



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, October 9, 2014, at 5:30 p.m.

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1. Public comment on matters appearing on the agenda.
 2. Approve minutes of the September 11, 2014 meeting.
 3. 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, June 12, and July 10, 2014 meetings.)
 4. Discussion and possible action on acceptance of remnant parcel for the extension of 80th Avenue.
 5. Discussion and possible action on easement for the placement of a flag pole at the entrance of the Franklin Heights subdivision. (Franklin Heights Homeowners Association)
 6. Discussion and possible action on an initial resolution to hold a public hearing to vacate the alley abutting 720 Franklin Street, 724 Franklin Street, 715 McIndoe Street, 717 McIndoe Street and 721 McIndoe Street.
 7. Discussion on the creation of Section 12.52.025 of the Wausau Municipal Code, Depositing Snow on Private Property.
 8. Discussion and possible action on renaming Junction Street from McDonald Street north to Townline Road.
 9. Discussion and possible action regarding the donation / sale of the recently acquired Wausau Cemetery Association property east of Curling Way to Marathon County.
 10. Discuss improvements to 25th Street and Buteo Cove near Mount View Estates.
 11. Future agenda items for consideration.
- Adjourn.

The next regular meeting is scheduled for November 13, 2014.

LISA RASMUSSEN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: September 25, 2014 at 4:00 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, Clark Dietz, Inc., Connexus Credit Union, Franklin Heights Homeowners Association.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: September 11, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Tipple, Lenz, Wesolowski, Gehin, Oberbeck, Neal.

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.

Public comment on matters appearing on the agenda

Chris Bargender, 1118 West Thomas Street, stated the plans show some acquisition of his property but not full acquisition. Recently he was walking on the sidewalk with his son and dog. A car was turning left to go into Treu's. Another car was behind that car and went into Bargender's driveway, over the boulevard and almost hit them. He asked if any amount of his property was to be taken that the entire property be acquired because it is already unsafe. If a couple of feet are taken it will be completely unsafe. He has a 19' pop-up in his driveway and a 19' extended cab pickup truck that would be into the sidewalk area if a portion of his property is taken. He urged the committee to do the right thing and not only think about the street but the residents as well.

Tom Kilian, 133 East Thomas Street, stated Mr. Bargender brought up a good point. AECOM has been talking about the accidents that have occurred on Thomas Street. The number of bars on this residential street is unfortunate. He has noticed that those have played a role and stated the rear end collisions could be because of the road design or because of other things in the neighborhood that could be playing a part. The last CISM meeting he distributed documents that were provided from a court case where people had become sick from the contamination in the neighborhood. Surface soil tests had been done in 2006 and 2008 by the plaintiffs because Sentry Insurance would not do them up until that time and the City, County or DNR had not done them. The soil tests came back positive for dioxin. He is not a scientist but knows that is bad and can cause cancer. Alternative 2 for the west part of the street appears that it embodies the spirit of the Korpela plan with a 70' right-of-way, which is about 10' more than current. If bike lanes are taken off the road, the Bicycle and Pedestrian Committee believes it might be unsafe. If you would remove those it would leave a 62' right-of-way. If that could be done safely, it could alleviate a lot of the \$8 to \$9 million of acquisition costs and the roadway would not touch the documented contaminated soil. Several studies on separated bike lanes show they are safe at intersections. If Alternative 2 would be used on the entire street and the bike lanes modified, you save the neighborhood, you save money and there is no safety or health risk due to the contamination.

Melissa Goessel-Heiser, owner of 1005 West Thomas Street, stated eight years ago her and her husband lived at this property. For health reasons, they decided to move. They wanted to have a family and this area is not a family-friendly environment. Items were stolen from their yard and people walked on their lawn. One of the previous plans for Thomas Street would have left them with no driveway. They could not sell this property so they decided to rent it out. However, from a financial standpoint they cannot get a decent renter. A person who wants to live in a three bedroom house has a family. No one with a family wants to live there. The renters that they do have trash the house and it is a financial loss for them. They are stuck and have been stuck for eight years. It is hard for them to make ends meet and if anything goes wrong with the house they would be in trouble. There are repairs that are needed. The Inspections Department has been working with them but they cannot afford to do the repairs. Her renter pays rent

when he gets to it. They cannot keep up a decent property when they do not know what is going to happen with it. She stated this is the long term of Thomas Street and the long term of the City. She does not feel traffic will get any easier on the road as in the last eight years she has only seen an increase.

