructure & Facilities Committee Approved 5-0

**File Number:** 26-0507 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-6016

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

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: 9/8/2026
Approved: 9/9/2026
Published: 9/16/2026
Attest: 9/9/2026

Approved:

_____

Doug Diny, Mayor

Attested:

_____

Rachel Brown, City Clerk

Planning, Community and Economic Development

Date: July 14, 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**

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, 2206, BPAC recommended moving forward allowing bicyclists on this stretch of sidewalk to standing committees.


RIVER DR
615
400

**City of Wausau** **Bicycle and Pedestrian Advisory Committee**

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 Statues, notice of this meeting was posted and transmitted to the Wausau Daily Herald in the proper manner.

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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.*

DRAFT

*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.*

DRAFT

*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.

DRAFT

**OFFICIAL MINUTES**
REGULAR MEETING

| | |
|---|---|
| **MEETING:** | Public Health & Safety Committee |
| **DATE/TIME:** | Monday, July 20, 2026, at 5:15 PM |
| **LOCATION:** | Wausau City Hall — Council Chambers<br>407 Grant Street, Wausau WI, 54403 |

**MEMBERS:**

| | |
|---|---|
| Lou Larson (C) | Kristin Slonski |
| Carol Lukens (VC) | Bruce Trueblood |
| Sarah Watson | |

Members Present: Lou Larson, Carol Lukens, Kristin Slonski, Bruce Trueblood, Sarah Watson
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

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

**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).**

Motion by Watson, seconded by Slonski, to approve. Motion Passed 5-0.

**June 15, 2026** Regular Public Health & Safety Committee Minutes

**3 Discussion and possible action.**

**a.** Approval or denial of various license applications.

Larson stated Zion Merriam and Brent Ruffin, applicants for New Bartender/Operator License, did not appear to appeal the denial recommendation.

Larson stated Darrius Williams, applicant for New Bartender/Operator License, appeared to appeal the denial recommendation.

Larson stated the applicant that appeared to appeal the denial recommendations could communicate with the City Clerk or the Police Department to submit evidence of rehabilitation to distribute to the Chief of Police and the committee to have the recommendation overturned. It was stated that a recommendation based on that communication would come at the next committee meeting.

Larson stated the Liquor License Review Subcommittee met immediacy before the meeting with The Rec Room, Scott and Molly Bergamn of The Rec Room. It was stated the subcommittee voted to recommend approval of The Rec Room.

Motion by Watson, seconded by Trueblood, to approve or deny the various license applications as listed excluding the application of Darrius Williams. Motion Passed 5-0.

**b.** Consider request granting a 90 day extension to open for business for good cause for The Copper Kettle Steakhouse located at 5512 Stewart Avenue, The Copper Kettle Steakhouse, LLC., agent Robert A. Lamovec.

Motion by Watson, seconded by Slonski, to grant a 60 day extension The Copper Kettle Steakhouse. Motion Passed 5-0.

**c.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Trueblood questioned what this ordinance change is accomplishing as the infrastructure for a multi-use path is not currently in place. It was stated that the goal was to have as much path connectivity as possible eventually for those who lack the comfort of biking on the road and to

allow those bike users to bike on the sidewalk. It was further stated that this is a narrow sidewalk that could move pedestrians off the sidewalk.

Slonski stated that there was strong sentiment from area cyclists that this was an unsafe area for people to bike on the road because of the grade of the hill and amount of traffic on Thomas Street. Slonski stated support as this was not ideal but the best option until a multi-use path can be constructed in the meantime.

Lukens stated support for the ordinance change for the time being because the intersection is challenging for people on bikes and as a matter of safety.

Motion by Lukens, seconded by Watson, to approve. Motion Passed 4-1, with Trueblood opposed.

**d.** Review of large-item drop off event and consideration of changes to future events.

*Without objection, this item was postponed until the next meeting.*

**e.** Interval of the Community Outreach report and other communications from organizations supporting the unhoused population.

Watson stated a preference for quarterly reports that featured highlights for the Police Department and the partner organizations. It was further stated that those reports should come in advance of budgetary discussions.

Larson stated support for quarterly reports as well.

Trueblood questioned if the specific months should be outlined, and suggested starting those reports in September and every three months after.

Slonski requested that the reports address obstacles and barriers that are noticed within the reports to allow the committee to comprehend how to help overcome those obstacles.

Motion by Trueblood, seconded by Watson, to get quarterly reports from the Community Outreach Specialist and Bridge Street Mission starting in September and every three months after. Motion Passed 5-0.

## 4 Discussion.

**a.** Wausau Police Department Quarter 2 2026 Report

*Without objection, this item was postponed to the next meeting.*

**b.** Tavern Activities Report from June 2026.

*Without objection, this item was postponed to the next meeting.*

**c.** Community Outreach Report

Watson requested that work with the United Way of Marathon County Housing Taskforce in partnership with the Community Outreach Specialist be brought forward on future reports.

## 5 Adjournment.

Motion by Watson, seconded by Lukens, to adjourn. Motion carried. Meeting adjourned at 05:47 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**




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



inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

**j.** Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a must-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.
Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

**k.** Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

**l.** Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

DRAFT

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

Ordinance from the Wausau Water Works Commission Creating Chapter 13.66 Lead and Galvanized Water Service Line Replacement.

**Committee Action:** None

**File Number:** 26-0921 **Date Introduced:** September 8, 2026

**Ordinance Number:** 61-6019

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

Section 1. That Chapter 13.66 Lead and galvanized water service line replacement is hereby created and made up of the following Sections outlined below.

Section 2. That Section 13.66.010 Intent and purpose is hereby created to read as follows:

13.66.010 Intent and purpose.

Lead in drinking water poses a threat to the public health. Leaching of lead from lead service lines or from galvanized lines, that are or were downstream of lead, are sources of lead in drinking water. Additionally, aged water services including lead and galvanized lines can be a source of water loss and potential contamination. The Common Council of the City of Wausau therefore finds that it is in the public interest to establish a comprehensive program for the removal and replacement of lead and galvanized service lines in use within the Wausau Water Utility distribution system, and to that end, declares the purposes of this Chapter to be as follows:

(1) Continue to ensure that the water quality at every tap of Wausau Water Utility customers meets the water quality standards specified under the Federal Safe Drinking Water Act;
(2) Continue to reduce the level of lead in the City's drinking water to meet EPA standards in City drinking water for the health of City residents;
(3) Continue to meet the Wisconsin Department of Natural Resources requirements for local compliance with the EPA's Lead and Copper Rule, as revised and amended;
(4) Continue to replace all high-risk lead water service lines and all remaining lead water service lines in use in the City; and
(5) Limit costs by setting a service replacement schedule when federal, state, or local funding is available.

Section 3. That Section 13.66.020 Authorization is hereby created to read as follows:

13.66.020 Authorization.

This Chapter is enacted pursuant to Wis. Stats. §§ 62.11(5), 281.12(5), 66.0627(8), and 196.372, and as mandated by 42 USC 300g of the Federal Safe Drinking Water Act, as amended, enforced by the EPA and the WDNR.

Section 4. That Section 13.66.030 Rules of construction and definitions is hereby created to read as follows:

13.66.030 Rules of construction and definitions.

This section and all rules and orders promulgated under this section shall be liberally construed so that the purposes enumerated in Section 13.66.010 may be accomplished. Words and phrases shall be construed and understood according to their common and usual meaning unless the contrary is clearly indicated. Within this chapter:

*Childcare facility* means any state-licensed or county-certified childcare facility including, but not limited to, licensed family childcare, licensed group centers, licensed day camps, certified school-age programs and Head State programs.

*City* means City of Wausau.

*Confirmed water sample test* means a tap water analysis, completed after a prior analysis that indicated lead levels at or above the EPA action level, and conducted in accordance with the Lead and Copper Rule, as revised and amended, with Wis. Admin. Code § N 809.547, and with instructions provided by the Wausau Water Utility.

*Customer-side water service line* means the water conduit pipe running from the water meter to the curb stop which is the Water Utility shut-off valve usually located behind the curb on public property.

*Distribution system* means the network of water pipes, including water mains and water service lines, owned and operated by the City of Wausau Water Utility.

*EPA* means the U.S. Environmental Protection Agency.

*EPA action level* means a measure of the effectiveness of the corrosion control treatment in water systems, as established by the Safe Drinking Water Acts Lead and Copper Rule, as revised and amended.

*Federal Safe Drinking Water Act* as codified as 42 USC §§ 300f - 300j-26.

*Director* means the Director of Public Works and Utilities.

*High risk lead service* means a lead and/or galvanized customer-side water service line identified in Section 13.66.050 and any lead and/or galvanized customer-side water service line where a confirmed water sample test of a customer's tap water reveals a lead concentration at or above the EPA action level.

