



OFFICIAL NOTICE AND AGENDA

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

Meeting: CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Members: Lisa Rasmussen (C), Sherry Abitz, Gary Gisselman, Karen Kellbach, Robert Mielke.

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

Date/Time: Thursday, June 12, 2014, at 5:30 p.m.

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1. Public comment on matters appearing on the agenda.
 2. Approve minutes of the May 8, 2014 meeting.
 3. Discussion and possible action on Thomas Street regarding the following:
 - a. Approve 2 lane/4 lane or 4 lane/4 lane cross section
 - b. Approve purchasing right-of-way only for cross section selected or purchasing additional property based off of original five lane cross section
 - c. Determine which half to construct first
 4. Discussion and possible action on an Amendment to the Official City Map to establish the new exterior lines of the realignment of Bridge Street from Westwood Drive to 28th Avenue and Pine Ridge Boulevard from Plaza Drive to Bridge Street. (This item was postponed from the May 8, 2014 meeting.)
 5. Discussion and possible action regarding drainage at Maple Hill Road and River Hills Circle.
 6. Discussion and possible action on the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive.
 7. Discussion and possible action on the State/Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue.
 8. Discussion and possible action on the dedication of 80th Avenue.
 9. Update on the U/K Project.
 10. Renew North Central Wisconsin Stormwater Coalition Cooperative Agreement.
 11. Discussion and possible action regarding street lighting on streets proposed for construction in 2015.
 12. Discussion and possible action on the design of 1st Street from the day lighted stream north to Bridge Street.
 13. Future agenda items for consideration.

Adjourn.

The next regular meeting is scheduled for July 10, 2014.

LISA RASMUSSEN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: June 5, 2014 at 2:00 p.m.

It is possible that members of and possibly a quorum of members of other committees of the Common Council may be in attendance at this meeting to gather information. No action will be taken by any such groups at this meeting other than the committee specifically referred to in this notice.

Upon reasonable notice, effort will be made to accommodate the needs of disabled individuals through appropriate aids and services. For information or to request this service, contact the City Clerk at (715) 261-6620.

Agenda distribution: Committee members, Council members, Assessor, Attorney, Clerk, Community Development, Engineering, Finance, Fire, Inspections, Mayor, Parks, Planning, Public Works, County Planning, Daily Herald, City Pages, Wausau School District, Wausau Area Events, Becher-Hoppe Associates, AECOM, CWE, REI, Glenn Speich, Judy Bayba, Scholfield Group, Evergreen Civil Engineering, Schoen Engineering Solutions, W. Craig Olafsson.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: May 8, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Abitz, Gisselman, Kellbach, Mielke

Also Present: Marquardt, Wesolowski, Wagner

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

Noting the presence of a quorum, at approximately 5:30 p.m. Chairperson Rasmussen called the meeting to order.

Select a Chairperson and Vice Chairperson for 2014-2016 Term

Wagner thanked the committee members for agreeing to serve as each committee is important to make the City run smoothly. Due to the recent changes in Council rules, the Coordinating Committee will be an active committee to set priorities and a road map of items to go through committees. To be on the Coordinating Committee, you have to be a chairperson of a Standing Committee. Therefore, he requested that the same person not chair more than one Standing Committee.

Mielke believes Rasmussen does an excellent job; however, she also serves as the chair of Public Health & Safety. Therefore, he nominated Gisselman for chair of CISM and he accepted the nomination. Abitz nominated Rasmussen and stated she would like to see Rasmussen carry forward because of the Thomas Street situation. Rasmussen accepted the nomination but noted that if there is one committee that suits her as chair, it is Public Health & Safety.

Rasmussen called for a vote by raise of hands. Two votes were received for Gisselman and three votes were received for Rasmussen. Rasmussen will continue as Chairperson.

Gisselman nominated Mielke for Vice Chairperson. There were no other nominations and Mielke was selected to serve as Vice Chairperson.

PUBLIC HEARING: Amendment to the Official City Map to establish the new exterior lines of the realignment of Bridge Street from Westwood Drive to 28th Avenue and Pine Ridge Boulevard from Plaza Drive to Bridge Street

Rasmussen asked those in attendance who wished to speak to come to the podium and give their name, address and comments.

Craig Olafsson stated he lives at 2213 Ridge View Drive but is representing Connexus Credit Union. The credit union is opposed to the proposed change of roadway due to their expansion plans. Their expansion would be where the road is proposed. He passed out a plan from 20 years ago showing the plan expansion. If the change is made in the roadway, it will hurt the expansion. He requested the amendment to the map be postponed until they can solidify their plans. There were no further comments offered and the public hearing was closed.

Wesolowski is not sure of how the building would lay out with the proposed road as this is the first time he has seen the expansion plans. However, at first glance it did not appear that the building would affect the corridor. Olafsson stated there is a need for more employees and at the very least they would like this postponed. Rasmussen asked if the issue was the size of the building or parking. Olafsson stated they need more space and they can only build towards the road. Mielke asked how soon a proposal would be put together and Olafsson could not present a timetable at this time as it is in preliminary discussions.

Abitz stated at CISM in 2009 there was discussion about the Connexus site and she read a portion of the minutes. Wesolowski previously met with officials from Liberty Mutual, who own the Connexus site, and Aspirus. Neither party spoke of the proposed expansion. Rasmussen noted the report of the traffic engineers which stated the road is under engineered if it is left as is and since that report there have been more buildings and expansions in the area. If this is held off and not mapped, everyone is in a state of flux. Olafsson stated he has not seen any traffic issues and again stated they would just like it postponed as it would damper their expansion plans.

Abitz moved to postpone amending the Official City Map to establish the new exterior lines of the realignment of Bridge Street from Westwood Drive to 28th Avenue and Pine Ridge Boulevard from Plaza Drive to Bridge Street. Mielke seconded and the motion carried unanimously 5-0.

Approve minutes of the April 10, 2014 meeting

Kellbach moved to approve the minutes of the previous meeting. Mielke seconded and the motion carried unanimously 5-0.

Provide direction regarding the temporary repair of Thomas Street

This item was taken out of agenda order.