Terry Kilian, 133 East Thomas Street, said she can appreciate what is happening to Ms. Goessel-Heiser. However, she has renters next to her, renters across the street, and renters up and down the street. They have children and have spoken with her about how they moved from other areas of Wausau because they felt uncomfortable for their kids. They love the neighborhood and do not want to move. Apparently there has been a bad experience, but it does not mean the entire neighborhood is like that. Where she lives it has improved and is becoming better taken care of.

Deb Ryan, 702 Elm Street, is involved with the Westies Neighborhood. They met last month and most of her neighbors felt the resurfacing of Thomas Street is ideal. She has contacted Representatives regarding how wide the street has to be. A waiver can be asked for for nearly every regulation. She was under the impression from some Alderpersons that the City should ask if a waiver is appropriate. With the issues of contamination, as well as bike paths, expanding the road may not be prudent. She believes this is a good case for asking for a waiver. She stated encouraging visitors to take Stewart Avenue to go through downtown is a good idea. She has never found the traffic bad on Thomas Street. She feels there are a number of issues that are being missed and she is crediting that to the absence of Brad Marquardt. Rasmussen clarified that before any exemptions can be asked for the City must begin with a design that meets the standard and work backwards. Unless the Council adopts a plan that complies with Map 21, there will not be any talk of an exemption. After a plan is adopted that complies, if the City demonstrates that the obligation cannot be fulfilled, you can gradually work on points of negotiation. Ryan believes there could be another exemption because of environmental concerns.

Approve minutes of the August 14, 2014 meeting

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

Discussion and possible action on selecting Thomas Street design concept and plan. (This item was postponed from the August 14, 2014 meeting.)

Bruce Gerland, AECOM, explained after the last CISM meeting he met with staff to discuss the purpose and need and from that developed alternatives, alternative comparisons, and impacts of the different alternatives. The purpose of the project is to provide a safe and efficient transportation link. The need is to provide the proper roadway capacity for traffic, improve safety, add multimodal facilities, and address the condition of the existing pavement, economic development, and aesthetics. They began by modifying the typical section that GRAEF had developed to fit what they thought were the appropriate standards. GRAEF had a 72' wide section and after meeting with staff they developed a 76' wide section. The east bound section includes a travel lane in each direction, an 18' wide median, bike lane, terrace and sidewalk, which could be mirrored for west bound traffic. This meets Map 21 standards and follows the GRAEF plan. The sidewalk would be 5', which is the minimum width. The terrace would be 6', which is a foot wider than the GRAEF plan. It was felt that 6' was necessary for snow storage, plantings, utility poles, fire hydrants, and a good slope (8.3%) from the curb line up to the sidewalk for driveway and alley entrances. The shorter the terrace is the steeper the slope would be and vehicles could bottom out. The bike lane is 4' wide, which is the minimum and the curb is 2'. Fire trucks are 10½' from mirror to mirror. So if there is an emergency and a truck is pulled over, the width needed for the fire truck to pass is approximately 22'. Therefore, the plan consists of a 2' gutter along the terrace, a 4' bike lane, 12' travel lane, 2' of pavement out of the 18' median and 2' gutter. This provides 22' from face of curb to face of curb, which would allow for traffic to pass a stalled vehicle, a stopped bus, and provides access for

emergency vehicles. This would leave a 10' median for aesthetics. Rasmussen asked if the median is narrower in the intersections where there are turn lanes. Gerland explained the median is 18' wide with 2' on either side as pavement where there is not a turn lane. ADA accessibility requirements need to be met along the sidewalk. The sidewalk cross-slope is 1.5%, which needs to be carried through driveways and alley entrances. Unless something is done during design to lower that, you are held by the face of the sidewalk for an elevation and you are held by the gutter point. By having the 6' terrace it is longer and the slope is flatter, about 8%. With a 5' terrace the slope would be 10% and a 4' terrace would be 12.5%. The maximum range is 10% to 12.5%. Abitz stated an example of a high slope is the western driveway by Pick N Save. Gerland explained the second alternative was based on the Korpela Plan. The alternative has a 70' right-of-way. The section has a 5' sidewalk, 6' terrace, 2' gutter on the outside for drainage, minimum 4' bike lane, 12' travel lane, 12' turn lane and is mirrored on the other side. The last alternative is the four lane raised median from 4th Avenue to the bridge. This alternative has a 5' sidewalk, 6' terrace, 2' gutter, 4' bike lane, 11' travel lanes, and a 24' median. The wider median was chosen due to minimum cross street access. Additionally, because of the four lanes, they wanted to provide a spot for a vehicle to stage in the middle and provide pedestrian staging while crossing. This section is 102', where the GRAEF plan was 94'. After establishing the typical sections, they prepared an exhibit based on the field survey. Rasmussen stated it appears that property acquisition will be far less than what was originally thought. Gerland confirmed and explained the impacts shown on the exhibit. The difference between the 102' plan and the 94' plan is 8' and each plan would impact the remaining homes on the north side. Rasmussen stated the traffic counts done by GRAEF show that there is already a sufficient traffic volume on the east half to warrant a four lane section. This is without any growth. Gerland replied there are high volumes now and recalled that the projected 2037 traffic count on this section is around 21,500 and any count above 20,000 could have issues with a three lane section.