*Lead and Copper Rule* means the rules created by the EPA, as revised and amended, and adopted by the WDNR in response to the passage of the Safe Drinking Water Act, which provides maximum containment level goals and national primary drinking water regulations (NPDWR) for controlling lead and copper in drinking water. NPDWR regarding approved treatment techniques include corrosion control treatment, source water treatment, lead and galvanized water service line replacement and public education. The rules may be found in 56 FR 26460, 40 CFR 141.80—141.90, and Wis. Admin. Code §§ NR 809.541 through 809.55.

*Lead water service line* means a water service line made of lead and/or galvanized steel, and any lead pigtail, gooseneck or other fitting which is connected to such a line. The term can apply to the customer-side water service line and/or the public-side water service line.

*Licensed plumber* means a person, firm, corporation or other entity licensed to perform plumbing work in the City by the State of Wisconsin.

*Tenant* means person or persons in actual possession of and living at a property.

*PPB* means parts per billion.

*Property* means any possessory interest, legal or equitable, in real property, including an estate, trust, or lien, and any buildings, structures and improvements thereon.

*Property owner* means a person or legal entity having a possessory interest, legal or equitable, in property, which defined term includes an estate, trust, or lien.
Service replacement schedule means the schedule adopted by the Wausau Waterworks Commission for the replacement of lead customer-side water service lines based on community resources; on availability of licensed plumbers and Water Utility resources to complete service line replacements; on physical location of properties with lead customer-side water service lines; and on availability of federal, state, or local funding.

*Public-side water service line* means the utility-owned portion of the water service line from the water main to the curb stop.

*WDNR* means the Wisconsin Department of Natural Resources.

*Water Utility* means the City of Wausau public water utility and its distribution system, also known as Wausau Water Works.

Section 5. That Section 13.66.040 Survey and inspections is hereby created to read as follows:

13.66.040 Survey and inspections.

Upon notice from the Water Utility, any person who owns, manages or otherwise exercises control over a property within the Water Utility distribution system shall allow the Water Utility to inspect the customer-side water service line or have the customer-side water service line inspected by a licensed plumber or other representative as authorized by the Director to determine whether the service line is lead, copper, cast iron, galvanized steel, plastic or other material.

Section 6. That Section 13.66.050 Partial or full-service line material replacement; public-side or customer side is hereby created to read as follows:

13.66.050 Partial or full-service line material replacement; public-side or customer-side.

(a) All of the following service line material combinations are subject to partial or full replacement with copper, and/or plastic service lines under this division as identified:

SERVICE LINE MATERIAL REPLACEMENT

| Public-Side | Customer-Side | Side Requiring Replacement |
|---|---|---|
| Lead | Lead | Both |
| Lead | Galvanized | Both |
| Lead | Copper | Public-side only |
| Lead | Plastic | Public-side only |
| Copper | Lead | Customer-side only |
| Copper | Galvanized | Customer-side only |
| Copper | Copper | Neither |

| | | |
|---|---|---|
| Copper | Plastic | Neither |
| Plastic | Lead | Customer-side only |
| Plastic | Galvanized | Customer-side only |
| Plastic | Copper | Neither |
| Plastic | Plastic | Neither |
| Galvanized | Galvanized | Both |
| Galvanized | Copper | Public-side only |
| Galvanized | Plastic | Public-side only |
| Galvanized | Lead | Both |

No other service line material combinations have been identified which require replacement under this division.

(b) All lead water service lines (as defined in section 13.66.030) must be replaced regardless of location. Where both the customer-side and public-side water service lines are lead, the customer-side lead water service line shall be replaced at the same time as the public-side lead water service line and in accordance with any applicable state and federal requirements, as revised and amended and per section 13.66.070. If a customer-side lead water service line is connected to a public-side water service line that is not a lead water service line, the replacement of the customer-side lead water service line shall be completed under a schedule determined by the Water Utility, in compliance with all local, state, and federal requirements, as revised and amended. As of the effective date of the ordinance from which this Chapter is derived, no lead water service line will be allowed to connect to a Water Utility line once replaced.

Section 7. That Section 13.66.060 Replacement priority is hereby created to read as follows:

13.66.060 Replacement priority.

(a) Owners, managers or persons otherwise exercising control over properties within the Water Utility distribution system with customer-side lead water service lines shall be required to replace the customer-side lead water service lines according to the order of priority and replacement schedule, that are established by the Wausau Water Works Commission.

(b) Notwithstanding the schedules set forth herein and any limitations on funding sources which may be made available to either the Water Utility or the customer, all customer-side water service lines identified herein shall be replaced at a schedule in accordance with local, state, and federal law.

Section 8. That Section 13.66.070 Application and Scheduling is hereby created to read as follows:

13.66.070 Application and Scheduling.

All existing customer-side lead water service lines that connect to a public-side water service line must be replaced. The replacement schedule will be determined by the Water Utility.

Existing customer-side lead water service lines that are connected to a public-side water service line that is scheduled to be replaced or reconstructed as part of a Water Utility or City construction project shall be replaced in conjunction with the planned construction project. The Water Utility shall give written notice to the owner of their duty to replace the customer-side lead water service line. Scheduling of customer-side lead water service line replacements shall be coordinated with the Water Utility within 30 days of service of the written notice. Additional time to schedule the

customer-side lead water service line replacement may be granted by the Director for good cause. Noncompliance with the Water Utility replacement schedule may result in enforcement pursuant to Section 13.66.120.

Section 9. That Section 13.66.080 Financing of replacement is hereby created to read as follows:

13.66.080 Financing of replacement.

~~Mandated lead service line replacement will only proceed as grant monies are available to fully fund the private side obligation for the full lead service line replacement and all related construction for the property owner.~~

A property owner shall be responsible for the cost of replacing the portion of a lead water service line that is a customer-side water service line that serves their property. The Water Utility shall be responsible for the cost of replacing all lead service lines that are public-side lead water service lines.

The City may establish a program to provide financial assistance to property owners replacing customer-side lead water service lines. If the financial assistance does not cover the complete cost of replacing the customer-side water lead service line, the property owner shall be responsible for the remaining balance.

Section 10. That Section 13.66.090 Exceptions is hereby created to read as follows:

13.66.090 Exceptions.

(a) The Water Utility may modify the inspection requirement set forth under 13.66.040 if the customer so requests and demonstrates a compelling need.

(b) Upon the demonstration of a compelling need, the owner of a single-family dwelling or a business to which the public has no access to tap water and with no more than five employees, may request a change of schedule or an extension of time for compliance with Sections 13.66.050 through 13.66.070.

(c) Guidelines for the consideration of requests under subsections (a) and (b) of this section will be established by the Wausau Water Works Commission.

(d) Compliance deadlines will be calculated on a calendar year basis but may be deferred during the months of December through March on the basis of weather constraints.

Section 11. That Section 13.66.100 Prohibitions is hereby created to read as follows:

13.66.100 Prohibitions.

It shall be unlawful for any person to fail to comply with the applicable customer-side lead water service line replacement requirements as set forth herein or to violate any other provision of this Chapter.

Section 12. That Section 13.66.110 Severability is hereby created to read as follows:

13.66.110 Severability.

If any section or portion of this chapter is for any reason determined to be invalid or unconstitutional by the decision of a court of competent jurisdiction, that section or portion shall be deemed severable and shall not affect the validity of the remaining sections or portions of this Chapter.

Section 13. That Section 13.66.120 Penalties is hereby created to read as follows:

13.66.120 Penalties.

Any person who violates any provision of this Chapter may be subject to a forfeiture of no less than $50.00 and no more than $1,000.00. Each day a violation continues may be considered a separate offense.

Section 14. That Section 13.66.130 Authority to Discontinue Service is hereby created to read as follow:

13.66.130 Authority to Discontinue Service.

As an alternative to any other methods provided for obtaining compliance with this Chapter regarding replacement of a customer-side lead water service line, if it is determined by the Water Utility that an illegal customer-side lead water service line endangers public health, safety, or welfare, and requires immediate action, the Water Utility may discontinue water service to such property after reasonable opportunity has been given to make the appropriate replacement. The customer shall have an opportunity for a hearing pursuant to Wis. Stat. Ch. 68 before the Wausau Water Works Commission, within ten days of such emergency discontinuation of services. Water service to such property shall not be restored until the illegal customer-side lead water service line has been removed, and its replacement has been installed in compliance with the provisions of this section and approved by the Water Utility.

Section 15. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 16. This ordinance shall be in full force and effect from and after its date of publication.

| | |
|---|---|
| Adopted: | 9/8/2026 |
| Approved: | 9/9/2026 |
| Published: | 9/16/2026 |
| Attest: | 9/9/2026 |

Approved:

_____

Doug Diny, Mayor

Attested:

_____

Rachel Brown, City Clerk

Dept. of Public Works & Utilities

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

**TO:** City Council

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

**DATE:** September 8, 2026

**SUBJECT:** Mandatory Lead Service Line Replacement (LSLR) Ordinance

---

I have included the history of meeting memos and highlighted meeting minutes related to the LSLR Ordinance. The Wausau Water Works Commission reviewed the LSLR Ordinance in July, made a language change as indicated on the attached ordinance and approved the ordinance for City Council consideration.