Marquardt stated that Thomas Street is in disrepair and the crew is looking for direction to keep the street drivable. Crews are patching the road daily and there are concerns with safety due to the traffic. The next step up from patching would be skin patching. This application lasts between three and five years. The next step up would be milling and overlaying, which would have about a fifteen year life span. This would not be cost-effective if the street is to be reconstructed. If the decision is made to widen the road, we will have to purchase property. It will take a couple of years for appraisals, negotiations and utility relocation. By doing a skin patch, it would get us to the point of reconstruction.

Robert Baumann, 1040½ South 5th Avenue, stated every morning he goes onto his balcony and it saddens him to see the road in disrepair with potholes and cracks. It has taken a decade to do something about it. Something needs to be done but enough with the band-aid solutions. The residents need closure.

Rasmussen received a call from former Alderperson and current DPW employee Chris Barr. He urged the committee to consider approving a skin patch because the road is so bad crews cannot keep up with patching. It would be worth the time to make the road smooth and drivable. She stated we have a duty to make the situation tolerable until a permanent solution can get underway.

Wilfrid Guillaume, owner of the restaurant at Thomas Street and 10th Avenue, stated twelve years ago everyone wanted to do the road. Now it is at the point where he cannot rent or sell his property. No one wants to be tied down with the construction and added when water and sewer needs repair the road will have to be torn up. Rasmussen clarified that a skin patch is only a thin patch and replacement of utilities would be part of the reconstruction project.

Abitz stated we have delayed this project for 12 years. Now it is coming to a point where the road needs to get fixed. She, along with other residents, are opposed to spending \$107,000 for a temporary fix. She would rather see Thomas Street crumble to nothing because of her frustration. She spoke with Ric Mohelnitzky and understands how he feels, but we have to understand the frustration of the residents and this is spending money that will not help them. We still have not done anything to Thomas Street and it gives the impression that we do not care about the residents. She is also tired of band-aid fixes.

Rasmussen stated she would not support a 15-year fix. The expected life span of a skin patch is three years and it would be a bridge to progress. We need to make it tolerable until the project gets underway. If we start buying properties tomorrow we would still have 3 years before the project is done.

Wagner stated he agrees with Rasmussen that we owe it to the residents along Thomas Street. He intends to take Thomas Street to the first Coordinating Committee and set a timeline with goals to the process to get a resolution to this. As stated earlier, if we start tomorrow the fastest timeline is still two to three years. We owe this to the residents and to DPW for their safety. If in two months we start buying properties, the residents will see we are making progress. We cannot ignore the condition of Thomas Street. He is appalled by the fact that someone could get their bike in a crack and go head over heels. Rasmussen stated there is also that concern of liability when we know the road is decaying and do nothing.

Gisselman stated he applauds Rasmussen for her words regarding safety and he will not let a street in the City of Wausau go to crumbles. Gisselman moved to approve the skin patching of Thomas Street. Kellbach seconded.

Abitz stated she understands but is trying to make a point that it is another band-aid solution and another excuse to delay the project. Rasmussen stated it is no secret that things have been done wrong in the past; however, it is time to move forward.

There being a motion and a second, motion to approve the skin patching of Thomas Street passed 4-1.

Discussion and possible action on petition for installation of street lighting in the 900 block of Scott Street and consider Scott Street lighting needs between 6th Street and LaSalle Street

Rasmussen stated a petition was received for the installation of decorative street lights in the 900 block of Scott Street. She also would like to consider the lighting needs of Scott Street between 6th Street and LaSalle Street. If there are lamp posts in the river district and then again in the 900 block, it would create an island. Wesolowski explained the cost would be approximately \$5,100 per light, which includes the pole, lamp, base, conduit, wire, and installation. Just for the 900 block the total cost is estimated at \$61,000. This section will be reconstructed this summer and the lighting is not included in the budget for the project. The 800 and 900 blocks of McClellan Street will also be reconstructed this summer and if lighting is approved for Scott Street, those residents may wonder why they did not get decorative lighting. The estimated cost to install lighting from 6th Street to LaSalle Street is \$91,800. Rasmussen noted the Police Department continually states that the number one deterrent of crime is lighting. This was proven when the crime rate did get better after lights were installed on 3rd Street. The area of Scott Street from 6th Street to LaSalle Street does support more lighting. It is a way to make the neighborhood better and it could be a catalyst to other improvements. When talking about an \$86 million budget, these costs are an eye drop. Replacement of sewer and water laterals are now the standard when reconstructing roads and maybe street lighting should be too. Gisselman agreed with the safety issue and staffing suggestions about the rest of the neighborhood. He questioned if there were other lighting options. Rasmussen stated the decorative poles are more expensive to install but cheaper to run. Discussion followed on other lighting options. Wesolowski stated it would be tough to bid out the lighting as we could end up with having to stock a number of different lights. Marquardt added that if low-level lighting is not installed there may be an issue with trees and therefore if it is really for safety low-level should be installed. He indicated that adding different kinds of lights would require stocking of different materials. Wesolowski replied even if a different pole is purchased, there is still the underground costs. Therefore, you may save \$500 per pole but there is still a \$55,000 investment.

Dick Holster, who owns several rental properties, believes lighting does help with renting. It was noted that Community Development may be able to get funding for blight to use for lighting. Holster said if lighting was installed from 10th Street to LaSalle it would send a message and we are currently trying to change that image. Holster added that the lighting on Prospect Avenue made a huge difference.

Deanna Schuette, East Towne Neighborhood Group, stated the area from Franklin to Forest and 6th Street to LaSalle Street needs infrastructure changes and lighting is a part of safety. She is not opposed to lighting in the 900 block but if not installed in other areas it gives a feeling they are not a part of the neighborhood. Tammy Stratz did inform them that street construction plays a big part on where street lighting is installed. She added the East Towne Group would be grateful for any lighting.

Wesolowski indicated that Scott Street from 6th Street to LaSalle is not on the 5-year list for reconstruction. Rasmussen would not like to wait five years for a road project to light the area. In the past the City has been reluctant to install mid-block lighting and was worried about setting a precedent. Now it is to a point where we want everyone to clean things up and lighting is the first step. We do not want the perception of fear.

Wesolowski stated the spacing on Prospect is about 150'. If lights are placed at the intersections, you will have dark spots mid-block. Abitz asked if thinning of the trees would help with the flow of lighting. Rasmussen stated there is no mid-block lighting so even if trees were thinned out, the only lighting is at the corners. However, we could have the City Forester look into it.