Gerland briefly explained the impacts on the exhibit created for alternative two. Gerland stated a safety analysis has not been done at this time, but based on past history and studies, accidents should reduce anywhere from 19% to 30% with any of the three alternatives. Options with a raised median will reduce accidents even more. All three alternatives will improve corridor safety. As far as side road delay, a four lane raised median is neutral and the two lane options are going to be negative or close to neutral. This is due to as traffic grows the backup of cars will get longer so the delay on the side road will be longer. All three alternatives impact properties, so that is a negative. Bicycles and pedestrians are accommodated better with a raised median. A raised median provides two-stage crossing for pedestrians. The two-lane with turn lane option does not provide that. Medians also provide traffic calming but medians decrease access and eliminate access to driveways in one direction. Driveways become right in right out, which is a negative. Access safety should improve with all three alternatives. Aesthetics will improve with the raised median option. Gerland described the comparison of impacts. From 4th Avenue to the bridge the impacts remain the same. The estimated impacts at the three major intersections remain the same for each alternative. For the two-lane raised median there are 1.1 acres of right-of-way needed to be acquired and 0.8 for the two way left turn lane option. For the two-lane raised option there would be eight estimated residential relocations and three for the two way left turn lane option. Real estate costs are estimated at \$1.75 million for the two lane raised median and \$1.26 million for the two way left turn. The two-lane raised is 2.4 acres of right-of-way and 2.1 acres for the two way left turn, compared to the original design of 6.4 acres. Residential relocations are 30 and 25 compared to 78. Commercial relocations are 4 and 4, compared to 12. Construction costs were re-estimated for both and they came out to be the same. Gerland believes this is based on more asphalt on the two-way left turn lane and more curb and gutter and landscaping on the raised median. The cost estimates are \$8.97 million for the two-lane raised median option and \$8.48 for the two way left turn lane, compared to the original \$13.95 million.

Oberbeck questioned how a four lane section could only be \$100,000 more than a two lane section. Gerland replied the original estimate was not updated. Oberbeck stated this is not an accurate comparison and he would be cautionary about a \$13.9 million project as far as comparison. Rasmussen stated costs

for the original design would be more now and we quit costing it out because it was scrapped. If we were at \$13 million to begin with and that is already \$5 million more than we would come out with the other alternatives the savings will only go up if the original design would be re-estimated. We wanted to save design time and didn't want AECOM to go back and draw things that the City would never do. Oberbeck stated that numbers often get in the media and when looking at the overall number it shows that the \$52,000 study was well spent. He stated we need to look at apples for apples as far as how things are compared and that number should be stricken. Rasmussen said it shows that the design we undertook with GRAEF essentially could result in at least a \$5 million savings. Oberbeck also questioned how the exact same construction cost could be estimated for a three lane that is paved versus the section with curb, plantings, raised medians, and turn lanes. He feels that number is also not comparable as he believes the raised medians would cost much more with the curb and gutter work and plantings. He added the City just spent \$200,000 on just plantings on Highway 52. He believes the numbers are not exactly right. Gerland stated they did quantities and looked at the current average unit bid prices. The estimates are based on real data and real quantities. The two way left turn lane has much more asphalt. The cost for asphalt that is not used in the raised median alternative is offset by the extra curb and gutter and plantings. Oberbeck said he knows construction costs and when you start putting in curb and gutter the costs go up, especially when landscaping is included. He believes the estimates should be looked at.