The LSLR Ordinance will be an extremely helpful and beneficial tool for the utility to continue to make progress meeting the new USEPA Lead and Copper Rule Improvement regulations. It allows the utility the ability to mandate replacements. but more importantly, will help provide financial options to minimize impacts to property owners, allows the city options for funding private side costs assisting property owners and makes utility grant applications for private side lead replacements more competitive.

This is the first time I am aware that new regulations and mandates require a utility or municipality to be responsible for maintaining an inventory of private infrastructure and responsible for replacing the infrastructure or the utility will be held responsible for non-compliance. This ordinance is important to the utility and the municipality as it provides the utility with the necessary tools to ensure compliance with regulations.

Utility staff and the Wausau Water Works Commission fully support the approval of this ordinance.

Although the financial aspect of this project is a separate decision the council will be considering soon, there is always discussion about fiscal impact with an ordinance, and I thought it best to have this as part of the information. The fiscal impact to the city and utility is not because of the ordinance or decision to have an ordinance; the fiscal impact is due to the new regulatory mandates from the USEPA and the WDNR. The LSLR Ordinance will enhance the utility's ability to help minimize impacts to property owners, allow the council further financial options to consider and allow the city to enforce new mandates from the regulatory authorities.

When the utility began this project in 2024 it was always proposed to be a five-year plan with an evaluation of progress each year. The five-year plan was established to maximize the available funding through the Bipartisan Infrastructure Law, subsidized loans and principal forgiveness loans. Below is an estimated fiscal impact for 5 years, 2024-2026 are known costs and 2027-2028 are estimates:

| Funding Awards | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|---|---|---|---|---|---|---|
| Principal Forgiveness | $2,749,435 | $9,949,435 | $7,738,036 | $7,916,470 | $6,500,000 | $34,853,376 |
| Loans (0.25%) | $2,172,756 | $4,908,074 | $6,800,391 | $10,559,836 | $12,000,000 | $36,441,057 |
| **Total** | **$4,924,215** | **$14,859,534** | **$14,540,453** | **$18,478,333** | **$18,502,028** | **$71,294,433** |

Estimated Costs

Based on a 5-year schedule, at the end of 2028 we would anticipate less than 1,000 LSL's remaining in the system, primarily if not all on the private side. As our inventory continues to become more accurate this number may be less.

The utility has been making significant progress since 2024 on LSLR within the city. The utility began with an estimated 8,000 LSLs and as of this year have replaced over 3,500 LSLs. With the utility's ongoing inventory analysis and verification, we anticipate there being less than 4,000 remaining, majority of which are private side LSLs. From 2024-2026 the city has done very well with receiving principal forgiveness loans which have significantly offset the private side costs. Simplified, the utility has completed about $35 million worth of work for about $15 million.

Discussion was brought up about reducing the scope of the project at this time. This is an option but will have significant consequences for funding. If the city takes this approach the amount of principal forgiveness will be significantly reduced. Since the principal forgiveness is only allocated to the private side replacement to reduce property owner costs. Property owners not served now would owe more in the future as this funding will no longer be available. Another issue is the economy of scale, our project delivery model with Community Infrastructure Partners is efficient and cost effective due to the large number of replacements being completed. A significant administrative burden is the management of the state/federal loans, managing these funds is arduous and extremely time intensive. This is not something city staff has time to manage at this scale. If the decision were to be made for the city to manage this with our own staff, we would scale the project back to completing about 80-100 LSLRs per year, this would not be enough to move us ahead toward compliance.

Department of Public Works & Utilities

Eric Lindman, P.E.
Director of Public Works and Utilities

**TO:** Wausau Waterworks Commission

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

**DATE:** June 25, 2024

**SUBJECT:** Updated Lead Service Line (LSL) Replacement Ordinance

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Based on previous discussions related to the LSL ordinance there are sections of the ordinance that were simplified in order to allow the Commission/Council to determine financial and timelines for replacement of lead water service lines.

Each year the replacement of lead water service lines will be evaluated, for both a schedule of replacements and financial obligations. The ordinance, as proposed now, does not try to define either of these items but outlines the requirement and priority for replacement as well as who is responsible for which portion of the lead service line and allows the city to adopt a financing plan as needed on a year-to-year basis. Keeping the ordinance more general allows wide flexibility based on annual funding and prevents the need for continuous amendments of the ordinance.

Department of Public Works & Utilities

Eric Lindman, P.E.
Director of Public Works and Utilities

**TO:** Wausau Water Works Commission

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

**DATE:** May 7, 2024

**SUBJECT:** LSL Replacement Ordinance – Language Revisions and Considerations

---

Attached is the latest version of the Lead Service Lateral (LSL) Replacement Ordinance. A summary of the questions posed from the Commission during the past several Water Works Commission meetings are as follows:

- Is the ordinance required by the US EPA Lead & Copper Rule (LCR)? *No, an LSL Replacement Ordinance is not required at this time by the (LCR), unless the Commission wants to use user rates to pay any loans related to private side LSL replacement. However, the ordinance would provide us additional points when requesting funding from the State/Feds/DNR for the LSL replacement project. Further, without an ordinance any loans would need to be paid back using "other "funding.*
- What is the benefit and need to having an LSL ordinance? Should t*he Commission want to use user rates to pay any loans related to private side LSL replacement an ordinance would need to be in place AND the PSC would need to formally approve the ordinance and use of funds. The ordinance would provide additional points through the WDNR SDW loan program for the LSL replacement project. Further, without an ordinance any loans would need to be paid back using "other "funding. In addition, the WDNR SDW program stated that if using their funding no partial replacements may be done, even if the LCR allows an exception. Each entity we are working with is establishing their own criteria.*
- What is the City's/Utility's role to pay for the customer side LSL? *There is no requirement for the utility or the city to pay for the private side LSL. From past experience, if the City requires the homeowner to bear the cost of replacement, there will be fewer participants. Some funding options are laid out later in this memo.*
- Who is responsible for setting the policy on how private LSLs are to be paid? *Ultimately, the Common Council would have final approval over any policy the Commission recommends. If the Commission wants to recommend a policy be set, they would send that policy to the Finance Committee and the Finance Committee would provide a recommendation to the Common Council. The policy likely would be an ordinance. The reason both the Finance Committee and the Common Council would need to provide the final recommendation and approval is because the policy involves borrowing/loans.*

- What does funding look like in future years? *This is a difficult question to answer because grant opportunities and loan options may vary from year to year. However, 2025 funding is likely to be a similar percentage split as 2024, 63% principal forgiveness (PF) & 37% loan. Future years are more likely to be 50% PF & 50% loan because we will be working in non-LMI census tracts so the PF calculation is likely to be less. Bids were received with favorable pricing for the next 3-years, so the amount of overall loan/PF has been updated in the ordinance document. I have also included an attachment of the predictions on funding and possible debt payments for a 5-year replacement program and a 10 year replacement program. These are estimates as the amount of funding each year is unknown.*
- Will replacements be required and when? *Currently the Lead and Copper Rule Improvement (LCRI) does "require" the replacement of the public and private side LSL, and no partial replacements are allowed. The only exception is for planned infrastructure work (Street reconstruction) not solely for LSL replacement and emergency repairs of infrastructure. But because the SDW loan program does not allow partial replacement with DNR funding, this exception will not be allowed on our street reconstruction projects. The LCRI also reduces the lead action level from 15ppb to 10ppb and requires both 1st & 5th liter sampling. The LCRI establishes that a Community Water System needs to establish a 10-year replacement plan.*

Funding options for Private side LSL Replacement. **(Possible options for 13.66.080)**

1. City may use general obligation to pay back the loan portion of the funding.
2. City approves an ordinance, receives PSC approval, and uses user rates to pay 50% of the cost. Remaining 50% paid by other fund source.
3. City may set up special assessments/loans for the homeowner to pay back. There are many options to consider with this type of structure:
    a. City sets homeowner obligation amount (percentage or fixed amount) and uses a special assessment for homeowner to pay all or portion of their replacement.
    b. City may determine time frame to have the loan paid back or may defer the payment to a future year.
    c. City may decide to have payment due upon sale of home, or payment to begin in 3-years with a pay back time of 5-years. There are many options to consider.
4. A provision regarding rental property may want to be considered. Rental properties are businesses and not owner-occupied properties. Thus, it may be appropriate to separate these properties out and require the landlord pay their portion of the LSL replacement.
5. All known day cares and schools to date do not have LSL's on the public or the private side. If new day cares are formed, then this could change. So it may be a good idea to have a requirement that a property may not be a day care until the LSL is replaced.

Goals/Plans for future years of LSL Replacement.