Sherman Gress, 929 Scott Street, stated he has lived there for 39 years. He petitioned for the street lighting because of the road construction project and this would be a good time for installing street lighting. Currently there are lights on the corners and one mid-block but due to the trees you really do not know the light is there.

Abitz moved to go forward with the installation of street lighting on Scott Street from 6th Street to 10th Street contingent upon a review by the City Forester to see if thinning some of the trees would result in the need for fewer lights. Mielke seconded.

Wesolowski indicated that there is not money budgeted for this. Rasmussen stated the placement of street lighting is the task of this committee and not the task of the Finance Committee, which is why this item was recently pulled from the Finance agenda. The Finance Committee is responsible for finding the money.

There being a motion and a second, motion to go forward with the installation of street lighting on Scott Street from 6th Street to 10th Street contingent upon a review by the City Forester to see if thinning some of the trees would result in the need for fewer lights carried unanimously 5-0.

Discussion and possible action on easement at Yawkey Park (WPS)

Marquardt stated Wisconsin Public Service needs to move a transformer because of an expansion project at the YMCA. The only place the transformer can go is east, which is on Yawkey Park property. Peter Knotek with the Park Department did not have an issue with the proposed location.

Mielke moved to approve the easement at Yawkey Park for the placement of a Wisconsin Public Service transformer. Seconded by Kellbach.

Abitz questioned if this would have any bearing on parking and Marquardt replied no.

There being a motion and a second, motion to approve the easement at Yawkey Park for the placement of a Wisconsin Public Service transformer carried unanimously 5-0.

Discussion and possible action on allowing construction of a building on an existing easement (YMCA)

As part of the expansion project at the YMCA, they would like to install a lift to assist in getting handicap individuals to the lower gym. This would be a 14' x 10' addition. Back in 1976 and 1977, Franklin Street was vacated and the City retained an easement. That easement prohibits the construction of a building unless the City has access to their utilities. This addition would not impact access to utilities.

Motion by Kellbach to allow the construction of a building on an existing easement at the YMCA. Seconded by Mielke and the motion carried unanimously 5-0.

Discussion and possible action on Street Privilege Permit for parking stalls surrounding the YMCA

Marquardt explained that this is regarding the expansion project at the YMCA. Typically Street Privilege Permits are handled in the Engineering Department. However, due to the number of parking stalls affected and the duration, staff is looking for committee approval.

Abitz asked if the YMCA would be asking for time limits on other parking spots to be changed. Marquardt replied no and explained that parking is available in the lot near the church and the lot to the northwest. Abitz questioned how this would affect the entrance on the east side. Marquardt indicated the 4th Street entrance, Grant Street entrance and the entrance between the buildings will be utilized.

Motion by Mielke to approve the Street Privilege Permit for parking stalls surrounding the YMCA. Seconded by Kellbach and the motion carried unanimously 5-0.

Discussion and possible action on the dedication of East Kent Street right-of-way

Marquardt stated this is to accept the dedication of right-of-way for the construction of East Kent Street, which is scheduled to be built this year. Part of it is on the conservancy of which a legal opinion was obtained. The legal opinion stated the construction of a public road for access is allowed.

Kellbach moved to approve the dedication of East Kent Street right-of-way. Gisselman seconded and the motion carried unanimously 5-0.

Discussion and possible action on an amendment to the Curling Way Relocation Order

Marquardt stated the relocation order began the process of obtaining property needed for the extension of Curling Way. An amendment is not unheard of as the design process moves forward. In this case, a property line was misinterpreted. The property line for the cemetery is actually 300' to the south of where it was shown on the original relocation order. We also need an easement from the cemetery for a drainage ditch, which is a DNR requirement for water quality standards. The relocation amendment will go to Plan Commission next week and then to Council. Because of the new Council rules, the Plan Commission minutes would not be included in the Council packet. Staff is also looking for approval to put this on the Council agenda without the Plan Commission minutes. Rasmussen stated this is a revised

map to something that has already been approved and if we intend to get appraisals done on time we need to move this forward.

Mielke moved to approve the amendment to the relocation order for Curling Way. Gisselman seconded and the motion carried unanimously 5-0.

Make recommendation on the sale of 541 Evergreen Road

Marquardt explained that 541 Evergreen Road is the second parcel to a larger parcel that the City obtained previously. Staff was trying to work with the property owner at 535 Evergreen to obtain some land to tie it to 541 for water frontage; however, that did not materialize. A call was received from the property owner of 535 indicating that someone had approached them to purchase some of their vacant property and in doing so thought that 541 belonged to them also. The owner of 535 Evergreen asked if the City would now be willing to sell that property. The process was started to sell the property and staff has not received any objections from Police, Fire, Community Development, and Public Works & Utilities. The property is assessed at \$25,500.

Gisselman moved to approve the sale of 541 Evergreen Road with the minimum asking price of \$25,500. Mielke seconded and the motion carried unanimously 5-0.

Set regular meeting date and time

The committee agreed to stay with the current date and time of the second Thursday of the month at 5:30 p.m.

Future agenda items for consideration

Rasmussen stated staff is working on getting information compiled on the state of our infrastructure.

Discussion and possible action on Jurisdictional Transfer Agreement for Surplus Right-of-Way Property – STH 52 and STH 29 from the Wisconsin DOT

Marquardt stated this is the detention pond area that was created with the new alignment of the on and off ramps of Highway 29 to Stewart Avenue. In the Memorandum of Understanding, when the project was completed the City agreed to take over ownership and maintenance of the detention areas. The Park Department had eyed the location as a potential place for a dog park. The Jurisdictional Transfer Agreement does state the area would be for a dog park, but it does not necessarily have to be. The agreement that was included in the packet stated if the area was not used for public use, it would revert back to the state. However, that language was removed from the updated agreement, which was handed out tonight. Therefore, the City can do what it wishes with the parcel, including selling a portion.

Mielke moved to approve the Jurisdictional Transfer Agreement for surplus right-of-way - STH 52 and STH 29 from the Wisconsin DOT. Gisselman seconded and the motion carried unanimously 5-0.

Adjourn

Kellbach moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:55 p.m.