Neal feels he is not being considered. At the last meeting he spoke about M35 in Michigan, which is a two lane road with a turn lane, similar to the Korpela plan that also has a side multi-use path. This design is being used in lots of communities. This off-street bike option is a separate thoroughfare that could be part of a widened multi-use pedestrian and bike path or two separate paths side by each. He questioned why his request to look at that was not incorporated into one design. Contrary to some opinions regarding safety, it has been shown that side path options are safe. These alternatives have two lanes, 8', dedicated to bicycle traffic, where he could see one bike path off the street. This is 1.3 miles of road and he questioned the cost between 8' of road base and asphalt compared to a much thinner base for an off-street bike option. Rasmussen stated Lenz addressed the points of conflict last month and when the bike path is taken off the roadway there are conflicts with driveways and alleys. Additionally, staff is working on a plan for bike/ped accommodations in the business park. The construction of that does include elements of road base and asphalt; it is not just placed on dry earth. Gehin confirmed the construction of a multi-use path does consist of asphalt and aggregate, but on a thinner level. The standard pavement thickness for a typical street is 3" of asphalt on 8" of base. On a trail project it is 2" of asphalt over 6" of base. On roads that carry major traffic the thickness is 4" of asphalt on 10" of base. Lenz appreciates the concern for bikes and the Bike/Ped Committee looks at how to improve accommodations so that more people use them. He likes off-street paths and the protected lanes; however, those are not applicable in every case. In more rural areas where there are not side streets, driveways and alleys, the off-street paths are safer. Along Thomas Street there are 100, about 50 on each side, different driveways, alleys, and side roads. Neal questioned if the extra 6' terrace provides an element of safety because the same conflicts are there if bikes are on the road or side path. Lenz noted that it is often safer for bikes to be on the street because they are more visible to cars who are looking for vehicles coming from the proper direction. If someone is in a driveway taking a right, he is not necessarily looking to the right for a bicycle approaching. If bike accommodations are taken off the street, it still is located within the right-of-way, unless easements are obtained. Rasmussen stated with the number of easements that would be required, there is a good likelihood that not all could be obtained. Lenz added if a path is on one side of the street, those home owners are going to have to shovel and maintain twice as much pavement as they do now, unless the City does it, which is an added cost. He said this is a minor consideration versus safety. Rasmussen stated safety was the motivation for the start of this project and the traffic volume is not going down.

Mielke thanked staff and AECOM for the quickness in getting the alternatives completed. He also thanked Mr. Korpela for his creativeness. He questioned what alternative staff would choose if they had

the final say. Lenz stated Gerland has the most experience designing streets and we rely on his expertise in letting us know the standards. That is the basis for what was presented. The GRAEF plan was a well-rounded plan and using that plan and moving it forward with Gerland's expertise produces what was brought tonight, especially in the raised median alternative. The differences between the plans are minimal cost wise and impact wise. But when you consider safety and aesthetics, he feels the minimal cost difference for the raised median is worth it. Rasmussen added on both designs the quantity of full acquisition was minimized and she is grateful for that. Regarding the section from 4th Avenue to the river, Gisselman was under the assumption that there would be no need for relocation on the south side and was surprised to see there would be some. He added there are quite a few relocations needed on the north side. He questioned why the turn lane option was not considered for the section from 4th Avenue to the river. He feels that would save money, deal with the contamination, and there would be less residential relocation. Gerland replied that traffic was recounted in 2012 and traffic projections in 2037 are approximately 21,500. When the average daily traffic is above 20,000 vehicles, there is a concern on whether a three lane section would work. Gisselman questioned if there was a certain justification on why the right-of-way was increased from the GRAEF plan. Gerland replied the GRAEF plan had a 94' wide typical section with an 18' median. When meeting with staff it was felt that a 24' median was appropriate to allow for traffic staging in the middle. It was also felt that a 6' terrace should be incorporated for plantings, snow storage, and proper slope into driveways, which adds a foot on each side. That is why the section is 8' wider than the GRAEF plan. The section would still require property acquisition if that 8' was removed as it would still affect existing buildings. Additionally, there was not direction given to consider anything other than four lanes for this section. Gisselman stated the Korpela plan was for the entire section of Thomas Street and he was curious why that plan was not incorporated into Alternative 2. Gerland stated it was due to the traffic projection of 21,500 vehicles. Rasmussen asked if dead end T's would need to be created at Emter Street if the median was narrowed back to GRAEF's standards as there would not be an area for vehicles and pedestrians to stage in the middle. Gerland replied he would like to consult his traffic engineers on that. Rasmussen asked that question because when Stewart Avenue was built, access from several cross streets was cut off, which created a ton of frustration in neighborhoods. She feels the residents on Emter would still appreciate having access to Thomas Street.