- 2025 – 1500 LSL's and focus on full lead line locations, both public/private still in place.
- 2026 – 1500 LSL's and focus on full lead line locations, both public/private still in place. This should complete all public side LSL's in the city.
- 2027 – 2000 LSLs and anticipate less PF given starting this year and will focus on remaining private side LSL's.
- 2028 – 2000 LSL's and complete remaining private LSL's.

Once we complete the public side LSL's then the only remaining private side LSL's would be on the property owner to agree to replace. As long as there are LSL's in the system, the utility would be required to complete bi-annual testing, reporting and maintaining all other requirements related to the LCR.

**OFFICIAL MINUTES**
REGULAR MEETING

**MEETING:** Wausau Water Works Commission
**DATE/TIME:** Tuesday, July 14, 2026 at 11:30 AM
**LOCATION:** Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

**MEMBERS:**
Mayor Doug Diny (P)
Micheal Martens
Peter Gelhar
Deb Hadley
Aaron Van Krey

Members Present: Doug Diny, Deb Hadley, Peter Gelhar, Michael Martens, Aaron Van Krey
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 11:31 AM.

## 1 Consideration of the minutes of the preceding meeting(s).

**June 2, 2026** Regular Wausau Water Works Commission Minutes.

Motion to Approve minutes of June 2, 2026 by Gelhar. Seconded by Hadley.
Motion carried 5-0.

## 2 Director's Reports.

*Report Placed on File.*

**a.** Drinking Water Division- Nitrification Investigation at Municipal Community Water Systems

Boers explained that the DNR is investigating nitrification, requiring ammonia testing in raw water due to issues seen in other municipalities and all drinking water providers will need to comply. Sampling all six wells will likely be required, and while testing protocols haven't been provided yet, it's simpler/cheaper to take samples rather than dispute the request. Past testing shows some wells exceed the 0.2 mg/L follow-up threshold, suggesting this may become a new ongoing monitoring protocol but DNR will follow up. Martens asked whether our treatment process removes nitrates. Boers clarified that nitrate levels are generally low, and ammonia is added to form chloramines for longer-lasting disinfection, a practice implemented under the regulated lead and copper rule in the 1990s. Diny noted this appears to be a statewide, catch-all requirement. No further questions/discussions, placed on file.

**b.** USEPA 6th Unregulated Contaminant Monitoring Rule (UCMR6).

Lindman explained that USEPA's UCMR provides early insight into potential future regulations and contaminants, helping guide planning and treatment designs. Updates are brought to the commission as they are released. In response to Hadley's question, Lindman noted PFAS checks have been reduced by USEPA, but the DNR continues to push for multiple tests. No further questions/discussions, placed on file.

**c.** Wastewater Division- Update on the Headworks Screening Project and Cherry St. Lift Station Project

Lindman reported the Headworks screening project remains on schedule for completion in November 2026. The Cherry St. Lift Station is fully operational, with final electrical, communications, and SCADA punch-list items underway. No further questions/discussions, placed on file.

## 3 Discussion and Possible Action.

**a.** Approving a mandatory Lead Service Line Replacement ordinance.

Lindman reported that a Committee of the Whole meeting on 7/13/26 reviewed future funding for Lead Service Line (LSL) replacements and the Mandatory LSL Ordinance. The ordinance, drafted with the Attorney's Office and previously amended by the City Council, needs reconsideration because funding rules prohibit partial replacements and additional challenges have also been outlined in past memos. There is currently no mechanism to ensure

compliance. EPA regulations require full lead removal by 2037, and non-compliance could result in yet-unknown charges, fines, or restrictions. After extensive discussion, Hadley motioned to remove the first paragraph and retain the second and third paragraphs on page 47 under Section 9.13.66.080 (Financing of replacement). Gelhar seconded. Motion carried 5-0. The revised language will be sent back to the City Council for consideration.

## 4 Discussion.

**a.** Discussion on selecting an August 2026 meeting date.

After discussion, Commission meeting will be Wednesday, August 12, 2026 at 11:30 AM.

## 5 Adjournment.

Motion to adjourn by Van Krey. Seconded by Martens. Motion carried 5-0. Meeting adjourned at 12:04 PM.

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




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



**OFFICIAL MINUTES**
REGULAR MEETING

**MEETING:** Committee of the Whole
**DATE/TIME:** Monday, July 13, 2026, at 6:30 PM
**LOCATION:** Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

**MEMBERS:**

| | |
|---|---|
| Carol Lukens | Matt Hoenecke |
| Michael Martens | Sarah Watson |
| Terry Kilian | Vicki Tierney |
| Tom Neal | Lou Larson |
| Andrew Wiskowski | Bruce Trueblood |
| Kristin Slonski | |

**1 Call to Order by the Presiding Officer.**

Common Council President Terry Kilian presided.
The meeting was called to order at 06:35 PM.

Roll Call indicated 10 members present.
Members Present - Carol Lukens, Michael Martens, Terry Kilian, Tom Neal, Sarah Watson, Vicki Tierney, Lou Larson, Andrew Wiskowski, Kristin Slonski, Bruce Trueblood
Members Absent - None
Members Excused - Matt Hoenecke
Present 10, Absent 0, Excused 1

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

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

*Without objection, the minutes will be filed.*

**June 23, 2026** Council Retreat Committee of the Whole Minutes

**4 Discussion and possible action.**

**a.** Presentation on the future of Lead Service Line Replacement Funding and a mandatory Lead Service Line Replacement ordinance.

Sean Agid, Chief Business Officer at Community Infrastructure Partnership, and Eric Lindman, Director of the Department of Public Works, presented on the future of Lead Service Line Replacement Funding and a mandatory Lead Service Line Replacement ordinance.

Discussion was held. No action was taken.

**b.** Approving a needs assessment, construction budget, and related budget modification regarding the relocation of the Wausau Police Department to the available UW Stevens Point Marathon Campus and converting the existing police department to Central Fire.

Larson questioned the status of the building, which is over 60 years old, and further stated this may be a want but not a need compared with the need for a new fleet facility from the Department of Public Works. Larson further stated opposition until a fleet facility building is prioritized first.

Tierney questioned the status of the building and what the city may encounter in the future with maintenance. It was further stated that a new fleet facility needs to be prioritized.

Watson stated support for the idea of moving the public safety building to this centralized location of the city. It was further stated that the study was needed to know if this was in fact a viable opportunity.

Slonski stated this was an exciting potential and that it was worth the nominal investment of

the study to explore if this could be a cost savings in the future compared to other options for the police and fire departments.

Martens stated concerns with taking on the building as a whole and the commitment to occupy and maintain the large building.

Lukens stated this was worth exploring the issue and seeing what possibilities could come forward.

Wiskowski stated this would help explore the possibilities to get ahead of the problem that will need to be solved in the near future.

Neal stated support to be able to be nimble to address all of the needs of the city.

Trueblood stated this would be a step in the longer path to solve a number of other needs for the city, including the need for a new central fire station and a new fleet facility. It was further stated that the need for a new facility exists in the future and that building a brand-new building was an expensive option as opposed to the option of moving into an existing building.

**Motion by Alderperson Trueblood, seconded by Alderperson Neal, to to pursue the request for proposal for the UW Stevens Point Marathon Campus building.**
**Yes - Alderperson Lukens, Alderperson Martens, Alderperson Kilian, Alderperson Neal, Alderperson Watson, Alderperson Tierney, Alderperson Wiskowski, Alderperson Slonski, Alderperson Trueblood**
**No - Alderperson Larson**
**Abstained - None**
**Yes 9, No 1, Abstained 0**
**MOTION PASSED.**

**c.** Budget process and priorities.

Watson stated support for a stronger process for the budget to start the process sooner.

Tierney stated support for starting the process for the budget sooner as the decisions are way too big and requires time to ask and answer questions.

Wiskowski questioned if there was a strategy to complete the budget and if there was a reflective review of what had worked in the past.

Tierney stated that the information had been asked for in the past with more time to digest, but that has not been provided within that requested timeframe.

**Motion by Alderperson Watson, seconded by Alderperson Lukens, to refer this issue to the Finance Committee to work with the Finance Director and the Mayor to flesh out a timeline for the budget process to include more collaboration the summer prior to the budget publication.**
**Yes 10, No 0, Abstained 0**
**MOTION PASSED.**

## 5 Adjournment.

Motion by Alderperson Trueblood, seconded by Alderperson Larson, to adjourn. Motion carried. Meeting adjourned at 08:58 PM.

**The recording of this meeting may be viewed on YouTube @CityofWausauMeetings**




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

Resolution from the Economic Development Committee Approving Development Agreement with Wangard LLC for Redevelopment of 920 North 1st Street & 15 Fulton (Riverlife South).