AGENDA ITEM

Discussion and possible action on Thomas Street regarding the following:

- a. Approve 2 lane/4 lane or 4 lane/4 lane cross section
- b. Approve purchasing right-of-way only for cross section selected or purchasing additional property based off of original five lane cross section
- c. Determine which half to construct first

BACKGROUND

In order to move the Thomas Street project forward, a decision needs to be made first on the number of lanes to include in the design. Previous Council action has Thomas Street a four lane street from the river to 17th Avenue with turn lanes. This decision was based on many aspects including projected traffic counts. A recent study from GRAEF, which took into account revised projected traffic counts, recommends having four lanes from the river to 3rd Avenue and two lanes from 3rd Avenue to 17th Avenue.

Based off the decision of how many lanes should be constructed, a decision needs to be made on the extent of property to be acquired. GRAEF's report makes mention to the possibility of purchasing property according to the original Council action. The other possibility is to only purchase the needed property to build a narrower street (two lanes instead of four). It should be noted that some properties will need to be acquired no matter which option. Staff will not know the full extent of this until plans are redesigned.

The last item to be decided is which half to construct first. This will give residents a sense of direction and a timetable.

Attached is an estimated timetable staff and CISM can use going forward.

FISCAL IMPACT

Final costs depend on the lane configuration and the property being acquired. Street construction is estimated between \$3.5 and \$5 million with property acquisition in the \$7 to \$10 million range.

STAFF RECOMMENDATION

Staff has no recommendation on these items.

Staff contact: Brad Marquardt 715-261-6745

June 12 CISM

1. Approve 2 lane/4 lane or 4 lane/4 lane cross section
2. Approve purchasing right of way only for cross section selected or purchasing additional property based off of original five lane cross section.
3. Determine which half to construct first

July 8 Council

- Approve CISM recommendations

July/August CISM

- Discuss design details such as lane width, median width, boulevard width, etc.
- AECOM starts redesign
- Recommend funding in 2015 for approximately 1/3 of properties to be acquired in 2015

July/August Council

- Approve CISM recommendations

September CISM

- Approval to release RFP for consultant to lead property acquisition

November

- AECOM starts right-of-way plat

December

- AECOM finishes right-of-way plat

January CISM

- Approve right-of-way plat

January – December 2015

- Finalize plans
- Begin property acquisition concentrated on the selected half to construct first
- Begin building demolition
- Budget for additional 1/3 of properties to be acquired in 2016

January – December 2016

- Prepare plans and specifications for bidding towards end of year
- Finish property acquisition on selected half to construct first and begin property acquisition on second half
- Budget for remaining 1/3 of properties to be acquired in 2017
- Finish building demolition on first half
- Overhead utilities and gas relocation on first half

January – December 2017

- Finish overhead utility and gas relocation on first half and start on second half
- Finish property acquisition on second half
- Finish building demolition
- Construction on first half

January – December 2018

- Finish overhead utility and gas relocation on second half
- Construction on second half

AGENDA ITEM

Amendment to the Official City Map to establish the new exterior lines of the realignment of Bridge Street from Westwood Drive to 28th Avenue and Pine Ridge Boulevard from Plaza Drive to Bridge Street. (This item was postponed from the May 8, 2014 meeting.)

BACKGROUND

The public hearing to amend the official City map to establish a new alignment was held at the last CISM meeting in May. Testimony was taken from W. Craig Olafsson of Daubert Law Firm representing Connexus Credit Union. Mr. Olafsson voiced objection to the plan as it does not align with the future plans for Connexus. CISM instructed staff to meet with Connexus and discuss the future plans of Connexus and how the proposed Official City Mapping would affect them. City staff met with Dave Christenson, President and CEO; Boyd Gustke, Executive Vice President and COO; and Rob Marz, Facilities Supervisor on Tuesday May 27 at Connexus Credit Union. The proposed layout of a building addition to Connexus and the proposed alignment of Bridge Street were discussed. After comparing the City mapping and the preliminary layouts of the building addition to Connexus there is an obvious conflict. To avoid a conflict the City would need to amend the alignment or Connexus amend the building plans. Connexus did state they are not the owner of the land; however, they indicated this may change in the future and their preference would be to have the alignment shifted south onto the hospital property.

FISCAL IMPACT

There is no fiscal impact to the City to place the corridor on the Official City map.

STAFF RECOMMENDATION

Staff recommends moving forward with the official City mapping as proposed.

Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Discussion and possible action regarding drainage at Maple Hill Road and River Hills Circle

BACKGROUND

A complaint was taken from Terry Mathie of 1215 Maple Hill Road regarding drainage at her property. Staff met Mrs. Mathie on site to discuss the issue. The property sits at the intersection of Maple Hill Road and River Hill Circle. The property is on the low end of River Hills Circle, meaning it gets a majority of the storm water from the upstream properties. The day staff visited the property, the back yard had running water. (The water crosses the sidewalk on Maple Hill Road and enters the curb and gutter.) Mrs. Mathie's primary complaint was 427 River Hills Circle which was in the process of installing drain tile and directing this water to the north east corner of the property. The primary problem is the majority of the properties on Briarwood and River Hills Circle direct their sump pumps to the back yards where it runs to the north toward 1215 and 1225 Maple Hill Road.

One possible solution would be to extend storm sewer from the intersection of River Hills Circle to the east and install an inlet on the south side of Maple Hills Road (see the attached map). This would not solve the drainage issue but it could provide an inlet to tap into for drain tile.

FISCAL IMPACT

The cost to run storm sewer one lot and replace the asphalt and curb and gutter is estimated at approximately \$20,000.

STAFF RECOMMENDATION

Staff recommends working with the landowners to resolve the issue. Staff would not extend the storm sewer without support from the adjacent landowners to utilize the connection of drain tile. Staff could investigate a storm easement along the back lots of the properties to extend drain tile as far south as 4119 River Hills Circle.

Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Discussion and possible action on the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive

BACKGROUND

Last year we submitted Townline Road from Grand Avenue east to the City limits as a project to the MPO under the STP-Urban classification. It was selected as one of the projects to be awarded money on a 50 -50 split between municipal funds and DOT funds. Included is the Project Agreement from the DOT which outlines the costs associated to each entity. According to the agreement, the City is 100% responsible for the design and the design review. For the construction, the City is responsible for 50% of the construction estimated at \$512,000 (total construction estimated at \$1,025,000). Non-participating items such as sanitary and water costs are 100% City costs.

Construction is currently scheduled for 2018.

FISCAL IMPACT

According to the Agreement, the City's estimated cost is \$699,625. If the City decides to outsource this work, we will need to hire a consulting engineer at 100% City cost.