Oberbeck stated the committee working with GRAEF was presented the level of service, which did not indicate that section had to be four lanes. It was done as a compromise for a potential four-lane bridge. The level of service as documented in the GRAEF plan does not justify four lanes in that area. He does not know what new data was developed, but it is different from what was brought forth to the committee working with GRAEF. Rasmussen believes that discussion point came when it was noted that by the time the street is built the bridge will have 6 years of life left. There has been so much time and effort spent on this project that we have expended 10 years of the useful life of the bridge. Our own delay has put us in a position where the bridge will be very close to its expiration when the road is completed. Oberbeck questioned if there is any discussion on the bridge replacement at this time. Rasmussen believes the DOT plans 3 to 4 years out. Oberbeck said the level of service data that was presented for 2037 did not exceed a two/three lane section. He questioned how the numbers changed to justify four lanes. Lenz explained the GRAEF plan had always recommended four lanes on the east side. That plan was not strictly a traffic plan as four lanes were considered due to the bridge and other factors. The existing geometries do function through 2037 when looking at turning movements at each intersection during peak traffic hour operations. Besides looking at the intersections, part of the analysis was traffic counts. Traffic counts of 21,500 are forecasted in 2037 on the far east end of Thomas Street. This traffic projection reaches the area of needing to expand the roadway. He noted that those are the most aggressive projections that GRAEF looked at and there are other projections that do not quite reach that high. Again these are projections and we do not know exactly what will happen. There are other considerations that were taken into account, such as the bridge. Rasmussen believes in terms of economic development and revitalization, once the river front and the near west side are completed, the next area

for remarketing is Grand Avenue. There is new potential in that area with the recent developments of the Curling Club and soccer facility. The direct route from the west side to this area is Thomas Street. Neal stated this corridor is a mixed residential and commercial use and will remain that way. When looking at the comparison chart he thinks about the impact of 1.3 miles of median where the only chance to cross the street is at an intersection. A west bound driver wanting to patronize a south side business would have to make a U turn or turn around in someone's driveway as this thoroughfare prevents left turns. He questioned how the two-lane with a left turn lane becomes neutral on the comparison chart in terms of ease of access. He feels access safety with the median design should be either a neutral or negative as it may encourage illegal U turns. Rasmussen stated the presentations received previously showed the right in right out, although somewhat inconvenient, enhances safety. Abitz stated the majority of people who live on Thomas Street already have designated routes to get to their home so they do not have to deal with cross traffic. Therefore, if a median is created, the residents are already using alternative routes. Rasmussen explained there was some opposition when the plan first started back in 2006; however, during recent conversations with some of the stakeholders she has also found that they have already altered their traffic pattern. She believes that sometimes the City overestimates the level of residential inconvenience because it seems the residents have adjusted to the idea of right in right out. Neal stated those conversations could have occurred before the option of the turn lane was brought forth. He added that if he lived on the street he would also find an alternate way to his property, but access to businesses will also be affected. Rasmussen stated last month a petition was received from 35 of the residents on the west half of the street, which indicated they wanted the GRAEF plan accepted and moved forward. This was after the Korpela plan surfaced. Lenz stated medians may be less convenient but they are safer. Oberbeck has received a lot of calls regarding 28th Avenue from people who do not like the median. Also, traffic from St. Matthew's uses neighbor's driveways to turn around. He feels this would happen near Holy Name as well. He added that Thunderlube was just developed on 17th Avenue. The residents are upset that those customers are using the neighborhood to turn around. He noted that is it also difficult to get into the animal hospital on 17th Avenue with the medians. He feels medians do not provide an urban type environment. He stated we should also take a look at how we take care of our medians. Most of the curbs are damaged from snow removal, grass clippings are in the gutter along Highway 52 and there are piles of grass from just being mowed. We do not have the equipment to take care of some of these things and asked why we are creating a high maintenance item when we can put the green space on the resident side. He feels people should take a look at Stewart Avenue or Highway 52 and see what 102' of median looks like going through a neighborhood. It is not the most pleasant space and there is a lot of cost associated with it. If it was in his neighborhood he would want it as narrow as possible and would want the green space on the resident side. He mentioned the contamination and asked if economic development would be an option in some areas. He stated you have to look at the urban environment you are creating and he knows it does not work well on 17th Avenue. We should make it functional and workable for the community and look at the overall urban design. People are already riding bicycles on the sidewalks because they do not want to ride on the road and he feels the sharrows on Grand Avenue are not working. We need to consider all the aspects and make it the best for the neighborhood.