**Committee Action:** Failed 2-2

**File Number:** 26-0919 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [ ]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| COSTS | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [X]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS,** the City of Wausau has identified the redevelopment of the Riverlife South property, located at 920 North 1st Street and 15 Fulton Street, as an important opportunity to support continued housing development and redevelopment along the Wisconsin River; and

WHEREAS, on May 7, 2024, the Economic Development Committee approved the issuance of a Request for Proposals for the redevelopment of the Riverlife South property, and on August 6, 2024, selected Wangard LLC as the preferred developer for the site; and

**WHEREAS,** the proposed project includes the construction of approximately 143 residential units and approximately 100 tempered indoor entry-level parking stalls, representing an estimated total project cost of approximately $36 million; and

**WHEREAS**, on July 14, 2026, the Common Council approved the term sheet by an 8-3 vote, authorizing the City to negotiate a Development Agreement and related project documents supporting the redevelopment; and

**WHEREAS,** the negotiated Development Agreement establishes the obligations of the Developer and the City, including project scope, construction timeline, purchase of the City-owned property for $100,000, and financial assistance consistent with the approved term sheet; and

**WHEREAS**, the Development Agreement provides for a pay-as-you-go Tax Increment Financing grant funded from tax increment generated by the project, with the Developer eligible to receive 80% of the project's annual tax increment in accordance with the terms of the Development Agreement; and

**WHEREAS**, the Developer will be responsible for significant costs necessary to prepare the property for redevelopment, including environmental obligations, utility relocation, soil improvements, and other site preparation work; and

**WHEREAS,** on September 1, 2026, your Economic Development Committee met and voted 2-2 on the recommendation for approval of the Development Agreement; and

**WHEREAS,** the Common Council finds that the Riverlife South redevelopment will support additional housing, increase property value, continue the redevelopment of the City's riverfront, and further the goals of the City's Comprehensive Plan and economic development strategy.

**NOW, THEREFORE, BE IT RESOLVED** that the Common Council of the City of Wausau hereby approves the Development Agreement between the City of Wausau and Wangard LLC, or an affiliated entity, for the redevelopment of the Riverlife South property located at 920 North 1st Street and 15 Fulton Street, and authorizes the Mayor and City Staff to execute the Development Agreement and any related documents necessary to the project.

Approved:

_____

Doug Diny, Mayor

# MEMO

TO: Economic Development Committee
FROM: Randy Fifrick, Development Director
DATE: September 1st 2026
RE: Wangard Development Agreement

---

The City received a proposal from Wangard Property Acquisitions LLC for the redevelopment of the South Riverfront property located at 920 North 1st Street and 15 Fulton Street. The proposed development includes approximately 144 residential units and 100 tempered indoor entry-level parking stalls. The total development cost is estimated at approximately $36.1 million.

At the June 9, 2026 Joint Economic Development and Finance Committee meeting, the Committees reviewed the proposed terms for the redevelopment and provided direction to staff. The Wausau Common Council subsequently approved the term sheet for the project. Staff has worked with the City Attorney's Office and outside counsel at Quarles & Brady to create a Development Agreement based on the approved term sheet.

Under the Development Agreement, Wangard would purchase the City-owned property for $100,000 and be responsible for the site preparation, environmental obligations, utility relocation, soil improvements, and other work necessary to prepare the property for development. The agreement also provides Tax Increment Financing assistance through a Tax Increment Grant, with 80% of the tax increment generated by the development returned to the developer and 20% retained by the City. The Development Agreement incorporates the terms previously approved by the Common Council and establishes the requirements for construction, project investment, and the City's financial assistance.

The proposed TID 12 assistance would be structured as a pay-as-you-go (PAYGO) Tax Increment Grant of $4,841,567. Under this structure, the City would not provide funding upfront. Instead, the developer would receive annual payments based on the actual tax increment generated by the completed project, with the City retaining a portion of the increment throughout the term of the grant. This structure helps limit the City's financial risk because payments are only made if the project creates the anticipated new tax value.

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

Resolution from the Finance Committee Authorizing the Issuance of a $6,000,000 Taxable Tax Increment Revenue Bond Of The City of Wausau, Wisconsin To Foundry on 3rd Ph 1, LLC.

**Committee Action:** Approved 5-0

**File Number:** 26-0920 **Date Introduced:** September 8, 2026

**FISCAL IMPACT SUMMARY**

| | | | | | |
|---|---|---|---|---|---|
| | *Budget Neutral:* | *YES [ ]* | *NO [ ]* | | |
| | *Included in Budget:* | *YES [ ]* | *NO [ ]* | *Budget Source:* | |
| COSTS | *One-time Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Recurring Costs:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Fee Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *Grant Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| SOURCE | *Debt Finance:* | *YES [ ]* | *NO [ ]* | *Amount:* | *Annual Retirement:* |
| | *TID Financed:* | *YES [ ]* | *NO [ ]* | *Amount:* | |
| | *TID Source:* | *Increment Revenue [ ] Debt [ ] Funds on Hand [ ] Interfund Loan [ ]* | | | |

# RESOLUTION

**WHEREAS**, the City of Wausau, Wisconsin (the "City") created its Tax Incremental District No. 12 ("TID No. 12") for the purpose of rehabilitation and conservation in the City; and

**WHEREAS**, the rehabilitation and conservation projects in TID No. 12 constitute a revenue-producing enterprise of the City which is operated for a public purpose, and constitute a "public utility" within the meaning of Section 66.0621 of the Wisconsin Statutes; and

**WHEREAS**, in order to further its rehabilitation and conservation efforts in TID No. 12, the City entered into a Development Agreement originally dated September 28, 2022, as amended (the "Development Agreement"), with Foundry on 3rd PH 1, LLC (the "Developer"); and

**WHEREAS**, pursuant to Section 66.0621 of the Wisconsin Statutes and the terms of the Development Agreement, the City is to issue to the Developer a tax increment revenue bond payable solely from a percentage of Annual Tax Increment (as defined in the Development Agreement) appropriated by the Common Council.

**NOW, THEREFORE, BE IT RESOLVED**, by the Common Council of the City of Wausau, Wisconsin, as follows:

Section 1. Authorization of Revenue Bond. For the purpose of financing rehabilitation and conservation projects in TID No. 12, as provided for under the Development Agreement, the City shall issue its "Taxable Tax Increment Revenue Bond (Foundry on 3rd PH 1, LLC)" (the "Bond") to the Developer in consideration for the obligations undertaken by the Developer under the Development Agreement. The Bond shall be in the principal amount of $6,000,000 or such lesser amount as is provided in the Development Agreement. The Bond shall be dated its date of issuance and shall bear interest at a rate per annum equal to 5.50%; provided, however, that in no event shall the cumulative payments (including both principal and interest) on the Bond exceed $10,800,000.

The Bond shall mature and the City's obligation to repay all or any portion of the Bond shall terminate with the final payment on August 15, 2045. Installments of principal and interest shall be due and payable on August 15 of each year during the term of the Bond, commencing on the August 15 next following its issuance through and including the maturity date (each, a "Bond Payment Date"). The amount of the annual payment of principal and interest due on each Bond Payment Date shall be equal to Eighty Percent (80%) of the Annual Tax Increment generated from the payment of the prior year's tax bill(s) (the "Available Tax Increment"), subject to the limitations set forth in Section 3 below and in the Development Agreement.

The Bond shall be issued upon the satisfaction of the conditions set forth in the Development Agreement.

The Bond shall be subject to prepayment in whole or from time to time in part at any time, at the option of the City.

The schedule of payments on the Bond is found to be such that the amount of annual debt service payments is reasonable in accordance with prudent municipal utility practices.

The Bond shall be signed by the manual or facsimile signatures of the Mayor and City Clerk of the City (provided that, unless the City has contracted with a fiscal agent to authenticate the Bond, at least one of such signatures shall be manual), and sealed with the corporate seal of the City, or a facsimile thereof.

The Bond, together with interest thereon, shall be payable only out of the Special Redemption Fund hereinafter provided, and shall be a valid claim of the owner thereof only against the Special Redemption Fund and the revenues pledged to such Fund pursuant to this Resolution.

Section 2. Form of Bond. The Bond shall be in substantially the form set forth on Attachment I hereto.

Section 3. Payable Solely From Revenues. The Bond, together with interest thereon, shall be payable only out of the Special Redemption Fund as hereinafter provided, and shall be a valid claim of the owner thereof only against the Special Redemption Fund and from the revenues pledged to such fund, and shall be payable solely from Available Tax Increment which has been received and retained by the City in accordance with the provisions of Section 66.1105 of the Wisconsin Statutes, and appropriated by the Common Council to the payment of the Bond (hereinafter referred to as "Revenues").

As stated above, the application of Available Tax Increment to payment of the Bond is subject to future annual appropriation by the Common Council. However, the City fully expects and anticipates that to the extent Annual Tax Increment is generated and received by the City, it will appropriate Available Tax Increment to the payment of the principal of and interest on the Bond.

The City shall have no obligation to make any payments on the Bond while the Developer is in default under the Development Agreement.