STAFF RECOMMENDATION

Staff recommends approval of the Project Agreement for Townline Road.

Staff contact: Brad Marquardt 715-261-6745

Urbanized Area STP-Urban (206)

 <p>STATE/MUNICIPAL AGREEMENT FOR A STATE- LET URBANIZED AREA STP-URBAN PROJECT</p> <p>Program Name: STP-Urban Population Group: 50,000-200,000 Sub-program #: 206</p>	<p>Revised Date: n/a Date: May 14, 2014 I.D.: 6999-18-01 Design, 6999-18-71 Constr. Road Name: Townline Road Limits: City of Wausau, Townline Road Grand Ave to Easthill Drive County: Marathon Roadway Length:0.7 mile Functional Classification: Minor Arterial Project Sponsor: City of Wausau Urbanized Area: Wausau MPO</p>
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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 effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request:

Townline Road between Grand Avenue and Easthill Drive is functionally classified as an Urban Minor Arterial and carries 7000 vehicles per day with a posted speed of between 25-35 MPH. This major east west corridor is located south of downtown Wausau and is part of the Wausau truck route system, therefore the roadway sees heavy truck traffic as manufacturers are in close proximity. New development in the area will increase the importance of the roadway. The urban existing section has a concrete pavement width of 24 feet with 8 foot concrete shoulders as well as sidewalk. The 1968 pavement is cracked with joint failure. This roadway is a route on the regional bicycle system.

Proposed Improvement - Nature of work:

A reconstruction type project is proposed for this segment of Townline Road. The proposed major work for the urban cross-section roadway project will include the following; minimal grading, new pavement, curb and gutter, storm sewer, sidewalk, railroad improvements and standard lighting. Bicycle and pedestrian accommodations will be determined through the design. Additional right of way needs will be by temporary interests.

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable Federal requirements: **The scope of work for non-participating items has yet to be determined by the sponsor.**

Urbanized Area STP-Urban (206)

The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:

Project construction costs are funded with 50% for all federally-funded project phases when the municipality agrees to provide the remaining 50% and all funds in excess of the **\$568,875** federal funding maximum, in accordance with the STP Urban program guidelines for projects in urbanized areas. **The design is 100% locally funded.** Non-participating costs are 100% the responsibility of the municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2018**. **In accordance with the State’s sunset policy for Urbanized Area STP Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary Funding Table below are federal maximum amounts unless explicitly identified otherwise. The final Municipal share is dependent on the final Federal participation, and actual costs will be used in the final division of cost for billing and reimbursement.

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-18-01					
Design					
State Review	\$30,750	\$0	0%	\$30,750	100%
Subtotal	\$30,750	\$0		\$30,750	
ID 6999-18-71					
Participating Construction	\$1,025,000	\$512,500	50%*	\$512,500	50% + BAL
Non-Participating Construction	\$100,000		0%	\$100,000	100%
State Review	\$112,750	\$56,375	50%*	\$56,375	50% + BAL
Subtotal	\$1,237,750	\$568,875		\$668,875	
Total Est. Cost Distribution	\$1,268,500	\$568,875	N/A	\$699,625	N/A

*The percentage of project costs covered by federal funding at approval, 50%, is based on TIP Committee Action. Due to the federal funding cap, which is **\$568,875** for all federally-funded project phases, this percentage may change over the life of the project.

This request is subject to the terms and conditions that follow (pages **3 – 7**) and 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. No term or provision of neither the State/Municipal 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 Agreement.

Signed for and in behalf of: City of Wausau , (please sign in blue ink.)		
Title	Date	Name
Signed for and in behalf of the State:		
Name	Title	Date

Urbanized Area STP-Urban (206)

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113 and Wis. Stat. 103.50.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.
 - f. All DBE requirements that the State specifies.
 - g. Federal Statutes that govern the Surface Transportation Program, including but not limited to 23 U.S.C. 133.
 - h. General requirements for administering federal and state aid set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin’s approved **2013-2018** Urbanized Area STP-Urban program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).

Urbanized Area STP-Urban (206)

- f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. Management Consultant and State Review Services. (For the construction phase only.)
5. The work will be administered by the State and may include items not eligible for Federal participation.
6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to Federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for Federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the **2013-2018** Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- 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. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
 - h. Real estate for the improvement.
 - i. Preliminary Engineering and design
 - j. Management Consultant and State Review Services. (For the design phase only.)
8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by WisDOT prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
9. Work to be performed by the Municipality without Federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color,

Urbanized Area STP-Urban (206)

handicap, sex, physical condition, developmental disability as defined in s. 51.01 (5), sexual orientation as defined in s. 111.32 (13m), or national origin.

12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed Federal financing commitments or are ineligible for Federal financing. 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 any moneys otherwise due and payable by the State to the Municipality.
13. **In accordance with the State's sunset policy for Urbanized Area STP-Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make 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 project.
 - e. Provide complete plans, specifications, and estimates.
 - f. Provide relocation orders and real estate plats.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

Urbanized Area STP-Urban (206)

16. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse WisDOT if WisDOT incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such "Manual of Uniform Traffic Control Devices" as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under Federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.

LEGAL RELATIONSHIPS:

17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.
19. Contract Modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally.

Urbanized Area STP-Urban (206)

20. **Binding Effects:** All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
21. **Choice of Law and Forum:** This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:
 - a. **ID 6999-18-01: Design** is funded 100% by the municipality. This phase includes Plan Development, Management Consultant Review, and State Review.
 - b. **ID 6999-18-71: Construction:**
 - i. Costs for the reconstruction project include the following major work items; minimal grading, new pavement, curb and gutter, sidewalk, railroad improvements and standard lighting, and all other items necessary to complete the project are funded with 50% federal funding, when the municipality agrees to provide the remaining 50%. This portion of the project is subject to the cumulative project federal cap, (see sub-item c).
 - ii. Non-participating costs for construction are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded 50% with federal funding and 50% by the Municipality. This portion of the project is subject to the cumulative project federal funding cap, (see sub-item c).
 - c. **Project Cap:** In accordance with STP-Urban program guidelines for projects in urbanized areas, State action and TIP Committee action, this project has a federal funding cap of **\$568,875**. This federal funding cap applies to all federally funded project phases.