Gisselman stated in the GRAEF plan the east half includes economic development on the north side. With a median there they would not be able to make a left turn into the development. He will continue to push for a less impacted thoroughfare. He feels it would keep the residents in place, deals with the contamination, and saves money.

Wesolowski stated he appreciates Gerland's effort in creating the options. As Gerland pointed out there are advantages and disadvantages to each. If we are looking at increasing safety and providing more aesthetics, then the option with a median should be accepted. On the east end, it was staff's belief that the three lane option did not need to be explored. It was felt that we have moved past that and we were going with four lanes on the east end. He added that as far as engineering both plans will work. It is just a matter of if you want a little more aesthetics and more safety. He is not sure why there is some animosity

toward Gerland and the designs as Gerland is working for the City. Neal stated there has been discussion but he does not feel there is animosity. Rasmussen noted the purpose and need for the plan in the first place was safety. Aesthetics became a factor once economic development was involved. We want something that looks good, is well built, functions, and is developable that can be marketed. We will never get there if we do not pick a design that works. When you introduce traffic into an area that has not had it before, such as Thunderlube, some people are sensitive to that and you will always have outcry. Acquisitions and relocations have been minimized. She is unsure what else could be done before rolling out a design that solves nothing. Her concern all along was that the roadway would not be any safer, there would be no place to store snow, and pedestrians or bicycles would not be accommodated. We should not be on opposite sides, but we cannot get to the Council chambers a third time with a recommended plan and have it sent back to committee. This committee needs to pick an alternative, move it forward to Council, and the Council at some point will need to make a decision that at least a majority can live with or we will never see progress. The residents are more frustrated with the lack of a decision. Staff and AECOM have done all they can in terms of a compliant design. It was noted before that if we do not start with a compliant design we do not have an opportunity to negotiate for exemptions.

Mielke again asked for guidance from staff and Gerland. Mayor Tipple stated there will never be an optimum plan to accommodate everyone's wishes and wants. When Highway 39 was built, they bet on local traffic using Highway R and people are. We are trying to come up with a plan and if we can accommodate most people's wishes, we need to move forward. Neal is looking at this as a two part project. He is happy to see a couple of options on the west end. His main concern is the impact of U turns. He strongly recommends looking at the left turn lane option with a closer eye. He also feels the east section has been left out of consideration. He believes the west section will be done first and feels there is time to rethink the east section. He feels passionate that we need to be more creative and address issues.

Gisselman moved to approve Alternate 2, the two lane left turn lane option, from 17th Avenue to 4th Avenue and wait on approval of the east section.

Rasmussen stated the east side approval could be brought back next month. She is concerned that land acquisition on the west half needs to begin soon and needs to be included in the 2015 budget. Gehin stated staff is comfortable with both alternatives for the west end of the project. However, if he had to lean toward one alternative it would be the plan with the raised median for safety reasons. The east end was not ignored. For traffic reasons and future bridge expansion, it was decided that the four-lane with median was the best choice. If another two or three months were taken to discuss the east half his opinion would not change.

Rasmussen recapped that staff's opinion reflects that either option would function on the west half but their preferred alternative is the option with medians and called for a second to Gissleman's motion. The motion died for lack of a second.

Abitz moved to approve Alternative 1. Kellbach seconded.

Abitz added that from discussions with neighbors and Ric Mohelnitzky regarding snow storage, they would not be happy with a turn lane. With the heavy snow fall this past winter, residents had to shovel several times a day. A turn lane would cause three times the amount of snow on resident's properties. She is strictly opposed to the two-lane.

Discussion followed on the motion. Abitz's motion was intended to approve Alternative 1 for the west half of the project. Kellbach was seconding the motion as Alternative 1 for the entire length of the

corridor. Abitz stated she is only concerned with the west half and those residents want closure. Kellbach withdrew her second.

Abitz stated if Alternative 1 is moved forward as is and there is opposition at Council, then the west half would not move forward. Rasmussen's perception is if the plan is moved forward knowing there will be another fight at Council level, then the refer back to committee was essentially useless other than determining property acquisition. Oberbeck stated this also has to go to Economic Development. Abitz replied that it does not. Rasmussen clarified that Economic Development was to create a conduit by which affected home owners could communicate their desire to move or stay and the design will not go back to Economic Development.