Section 4. Special Redemption Fund. For the purpose of the application and proper allocation of the Revenues, and to secure the payment of the principal of and interest on the Bond, the Special Redemption Fund is hereby created and shall be used solely for the purpose of paying principal of and interest on the Bond in accordance with the provisions of the Bond and this Resolution.

Uninvested money in the Special Redemption Fund shall be kept on demand deposit with such bank or banks as may be designated from time to time by the City as public depositories under the laws of Wisconsin. Such deposits of Special Redemption Fund money shall be secured to the fullest extent required by the laws of Wisconsin and the general investment policy of the City.

Money in the Special Redemption Fund, if invested, shall be invested in direct obligations of, or obligations guaranteed as to principal and interest by, the United States of America, or in certificates of deposit secured by such obligations and issued by a state or national bank which is a member of the Federal Deposit Insurance Corporation and is authorized to transact business in the State of Wisconsin, maturing not later than the date such money must be transferred to make payments on the Bond, or deposited in the local government pooled-investment fund. All income from such investments shall be deposited in the Special Redemption Fund. Such investments shall be liquidated at any time when it shall be necessary to do so to provide money for any of the purposes for the Special Redemption Fund. All investment earnings in the Special Redemption Fund shall be used solely for the purpose of paying principal of and interest on the Bond.

All Revenues shall be deposited in the Special Redemption Fund, and no other fund is created by this Resolution.

Section 5. Application of Revenues to Payment of the Bond. On each Bond Payment Date, the City shall apply to the payment of the principal and interest due on the Bond the Available Tax Increment which has been appropriated by the Common Council to the payment of the Bond.

If on any Bond Payment Date there shall be insufficient Revenues to pay the principal or interest due on the Bond, the amount due but not paid shall accumulate and be payable on the next Bond Payment Date until the final Bond Payment Date.

If after making the payment due on the final Bond Payment Date, there remain amounts outstanding and unpaid on the Bond, then all interest accrued but unpaid and the remaining balance of principal of the Bond shall be deemed paid in full, it being understood that upon making the payment due on the final Bond Payment Date, the obligation of the City to make any further payments on the Bonds shall terminate. The City shall have no obligation to pay any amount of principal or interest on the Bond which remains unpaid after the final Bond Payment Date and the owner of the Bond shall have no right to receive payment of such amounts.

If (other than because of voluntary resolution of the Common Council) TID No. 12 terminates prior to the final Bond Payment Date, and there remain amounts outstanding and unpaid on the Bond, then all interest accrued but unpaid and the remaining balance of principal of the Bond shall be deemed paid in full, it being understood that upon such termination of TID No. 12, the obligation of the City to make any further payments on the Bond shall also terminate; provided, however, that any amounts on deposit in the Special Redemption Fund on the effective date of such termination shall be applied to pay principal and interest on the Bond. Thereafter, the City shall have no obligation to pay any amount of principal or interest on the Bond which remains unpaid upon termination of TID No. 12 and the owner of the Bond shall have no right to receive payment of such amounts.

Notwithstanding any other provisions of this Resolution to the contrary, the termination of the City's obligation to make payments on the Bond (either on the final Bond Payment Date, or the date of the termination of TID No. 12, whichever is earlier) shall not terminate the City's obligation to pay the owner of the Bond any Available Tax Increment which was previously appropriated for payments of the Bond due prior to such termination but not paid when due under the Bond.

Section 6. Persons Treated as Owners; Transfer of Bond. The City Treasurer shall keep books for the registration and for the transfer of the Bond. The person in whose name the Bond shall be registered shall be deemed and regarded as the absolute owner thereof for all purposes and payment of either principal or interest on the Bond shall be made only to the registered owner thereof. All such payments shall be valid and effectual to satisfy and discharge the liability upon such Bond to the extent of the sum or sums so paid.

The Bond may be transferred or assigned by the registered owner thereof only as provided in the Development Agreement, by surrender of the Bond at the office of the City Treasurer accompanied by an assignment duly executed by the registered owner or his attorney duly authorized in writing. Upon such transfer or assignment, the City Treasurer shall record the name of the transferee or assignee in the registration book and note such transfer or assignment on the Bond and re-issue the Bond (or a new Bond or Bonds of like aggregate principal amount and maturity).

The Bond may be exchanged for a new Bond or Bonds of like aggregate principal amount and maturity.

Section 7. General Authorizations. The Mayor and City Clerk and the appropriate deputies and officials of the City in accordance with their assigned responsibilities are hereby each authorized to execute, deliver, publish, file and record such other documents, instruments, notices and records and to take such other actions as shall be necessary or desirable to accomplish the purposes of this Resolution and to comply with and perform the obligations of the City under the Development Agreement and the Bond.

In the event that said officers shall be unable by reason of death, disability, absence or vacancy of office to perform in timely fashion any of the duties specified herein (such as the execution of the Bond), such duties shall be performed by the officer or official succeeding to such duties in accordance with law and the rules of the City.

Section 8. Severability of Invalid Provisions. If any section, paragraph or provision of this Resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining sections, paragraphs and provisions of this Resolution.

Section 9. Effective Date. This Resolution shall be effective immediately upon its passage and approval.

Approved:

_____

Doug Diny, Mayor

# MEMO

TO: Finance Committee

FROM: Patrick Gatterman, Economic Development Manager

DATE: 08/26/2026

RE: Foundry on 3rd Tax Increment Revenue Bond

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The City entered into a Development Agreement with Foundry on 3rd PH 1, LLC on September 28, 2022. To meet the City's obligations under the Development Agreement, the City is required to authorize issuance of a taxable Tax Increment Revenue Bond in an amount up to $6,000,000 to the Developer. The bond bears interest at 5.50%, with total cumulative payments capped at $10,800,000. Repayment is limited solely to 80% of Annual Tax Increment generated by the project in TID #12.

Funds are deposited into a Special Redemption Fund established exclusively for servicing the bond. The bond matures on August 15, 2045, and any unpaid principal or interest remaining after this date, or upon early termination of TID #12, is considered paid in full with no further obligation from the City. Additionally, if the Developer defaults under the Development Agreement, the City is not required to make payments during the period of default.

Overall, this financing mechanism supports the Foundry on 3rd Phase 1 development while ensuring that repayment obligations are strictly limited to available tax increment revenues. The structure protects the City from general fund exposure and maintains alignment with statutory requirements and TID #12's redevelopment mission.

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

Confirming Appointments of the Mayor of the City of Wausau to the Police & Fire Commission, Wausau Arts Commission, Bicycle and Pedestrian Advisory Committee, Ethics Board.

**File Number:**26-0902 **Date Introduced:** September 8, 2026

**Police & Fire Commission**

| Appointee: | Term: | | Term Ending: |
|---|---|---|---|
| Dr. Vada Perkins | 1st Term | Replacing Thomas Garver | 04/30/2028 |

**Wausau Arts Commission**

| Appointee: | Term: | | Term Ending: |
|---|---|---|---|
| Lauren Leitner | 1st Term | Replacing Alora Kloval | 04/30/2029 |

**Bicycle and Pedestrian Advisory Committee**

| Appointee: | Term: | | Term Ending: |
|---|---|---|---|
| William Beasley | 1st Term | Replacing Ben Gerhards | 04/30/2028 |

**Ethics Board**

| Appointee: | Term: | | Term Ending: |
|---|---|---|---|
| Rev. Sam Cripps | 1st Term | Replacing Thomas Garver | 4/20/2028 |

Attest:

_____
Rachel Brown, City Clerk

# Citizen Participation Form

Thank you for your interest in serving on one of our many Boards, Committees or Commissions. The Mayor makes appointments, which are subject to confirmation of the Council. Some, but not all, require residency or specific qualifications. Therefore, unless you express a specific interest in serving on a particular Board, Committee, or Commission, your response to the following questions will assist in appointing you, subject to confirmation of the Council. The City is looking for a broad representation of citizens with diverse backgrounds, talents, and interests. Submission of a completed application does not guarantee placement.

## Contact Information

**Full Name** *

Dr. Vada A. Perkins

First and Last Name

**Residential Address** *

Street Address

[redacted]

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Is this your residence for voter registration?** *

☑ Yes ○ No

**Phone** *

[redacted]

**Email** *

[redacted]

**How long have you been a Wausau resident?** *

9

**Do you own a business within the City of Wausau?** *

☑ Yes ○ No

**If Yes, please list the name and address of the business**

Call to Action, Inc.

## Employment Information

Please provide your current or most recent employment information.

**What is your most recent job title?** *

**Business Name** *

Founder/Managing Principal

Call to Action, Inc.

**Business Address** *

Street Address

[redacted]

Address Line 2

[redacted]

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Business Phone Number** *

[redacted]

## Community Involvement

Please note any history of involvement with your community.