[End of Document]

Jcb

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Approving State/Municipal Agreement for Townline Road, Grand Avenue to Easthill Drive	
Committee Action:	
Fiscal Impact:	\$699,625 beginning with design in 2015 and construction in 2018. This is a 50/50 cost share for construction and State review with a maximum of \$568,875 of federal funding. The State will pay \$568,875 of the \$1,268,500 total cost estimate.
File Number:	Date Introduced: July 8, 2014

WHEREAS, Townline Road between Grand Avenue and Easthill Drive is functionally classified as an Urban Minor Arterial and carries 7,000 vehicles per day; and

WHEREAS, this major east west corridor is located south of downtown and is part of the Wausau truck route system; therefore, the roadway sees heavy truck traffic as manufacturers are in close proximity; and

WHEREAS, this high traffic volume and the age of the street have led to deterioration of the concrete pavement and pavement joints; 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 50 percent of the cost of the construction work for this project, which is estimated at \$1,025,000 and 50 percent of the cost for State review, which is estimated at \$112,750; and

WHEREAS, additionally, the City of Wausau will be responsible to finance 100 percent of the cost of the design work and 100 percent of the cost of non-participating construction costs; and

WHEREAS, the Capital Improvements and Street Maintenance Committee met on June 12, 2014 to review a final draft of a State/Municipal agreement which details the responsibilities of both the State and Municipality for this project; 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 improving Townline Road from Grand Avenue to Easthill Drive.

Approved:

James Tipple, Mayor

AGENDA ITEM
<p>Discussion and possible action on the State/Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue</p>
BACKGROUND
<p>Last year we submitted 1st Avenue from Thomas Street to Stewart Avenue as a project to the MPO under the STP-Urban classification. It was selected as one of the projects to be awarded money on a 50 -50 split between municipal funds and DOT funds. Included is the Project Agreement from the DOT which outlines the costs associated to each entity. According to the agreement, the City is 100% responsible for the design and the design review. For the construction, the City is responsible for 50% of the construction estimated at \$595,495 (total construction estimated at \$1,190,990). Non-participating items such as sanitary and water costs are 100% City costs.</p> <p>Construction is currently scheduled for 2018.</p>
FISCAL IMPACT
<p>According to the Agreement, the City’s estimated cost is \$797,000. If the City decides to outsource this work, we will need to hire a consulting engineer at 100% City cost.</p>
STAFF RECOMMENDATION
<p>Staff recommends approval of the Project Agreement for 1st Avenue.</p>
<p>Staff contact: Brad Marquardt 715-261-6745</p>

Urbanized Area STP-Urban (206)

	STATE/MUNICIPAL AGREEMENT FOR A STATE- LET URBANIZED AREA STP-URBAN PROJECT	Revised Date: n/a Date: May 14, 2014 I.D.: 6999-18-03 Design, 6999-18-73 Constr. Road Name: South 1st Ave Limits: City of Wausau, South 1st Ave Thomas Street to Stewart Ave County: Marathon Roadway Length: 0.8 mile Functional Classification: Principal Arterial Project Sponsor: City of Wausau Urbanized Area: Wausau MPO
Program Name: STP-Urban Population Group: 50,000-200,000 Sub-program #: 206		

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 effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request:

This project on South 1st Avenue between Thomas Street to Stewart Avenue is functionally classified as an Urban Principal Arterial and carries 4300 vehicles per day with a posted speed of 25 MPH. This major north south corridor is located near downtown Wausau and is part of the local truck route system that serves the nearby manufacturing businesses. The existing 2- lane urban section has a concrete pavement width of 24 feet with 6 foot shoulders. The pavement is in extremely poor condition and is cracked and failing and sinking toward the Wisconsin River and is regularly repaired by the city. This roadway is a proposed local bicycle route. Some of the lateral storm sewer lines and trunk lines need to be replaced. There are 2 at grade crossings on the project, with the one at Stewart Ave having safety issues, as noted by the city.

Proposed Improvement - Nature of work:

A reconstruction type project is proposed for this segment of South 1st Ave. The proposed major work for the urban cross-section roadway project will include the following; minimal grading, new pavement, curb and gutter, storm sewer lines, sidewalk, railroad improvements and standard lighting. Bicycle and Pedestrians accommodations will be determined through the design. Additional right of way needs will be by temporary interests.

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable Federal requirements: **The scope of work for non-participating items has yet to be determined by the sponsor.**

Urbanized Area STP-Urban (206)

The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:

Project construction costs are funded with 50% for all federally-funded project phases when the municipality agrees to provide the remaining 50% and all funds in excess of the **\$661,000** Federal funding maximum, in accordance with the STP Urban program guidelines for projects in urbanized areas. **The design is 100% locally funded.** Non-participating costs are 100% the responsibility of the municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2018**. **In accordance with the State's sunset policy for Urbanized Area STP Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary Funding Table below are federal maximum amounts unless explicitly identified otherwise. The final Municipal share is dependent on the final Federal participation, and actual costs will be used in the final division of cost for billing and reimbursement.

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-18-03					
Design					
State Review	\$36,000	\$0	0%	\$36,000	100%
Subtotal	\$36,000	\$0		\$36,000	
ID 6999-18-73					
Participating Construction	\$1,190,990	\$595,495	50% *	\$595,495	50% + BAL
Non-Participating Construction	\$100,000		0%	\$100,000	100%
State Review	\$131,010	\$65,505	50% *	\$65,505	50% + BAL
Subtotal	\$1,422,000	\$661,000		\$761,000	
Total Est. Cost Distribution	\$1,458,000	\$661,000	N/A	\$797,000	N/A

*The percentage of project costs covered by federal funding at approval, 50%, is based on TIP Committee Action. Due to the federal funding cap, which is **\$661,000** for all federally-funded project phases, this percentage may change over the life of the project.

This request is subject to the terms and conditions that follow (pages **3 – 7**) and 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. No term or provision of neither the State/Municipal 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 Agreement.

Signed for and in behalf of: **City of Wausau** (please sign in blue ink.)

Title	Date	Name
-------	------	------

Signed for and in behalf of the State:

Name	Title	Date
------	-------	------

Urbanized Area STP-Urban (206)

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113 and Wis. Stat. 103.50.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.
 - f. All DBE requirements that the State specifies.
 - g. Federal Statutes that govern the Surface Transportation Program, including but not limited to 23 U.S.C. 133.
 - h. General requirements for administering federal and state aid set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved **2013-2018** Urbanized Area STP-Urban program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.