Abitz modified her motion to approve Alternative 1 for both the east and west sections. Kellbach seconded and the motion passed 3-2.

Rasmussen asked that her peers on Council understand the discussion that was had and understand the professional opinion of five individuals who do this every day and trust that their judgment is sound. Mielke added for the record that he too agrees with the experts but would like to split the east and west sections.

Discussion and possible action on temporary easement for use of Lake View Court right-of-way (Cynthia Ecklund, Lee's Famous Recipe)

Wesolowski explained that this easement was approved by CISM in April. Unfortunately, Mr. Kahler passed away and the easement needs to be approved for the new owner.

Kellbach moved to approve the temporary easement for use of Lake View Court right-of-way. Mielke seconded and the motion carried unanimously 5-0.

Discussion and possible action on costs associated with the relocation of utilities for the extension of 80th Avenue

Wesolowski stated that 80th Avenue will be extended and the electric, gas and phone utilities will need to be relocated. The building expansion kept changing and now the estimates for utility relocation have been determined. The total cost is approximately \$105,000 and if approved this item would go to the Finance Committee. Rasmussen asked if this project is located within a TIF district and Wesolowski confirmed.

Abitz asked if this was discussed last month. Wesolowski replied the project has been discussed several times as right-of-way was dedicated and easements were accepted. Rasmussen added that Economic Development is working with Wausau Coated regarding the expansion but does not believe costs for utility relocation was included.

Abitz moved to approve the relocation of utilities for the extension of 80th Avenue. Mielke seconded.

Gisselman stated it seems like a lot of money and asked if this cost was anticipated from the beginning. Wesolowski agreed it is a lot of money and had been working with WPS for estimates.

There being a motion and a second, motion to approve the relocation of utilities for the extension of 80th Avenue carried unanimously 5-0.

Discussion and possible action on an initial resolution to hold a public hearing to vacate Junction Street from McDonald Street to the south

Gehin stated Curling Way is being constructed from north of the Curling Club to the intersection of McDonald and Junction Streets. Curling Way will be extended through 1108 McDonald Street to improve the flow of the roadway. This item is to get the process started to vacate a portion of Junction Street.

Mielke moved to approve holding a public hearing to vacate Junction Street from McDonald Street to the south. Gisselman seconded and the motion carried unanimously 5-0.

Discussion and possible action on the sale of 541 Evergreen Road

Wesolowski explained this property was previously let for bid and the minimum asking price was not met. It was rebid with a lower asking price and one bid was received meeting the minimum bid.

Kellbach moved to approve the sale of 541 Evergreen Road. Mielke seconded and the motion carried unanimously 5-0.

Establish assessment rates for 2015 construction projects

Wesolowski explained assessment rates have remained the same for several years. Based on this year's bid prices a lot of the projects were higher than the estimated cost. Typically 60% of the project costs are assessed to abutting property owners. If we stay at the existing rates, we are in jeopardy of falling below 60%. He recommends increasing the new construction rate to \$38 per foot, which would put the reconstruction rate at \$22.80. He also recommends keeping the streets eligible for Community Development Block Grant Funds at \$15.00.

Mielke moved to set the new construction rate at \$38 per foot, street reconstruction rate at \$22.80 per foot, streets eligible for Community Development Block Grant funding at \$15 per foot and the sewer lateral replacement rate at \$500.00. Gisselman seconded and the motion carried unanimously 5-0.

Update on 2014 Street Construction Projects

Wesolowski stated 6th Avenue from West Street to Garfield Avenue is completed. Project B consisted of 11th Avenue and streets in the Westview Terrace Addition. 11th Avenue was completed in a timely manner; however, Westview Terrace was not. Westview Terrace is running close to a month behind and the Board of Public Works has implemented liquidated damages. Concrete is now poured and the contractor plans on placing asphalt early next week. The project should be completed by the final completion date of September 26.

Gehin stated Project C consists of Curling Way, the extension of East Kent Street, McClellan Street and Scott Street. Curling Way has started and property acquisition is nearing completion. The Cemetery Association garage needs to be demolished. Because of the length of time it took to complete property acquisition the project is behind. The completion date of November 14 will not likely be met. Curb and gutter is scheduled to be placed on Kent Street on Monday and the street should be finished by the completion date of October 10. Curb and gutter is scheduled to be placed on Scott Street on Tuesday with asphalt to follow. This street should also be finished by the completion date of October 10. McClellan Street has just started and it is unlikely that the completion date will be met.