**Are you currently serving on any Boards, Commissions or Committees?** *

☑ Yes ○ No

**If Yes, please list them here.**

MCDEVCO

**Do you have previous experience in any form of government?(This could be as an employee, committee member, elected official, etc)** *

☑ Yes ○ No

**Describe your involvement within the Wausau community - including government, schools, non-profit organizations, athletics, etc.** *

I have been engaged in driving a public-private partnership initiative to privately fund an ice hockey rink in the community which included engagement with city, county, and private entities. I am also the founder of a non-profit (Call to Action, Inc-501(c)3).

## Area of Interest

Information regarding existing City of Wausau Boards, Commissions and Committees can be found on the City Website at www.wausauwi.gov/your-government/city-council/boards-committees-commissions.

**Please select your top three boards, committees, or commissions you are interested in serving on:** *

- ☐ AARP Livability Committee
- ☐ Affordable Housing Regional Task Force
- ☐ Bicycle & Pedestrian Advisory Committee
- ☐ Board of Zoning Appeals
- ☐ Business Improvement District Board
- ☐ Citizen's Advisory Committee
- ☐ Ethics Board
- ☐ Joint Review Board
- ☐ Administrative Review Board
- ☐ Airport Committee
- ☐ Board of Review
- ☐ Building Advisory Board
- ☐ Capital Improvement Program Committee(CIPC)
- ☐ Community Development Authority
- ☐ Historic Preservation Commission
- ☐ Liberation and Freedom Committee

- [ ] Plan Commission
- [x] Police and Fire Commission
- [ ] Sustainability, Energy, and Environment Committee
- [ ] Transit Commission
- [ ] Wausau Arts Commission
- [ ] Wausau Veterans Committee
- [ ] Wausau Water Works Commission
- [ ] Room Tax Commission

**Please note your order of interest from the selections above.** *

Police and Fire Commission

Please list first, second and third choice

**Please expand on why you are interested in serving on your selected boards, committees, and commissions.** *

Wausau is my home, and I believe that being part of a community also means being willing to serve it. I am particularly interested in the Police and Fire Commission because few responsibilities of local government are more important than ensuring our community has strong, professional, and accountable public safety organizations. After more than 27 years of service as a U.S. service member, public service remains important to me, and I see this as an opportunity to continue that service at the local level. I would bring an independent and objective perspective to the Commission, with a focus on good governance, sound decision-making, fairness, and maintaining the public trust. Most importantly, I want to contribute to the community my family and I call home and help ensure Wausau continues to be a safe and strong place to live, work, raise a family, and do business.

**Are you willing and able to attend meetings on a regular basis?** *

- [x] Yes
- [ ] No

**What qualifications and experience will you bring to the Board, Committee or Commission?** *

I bring more than two decades of senior leadership experience across government, industry, entrepreneurship, and public-private partnerships, as well as more than 27 years of service as a U.S. service member. Throughout my career, I have led organizations and complex initiatives where sound judgment, integrity, accountability, personnel leadership, and the ability to make difficult decisions based on facts were essential. My work has also required me to build consensus among diverse stakeholders, manage competing priorities, develop organizational strategy, and operate effectively in highly regulated and accountable environments. As an entrepreneur and co-founder of two start-ups, I also understand the practical challenges of leadership, resource management, and organizational growth. I am now bringing that experience to local service as a member of the MCDEVCO Board. Collectively, these experiences provide me with a broad perspective on leadership and governance and, equally important, an understanding of the responsibility that comes with being entrusted to make decisions on behalf of a community.

## Additional Information

You are welcome to attach additional information such as your resume or vitae that may further support your appointment.

**File Uploads**

You may choose to attach supplemental information, such as a professional resume, personal biography, letter of interest, or references that may further support your appointment. This is not a requirement.

**Acknowledgement**

This application will remain on file for three years from the date of submission. Please be advised that your completed application including any supplemental attachments, are subject to open records requests under the Freedom of Information Act.

**Signature** *




**Date**

08/13/2026

# Citizen Participation Form

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## Contact Information

**Full Name***

Lauren Leitner

First and Last Name

**Residential Address***

Street Address

[redacted]

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Is this your residence for voter registration?***

Yes No

**Phone***

[redacted]

**Email***

[redacted]

**How long have you been a Wausau resident?***

11 months (resident of the metro area for almost two years)

**Do you own a business within the City of Wausau?***

Yes No

**If Yes, please list the name and address of the business**

Calla Terra Studios (no public space, business currently registered at my home address)

## Employment Information

Please provide your current or most recent employment information.

**What is your most recent job title?***

Freelance Teaching Artist

**Business Name***

Calla Terra Studios

**Business Address***

Street Address

[redacted]

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Business Phone Number***

[redacted]

## Community Involvement

Please note any history of involvement with your community.

**Are you currently serving on any Boards, Commissions or Committees? ***

Yes No

**Do you have previous experience in any form of government?(This could be as an employee, committee member, elected official, etc)***

Yes No

**Describe your involvement within the Wausau community - including government, schools, non-profit organizations, athletics, etc. ***

I am self-employed as a contracted community-based arts educator, which allows me to get involved in a variety of sectors. I teach after-school art programming with the Wausau School District. I have a weekly class at the Center for Visual Arts and serve as an instructor for their summer camps. I am starting two new programs at The Landing and Boys and Girls Club (the latter in collaboration with the Marathon County Health Department) in June. In the near future, I intend to facilitate and participate in public arts endeavors and continue expanding my reach in various sectors within the City of Wausau, and eventually the metro area.

## Area of Interest

Information regarding existing City of Wausau Boards, Commissions and Committees can be found on the City Website at www.wausauwi.gov/your-government/city-council/boards-committees-commissions.

**Please select your top three areas of interest***

- AARP Livability Committee
- Affordable Housing Regional Task Force
- Bicycle & Pedestrian Advisory Committee
- Board of Public Works
- Board of Zoning Appeals
- Business Improvement District Board
- Citizen's Advisory Committee
- Community Development Authority
- Ethics Board
- Joint Review Board
- Liberation and Freedom Committee
- Plan Commission
- Policing Task Force
- Solar Array Task Force
- Transit Commission
- Wausau Veterans Committee
- Administrative Review Board
- Airport Committee
- Board of Canvassers
- Board of Review
- Building Advisory Board
- Capital Improvement Program Committee(CIPC)
- City-County IT Commission
- Dog Park Committee
- Historic Preservation Commission
- Legislative Committee
- Neighbor 2 Neighbor Committee
- Police and Fire Commission
- Safe Elections Task Force (SETF)
- Sustainability, Energy, and Environment Committee
- Wausau Arts Commission
- Wausau Water Works Commission

**Please note your order of interest from the selections above. ***

Sustainability, Energy, and Environment Committee; Wausau Arts Commission; Wausau Water Works Commission

Please list first, second and third choice

**Are you willing and able to attend meetings on a regular basis? ***

Yes No

**Why are you interested in serving on a City of Wausau Board, Committee or Commission? ***

My husband and I moved to the region from Milwaukee nearly two years ago, not for a job or to be closer to family, as many people assume to be the reason. The primary driver of leaving Milwaukee was to have easier access to nature, followed by a desire for a smaller community and lower cost of living. We considered other mid-sized Wisconsin cities, including Eau Claire, La Crosse, Madison, and Sheboygan, and ultimately chose Wausau because 1) its culture is very centered around nature, 2) current residents shared with us that it is in stages of development. We felt the other options were more established, especially for young families, and we wanted to become residents as Wausau was developing. Being a new homeowner and mother to a child who will grow up in Wausau, I am deeply invested – financially, emotionally, and socially – in the city's economic and environmental sustainability.

**What qualifications and experience will you bring to the Board, Committee or Commission? ***

I have a versatile professional background, with a BA in Arts Management/Business and Master's in Community Arts/Arts Education, and nearly 20 years of experience working in the arts and culture sector; additionally, I've spent a majority of those years as a practicing visual artist as well as working with youth ranging in age from 0-24 alongside my professional career.

During that time, my employers and contractees have included for-profits (startups, corporations, and government entities) and nonprofits ($250k–$25M budgets); these have ranged from social services organizations, public schools, art museums, and music venues. In these capacities, I've developed skillsets in: grantwriting, program and project management, office administration, content writing, marketing, bookkeeping, HR, youth development, classroom instruction, special education, art education, curriculum development, event planning, community outreach and engagement, public art, and music publishing and licensing.

Specifically pertaining to the City of Wausau's SEEC Committee, I bring a five-year background in sustainability, with a broad emphasis on green infrastructure, recycling, and environmental justice that began with a program I created, developed, and managed in Milwaukee (see attached).

On a personal level, I'm a visionary, entrepreneurial and community minded, data driven, resourceful, innovative, adaptable, and deeply passionate about the sustainability of our environment and, relatedly, the health of our collective society.

**Additional Information**

You are welcome to attach additional information such as your resume or vitae that may further support your appointment.