Urbanized Area STP-Urban (206)

- e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. Management Consultant and State Review Services. (For the construction phase only.)
5. The work will be administered by the State and may include items not eligible for Federal participation.
6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to Federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for Federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the **2013-2018** Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- 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. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
 - h. Real estate for the improvement.
 - i. Preliminary Engineering and design
 - j. Management Consultant and State Review Services. (For the design phase only.)
8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by WisDOT prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
9. Work to be performed by the Municipality without Federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.

Urbanized Area STP-Urban (206)

11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01 (5), sexual orientation as defined in s. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed Federal financing commitments or are ineligible for Federal financing. 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 any moneys otherwise due and payable by the State to the Municipality.
13. **In accordance with the State's sunset policy for Urbanized Area STP-Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make 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 project.
 - e. Provide complete plans, specifications, and estimates.
 - f. Provide relocation orders and real estate plats.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

Urbanized Area STP-Urban (206)

16. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse WisDOT if WisDOT incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such "Manual of Uniform Traffic Control Devices" as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under Federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.

LEGAL RELATIONSHIPS:

17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.
19. Contract Modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally.

Urbanized Area STP-Urban (206)

20. **Binding Effects:** All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
21. **Choice of Law and Forum:** This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:
 - a. **ID 6999-18-03: Design** is funded 100% by the municipality. This phase includes Plan Development, Management Consultant Review, and State Review.
 - b. **ID 6999-18-73: Construction:**
 - i. Costs for the reconstruction project include the following major work items; minimal grading, new pavement, curb and gutter, sidewalk, railroad improvements and standard lighting, and all other items necessary to complete the project are funded with 50% federal funding, when the municipality agrees to provide the remaining 50%. This portion of the project is subject to the cumulative project federal cap (see sub-item c).
 - ii. Non-participating costs for construction are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded 50% with federal funding and 50% by the Municipality. This portion of the project is subject to the cumulative project federal funding cap (see sub-item c).
 - c. **Project Cap:** In accordance with STP-Urban program guidelines for projects in urbanized areas, State action and TIP Committee action, this project has a federal funding cap of **\$661,000**. This federal funding cap applies to all federally funded project phases.

[End of Document]

Jeb

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Approving State/Municipal Agreement for South 1 st Avenue, Thomas Street to Stewart Avenue	
Committee Action:	
Fiscal Impact:	\$797,000 beginning with design in 2015 and construction in 2018. This is a 50/50 cost share for construction and State review with a maximum of \$661,000 of federal funding. The State will pay \$661,000 of the \$1,458,000 total cost estimate.
File Number:	Date Introduced: July 8, 2014

WHEREAS, South 1st Avenue between Thomas Street and Stewart Avenue is functionally classified as an Urban Principal Arterial and carries 4,300 vehicles per day; and

WHEREAS, this major north south corridor is located near downtown and is part of the local truck route system that serves nearby manufacturing businesses; and

WHEREAS, the pavement of South 1st Avenue is in extremely poor condition and is cracked, failing, sinking toward the Wisconsin River and regularly repaired by the City; 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 50 percent of the cost of the construction work for this project, which is estimated at \$1,190,990 and 50 percent of the cost for State review, which is estimated at \$131,010; and

WHEREAS, the City of Wausau will be responsible to finance 100 percent of the cost of the design work and 100 percent of the cost of non-participating construction costs; and

WHEREAS, the Capital Improvements and Street Maintenance Committee met on June 12, 2014 to review a final draft of a State/Municipal agreement which details the responsibilities of both the State and Municipality for this project; 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 improving South 1st Avenue from Thomas Street to Stewart Avenue.

Approved:

James Tipple, Mayor

AGENDA ITEM
Discussion and possible action on the dedication of 80 th Avenue
BACKGROUND
80 th Avenue is proposed to be extended east toward the existing cul-de-sac at the end of 77 th Avenue to serve Wisconsin Lift Truck and the expansion of Wausau Coated. See the attached map.
FISCAL IMPACT
None at this time. The land will be dedicated to the City at no cost. The funds needed to construct the actual roadway were included in the 2014 budget.
STAFF RECOMMENDATION
Staff recommends accepting the dedication.
Staff contact: Allen Wesolowski 715-261-6762

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

**JOINT RESOLUTION OF THE CAPITAL IMPROVEMENTS & STREET
MAINTENANCE COMMITTEE AND PLAN COMMISSION**

Accepting dedication of right-of-way for the extension of 80th Avenue

Committee Action:	CISM: Plan Commission:
Fiscal Impact:	None.
File Number:	Date Introduced: July 8, 2014

WHEREAS, Wausau Coated has expansion plans which include expanding over 77th Avenue; and

WHEREAS, 80th Avenue is proposed to be extended east to the end of 77th Avenue as shown on the accompanying map; and

WHEREAS, this proposed extension of 80th Avenue would serve Wisconsin Lift Truck and the expansion of Wausau Coated; and

WHEREAS, your Plan Commission and Capital Improvements and Street Maintenance Committee have reviewed the request and recommends the area of 80th Avenue east to the end of 77th Avenue be dedicated for right-of-way; now therefore

BE IT RESOLVED that the Common Council of the City of Wausau does hereby accept the dedication of right-of-way as shown on the accompanying map.

Approved:

James Tipple, Mayor



AGENDA ITEM

Update on the U/K Project

BACKGROUND

The DOT continues work on CTH K and USH 51. Work is anticipated to be completed by late fall. As part of the reconstruction, the City had an agreement with the Town of Maine to place asphalt pavement on Boot Lane and Bovine Lane this summer. In conversations with Tad Schult, Town of Maine Chairman, it was agreed that both roads would require ditching and grading prior to paving. The town would be responsible for this work prior to the City paving. Initially, the town did not think they would be able to get the ditching completed and asked we postpone our work until next year. However, after further discussions, the Town would like this work completed this year. They are working to have the ditching and grading completed by late summer. The City will pave these roads after the ditching and grading has been completed.

FISCAL IMPACT

The estimated cost to pave Boot Lane and Bovine Lane is approximately \$50,000. The funds for this project will come out of the 2014 Asphalt Overlay project. This project will be bidding in June and early July with construction anticipated in late July – September.

STAFF RECOMMENDATION

This item is for informational purposes only. Staff will be moving ahead with the paving of Boot Lane and Bovine Lane as agreed upon.

Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Renew North Central Wisconsin Stormwater Coalition Cooperative Agreement

BACKGROUND

The cities of Baraboo, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, Wausau, Wisconsin Rapids; the villages of Kronenwetter, Rothschild and Weston; the town of Rib Mountain and Marathon County have formed a coalition to develop and implement a single information and outreach program meeting the requirements of the Wisconsin Administrative Code. The collaborative effort avoids duplication of efforts, saves costs, satisfies the educational and outreach requirements of the MS4 WPDES General Permit, and works to improve the quality of urban stormwater. In addition, the group works collaboratively to develop procedures and modify ordinances as necessary to comply with changes to the WPDES permits. The original agreement has since expired, this resolution is to renew the existing cooperative agreement.

FISCAL IMPACT

Annual contribution of approximately \$1,500.00 is used to fund the stormwater educational and outreach programs.

STAFF RECOMMENDATION

Staff recommends approval of the intergovernmental stormwater cooperative agreement.

Staff contact: Sean Gehin 715-261-6748

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

Approving Renewal of North Central Wisconsin Stormwater Coalition Cooperative Agreement

Committee Action: Approved

Fiscal Impact: Approximately \$1,500

File Number: _____ **Date Introduced:** July 8, 2014

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

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

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

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

WHEREAS, the purpose of the Agreement, which is authorized pursuant to §66.0301, Wis. Stats., is to develop and implement a single information and outreach program meeting the requirement of the Wisconsin Administrative Code and to increase awareness of stormwater impacts on waters of the state while avoiding duplication of efforts and saving costs, and

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

BE IT RESOLVED the Common Council of the City of Wausau hereby authorizes and directs the proper City officials to execute a Stormwater Management Cooperative Agreement between Marathon County, the cities of Baraboo, Wausau, Marshfield, Merrill, Mosinee, Schofield, Stevens Point, and Wisconsin Rapids; the villages of Kronenwetter, Rothschild, and Weston; and the town of Rib Mountain.

Approved:

James E. Tipple, Mayor

AGENDA ITEM

Discussion and possible action regarding street lighting on streets proposed for construction in 2015

BACKGROUND

Street lighting is not typically budgeted for on reconstruction unless the roadway is specifically designated for street lights. The 2015 budgets are currently being considered for all Street Reconstruction projects. The following streets are proposed for reconstruction in 2015:

- North 7th Street, Spring Street to Crocker Street
- Crocker Street, North 7th Street to North 13th Street
- McClellan Street, North 1st Street to North 7th Street
- Grant Street, North 1st Street to North 3rd Street
- Grant Street, Bellis Street to North 10th Street
- North 11th Street, McClellan Street to Franklin Street
- Ashland Avenue, Evergreen Road to Meadowview Road
- Meadowview Road, Ashland Avenue to the cul-de-sac
- Flieth Street, Park Boulevard to South 11th Avenue
- South 22nd Avenue, Nehring Street to the cul-de-sac
- 2nd Avenue, Stewart Avenue to Elm Street
- Clark Street, 2nd Avenue to the cul-de-sac

2nd Avenue and Clark Street do have funds allocated for decorative low level lighting.

FISCAL IMPACT

The estimated cost to install decorative street lights on McClellan Street is \$210,000. The estimated cost to install decorative street lights on Grant street is \$55,000.

STAFF RECOMMENDATION

Staff would recommend considering decorative low level lights on McClellan Street from 1st Street to 6th Street and on Grant Street from 1st Street to 3rd Street.

Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Discussion and possible action on the design of 1st Street from the day lighted stream north to Bridge Street

BACKGROUND

Staff was given the go ahead to construct the extension of 1st Street from the daylighting of the stream to the Water Plant property. Due to the timing, contamination, and the incorporating of storm water into the overall plan, Stantec is designing the street. Staff has given them direction and we are looking for approval or changes to the following items:

- 10 foot asphalt lanes instead of 12 foot. This is to try and keep speed down and not having 1st Street used as a “short cut” to avoid Bridge Street traffic signals.
- Curb and gutter to help delineate the street.
- Perpendicular parking stalls that are 10 feet wide instead of 9 feet to provide a little more room for maneuverability due to the 10 foot lanes.
- Including a 6 foot wide sidewalk adjacent to the parking spots for the use of the occupants of the vehicle.
- Extending sidewalk on the west side from the perpendicular parking to the south to tie in with the sidewalk on the bridge.

FISCAL IMPACT

Money has already been budgeted. This item is for design considerations.

STAFF RECOMMENDATION

Staff made these recommendations to Stantec. If the committee wishes to change or alter any of these recommendations, staff will give input.

Staff contact: Brad Marquardt 715-261-6745

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

Approving design of 1st Street from the day lighted stream north to Bridge Street

Committee Action:

Fiscal Impact:

File Number:

Date Introduced:

July 8, 2014

WHEREAS, 1st Street is proposed to be extended from the daylighting of the stream north to Bridge Street; and

WHEREAS, 1st Street shall consist of ten foot asphalt lanes rather than twelve foot lanes in order to assist in keeping the speed of traffic down and to discourage traffic from using 1st Street as a way to avoid the traffic signals at Bridge Street; and

WHEREAS, curb and gutter shall be installed in this section of 1st Street to assist in delineating the street; and

WHEREAS, due to the ten foot wide travel lanes, perpendicular parking stalls that are ten feet wide rather than nine feet wide shall be incorporated in order to provide more room for vehicle maneuverability; and

WHEREAS, a six foot wide sidewalk shall be installed adjacent to the perpendicular parking stalls for use by occupants of the vehicles; and

WHEREAS, the sidewalk along the west side shall be extended from the perpendicular parking to the south to tie in with the sidewalk on the bridge over the day lighted stream; and

WHEREAS, the Capital Improvements and Street Maintenance Committee met on June 12, 2014 to review the design of 1st Street from the day lighted stream north to Bridge Street and recommends the above design aspects be incorporated; now therefore

BE IT RESOLVED the Common Council of the City of Wausau hereby approves the design of 1st Street from the day lighted stream north to Bridge Street.

Approved:

James E. Tipple, Mayor