**File Uploads**

Lauren Leitner Professional Resume 2025.pdf 140.52KB


Lauren Leitner

PROFESSIONAL SUMMARY

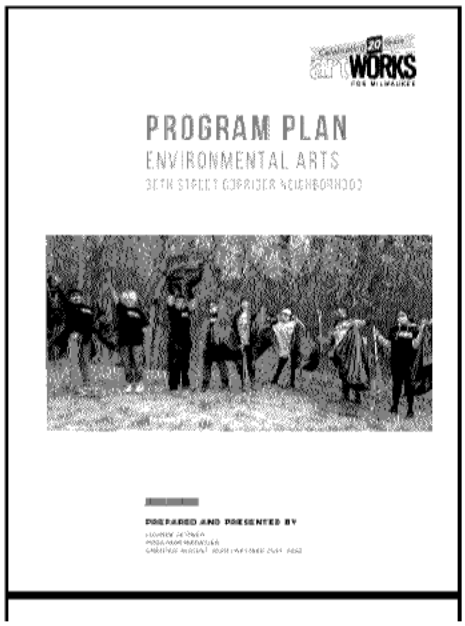
WORK EXPERIENCE

EDUCATION

MA - COMMUNITY ARTS

BA - ARTS MANAGEMENT

ArtWorks Environmental Arts Program Plan.pdf 2.95MB




You may choose to attach supplemental information, such as a professional resume, personal biography, letter of interest, or references that may further support your appointment. This is not a requirement.

**Acknowledgement**

This application will remain on file for three years from the date of submission. Please be advised that your completed application including any supplemental attachments, are subject to open records requests under the Freedom of Information Act.

**Signature** *



**Date**

05/27/2025

# Citizen Participation Form

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## Contact Information

**Full Name***

William Beasley

First and Last Name

**Residential Address***

Street Address

[redacted]

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Is this your residence for voter registration?***

Yes No

**Phone***

[redacted]

**Email***

[redacted]

**How long have you been a Wausau resident?***

15 years

**Do you own a business within the City of Wausau?***

Yes No

**If Yes, please list the name and address of the business**

## Employment Information

Please provide your current or most recent employment information.

**What is your most recent job title?***

Youth Development Staff

**Business Name***

Boys and Girls Club of the Wausau Area

**Business Address***

Street Address

[redacted]

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403

**Business Phone Number***

[redacted]

## Community Involvement

Please note any history of involvement with your community.

**Are you currently serving on any Boards, Commissions or Committees? ***

Yes No

**Do you have previous experience in any form of government?(This could be as an employee, committee member, elected official, etc) ***

Yes No

**Describe your involvement within the Wausau community - including government, schools, non-profit organizations, athletics, etc. ***

I have worked for the Boys and Girls Club of the Wausau Area for about 4 years now, and grew up in the city of Wausau for most of my childhood and beginning of my adult life. I graduated from Wausau East High School in 2017.

## Area of Interest

Information regarding existing City of Wausau Boards, Commissions and Committees can be found on the City Website at www.wausauwi.gov/your-government/city-council/boards-committees-commissions.

**Please select your top three areas of interest ***

AARP Livability Committee
Administrative Review Board
Affordable Housing Regional Task Force
Airport Committee
Bicycle & Pedestrian Advisory Committee
Board of Canvassers
Board of Public Works
Board of Review
Board of Zoning Appeals
Building Advisory Board
Business Improvement District Board
Capital Improvement Program Committee(CIPC)
Citizen's Advisory Committee
City-County IT Commission
Community Development Authority
Dog Park Committee
Ethics Board
Historic Preservation Commission
Joint Review Board
Legislative Committee
Liberation and Freedom Committee
Neighbor 2 Neighbor Committee
Plan Commission
Police and Fire Commission
Policing Task Force
Safe Elections Task Force (SETF)
Solar Array Task Force
Sustainability, Energy, and Environment Committee
Transit Commission
Wausau Arts Commission
Wausau Veterans Committee
Wausau Water Works Commission

**Please note your order of interest from the selections above. ***

Transit, Arts, and then Bicycle and Pedestrian

Please list first, second and third choice

**Are you willing and able to attend meetings on a regular basis? ***

Yes No

**Why are you interested in serving on a City of Wausau Board, Committee or Commission? ***

I have developed a deep passion for civil service since becoming an adult, with a focus on public transportation reform and labor reform.

**What qualifications and experience will you bring to the Board, Committee or Commission? ***

I bring a youthful perspective from a citizen who grew up in this city and has seen how it's developed over the years. In addition, I have a strong interest for civil service, seeking more opportunities to serve the community I grew up in. I have also been working at the boys and girls club within the city, helping the youth grow and learn via extracurricular activities.

## Additional Information

You are welcome to attach additional information such as your resume or vitae that may further support your appointment.

**File Uploads**

You may choose to attach supplemental information, such as a professional resume, personal biography, letter of interest, or references that may further support your appointment. This is not a requirement.

**Acknowledgement**

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**Signature***

Will Beasley

**Date**

05/04/2025

# Citizen Participation Form

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## Contact Information

**Full Name** *

The Rev. Samuel Cripps

First and Last Name

**Residential Address** *

Street Address

[redacted]

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403-4921

**Is this your residence for voter registration?** *

☑ Yes ○ No

**Phone** *

[redacted]

**Email** *

[redacted]

**How long have you been a Wausau resident?** *

3 years

**Do you own a business within the City of Wausau?** *

○ Yes ☑ No

**If Yes, please list the name and address of the business**

## Employment Information

Please provide your current or most recent employment information.

**What is your most recent job title?** *

Rector

**Business Name** *

The Episcopal Church fo St. John the Baptist

**Business Address** *

Street Address

330 McClellan St

Address Line 2

City

Wausau

State/Province/Region

WI

Postal/Zip Code

54403-4841

**Business Phone Number** *

(715) 845-6947

## Community Involvement

Please note any history of involvement with your community.

**Are you currently serving on any Boards, Commissions or Committees?** *

○ Yes ☒ No

**Do you have previous experience in any form of government?(This could be as an employee, committee member, elected official, etc)** *

○ Yes ☒ No

**Describe your involvement within the Wausau community - including government, schools, non-profit organizations, athletics, etc.** *

Vice President, Marathon County Historical Society
Chaplain, Wausau Police Department

## Area of Interest

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**Please select your top three boards, committees, or commissions you are interested in serving on:** *

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- ☐ Affordable Housing Regional Task Force
- ☐ Bicycle & Pedestrian Advisory Committee
- ☐ Board of Zoning Appeals
- ☐ Business Improvement District Board
- ☐ Citizen's Advisory Committee
- ☑ Ethics Board
- ☐ Joint Review Board
- ☐ Plan Commission
- ☐ Sustainability, Energy, and Environment Committee
- ☐ Wausau Arts Commission
- ☐ Wausau Water Works Commission
- ☐ Administrative Review Board
- ☐ Airport Committee
- ☐ Board of Review
- ☐ Building Advisory Board
- ☐ Capital Improvement Program Committee(CIPC)
- ☐ Community Development Authority
- ☑ Historic Preservation Commission
- ☐ Liberation and Freedom Committee
- ☑ Police and Fire Commission
- ☐ Transit Commission
- ☐ Wausau Veterans Committee
- ☐ Room Tax Commission

**Please note your order of interest from the selections above.** *

Historic Preservation, Ethics, Police & Fire

Please list first, second and third choice

**Please expand on why you are interested in serving on your selected boards, committees, and commissions.** *

I am interested in serving on the Historic Preservation Commission because I firmly believe that historic preservation is a powerful driver for economic development, tourism, and neighborhood stability in Wausau. Safeguarding our historic resources isn't just about looking backward; it's about smart, sustainable urban growth. I want to contribute my perspective to help find the right balance between adaptive reuse, preservation, and modern progress, ensuring Wausau remains a vibrant, character-rich place to live and work.

**Are you willing and able to attend meetings on a regular basis?** *

☑ Yes ○ No

**What qualifications and experience will you bring to the Board, Committee or Commission?** *

My qualifications to serve on the commission are rooted in my professional experience in historical stewardship and community governance. Through my role as Vice President of the Marathon County Historical Society, I help oversee the preservation of our area's rich material history and understand the practical mechanisms of heritage preservation in Marathon County. This is complemented by my academic background as a PhD candidate in intercultural studies, where my daily work involves extensive historical research, writing, and cultural contextualization. Combined with my leadership experience managing a historic downtown parish community, I offer a highly analytical, organized, and collaborative perspective focused on protecting Wausau's historic assets.

## Additional Information

You are welcome to attach additional information such as your resume or vitae that may further support your appointment.

**File Uploads**

CV4 (6).pdf 70.46KB

You may choose to attach supplemental information, such as a professional resume, personal biography, letter of interest, or references that may further support your appointment. This is not a requirement.

**Acknowledgement**

This application will remain on file for three years from the date of submission. Please be advised that your completed application including any supplemental attachments, are subject to open records requests under the Freedom of Information Act.

**Signature** *




**Date**

06/15/2026