Rasmussen stated she attended the Board of Public Works meeting regarding the completion of projects. She was not aware until the delay with Westview Terrace that all the contracts include provisions for liquidated damages when work is late without a legitimate reason. The City has the ability to go to the Board of Public Works and assess damages of \$1,000 a day for every day that the project is late beyond the original completion date. The Board of Public Works assessed the contractor for Westview Terrace \$7,500 and informed them if they are not done by September 26, they will be assessed \$1,000 a day retroactively. The residents have been extremely inconvenienced by the delay. Rasmussen realized that the way the budgets are we should not be paying full price for late work unless there is a real reason, such as weather, change orders, or unanticipated issues. Wesolowski stated the City does give a little leeway if the contractor is working diligently on the project. Delay is usually caused by running into rock or poor subgrade. In Westview Terrace there was really no excuse. Gisselman asked if this would affect the issuance of contracts in the future to this contractor. Wesolowski replied it is up to the Board of Public Works to pre-qualify contractors.

Wesolowski stated 80th Avenue is just beginning and has a completion date of October 31. Gehin stated the Sidewalk Project has been completed. The Sidewalk Shaving Contract will begin soon and should only take a couple of weeks to complete. Wesolowski stated the Concrete Pavement Repair Project was completed this spring. The Asphalt Overlay Project is underway at this time. The Watermain Asphalt Patch Repair Project is completed. The Sewer and Watermain Repair Project is still underway but they are working on the last street. Gehin stated the Stinchfield Creek Trail Project is a multi-use path that will extend from Bridge Street to Wildlife Court. The contractor anticipates starting as early as next week with completion by November 14. Wesolowski stated Stantec is the consultant for the Riverfront Projects. It is off to a slow start. The Hammerblow Cover Project will begin soon. 1st Street extension has been put off to next year. Gehin explained the Wausau Business Campus Trail Project consists of approximately 5' miles of trail. They have been meeting with the businesses impacted by the trail. A public information meeting will be held once the alignment has been completed. The project should be bid in spring.

Wesolowski stated he attends weekly meetings on the DOT projects of U/K and Grand Avenue. They ran into rock on U/K and will be struggling to complete it by winter. Grand Avenue is moving along well and will be done by the end of the month.

Gehin stated DPW has cleaned up the right-of-way of Grandview Drive and recently completed the gravel roadway. Wesolowski stated the Pavement Marking Project is underway. Abitz added that the Thomas Street overlay project was also completed.

Future agenda items for consideration

Mielke asked about access off of 14th Avenue for River Valley Bank and a possible barrier by Financial Way. Wesolowski will look into the development agreement.

Mielke asked for a written recommendation from Anne Jacobson regarding updating the snow ordinance.

Lenz stated the general plan for a new apartment development on 25th Street will be going to Council. If the general plan moves forward, we may need to look at streets in the area. 25th Street is in the Town of Wausau and it is a gravel road. There has been some discussion regarding if and when to pave it. Staff also looked at Buteo Cove, which is north of Primrose. Buteo Cove currently dead ends but it was originally intended to be extended. If Buteo Cove will not be extended we should consider adding a cul-de-sac or other options.

Wesolowski stated the Franklin Heights subdivision is requesting an easement to install a flag pole and light.

Adjourn

Mielke moved to adjourn the meeting. Abitz seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:50 p.m.

Agenda Item No.

3

STAFF REPORT TO CISM COMMITTEE - October 9, 2014

AGENDA ITEM

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, June 12, and July 10, 2014 meetings.)

BACKGROUND

Staff received the attached plan showing the original plans for the Connexus Credit Union building. The plan shows dashed lines off the front of the building noted as future expansion. Also, future parking is shown on the west side of the driveway. Staff has been in communication with Boyd Gustke of Connexus regarding the future plans. Mr. Gustke has expressed an interest to work with the city to make sure this building and property remains a viable option for future expansion.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

None at this time.

Staff contact: Allen Wesolowski 715-261-6762

2

2

WESTHILL DR

28th AVENUE

CONNEXUS CREDIT UNION

SURGICAL ASSOCIATES

ASPIRUS WAUSAU HOSPITAL

WIND RIDGE DRIVE

WESTWOOD DRIVE

BRIDGE ST

ASPIRUS WAUSAU HOSPITAL

PINE RIDGE BLVD



LIBERTY MUTUAL INSURANCE COMPANY

PLAZA DRIVE

103' PROPOSED ROW

EXISTING ROW

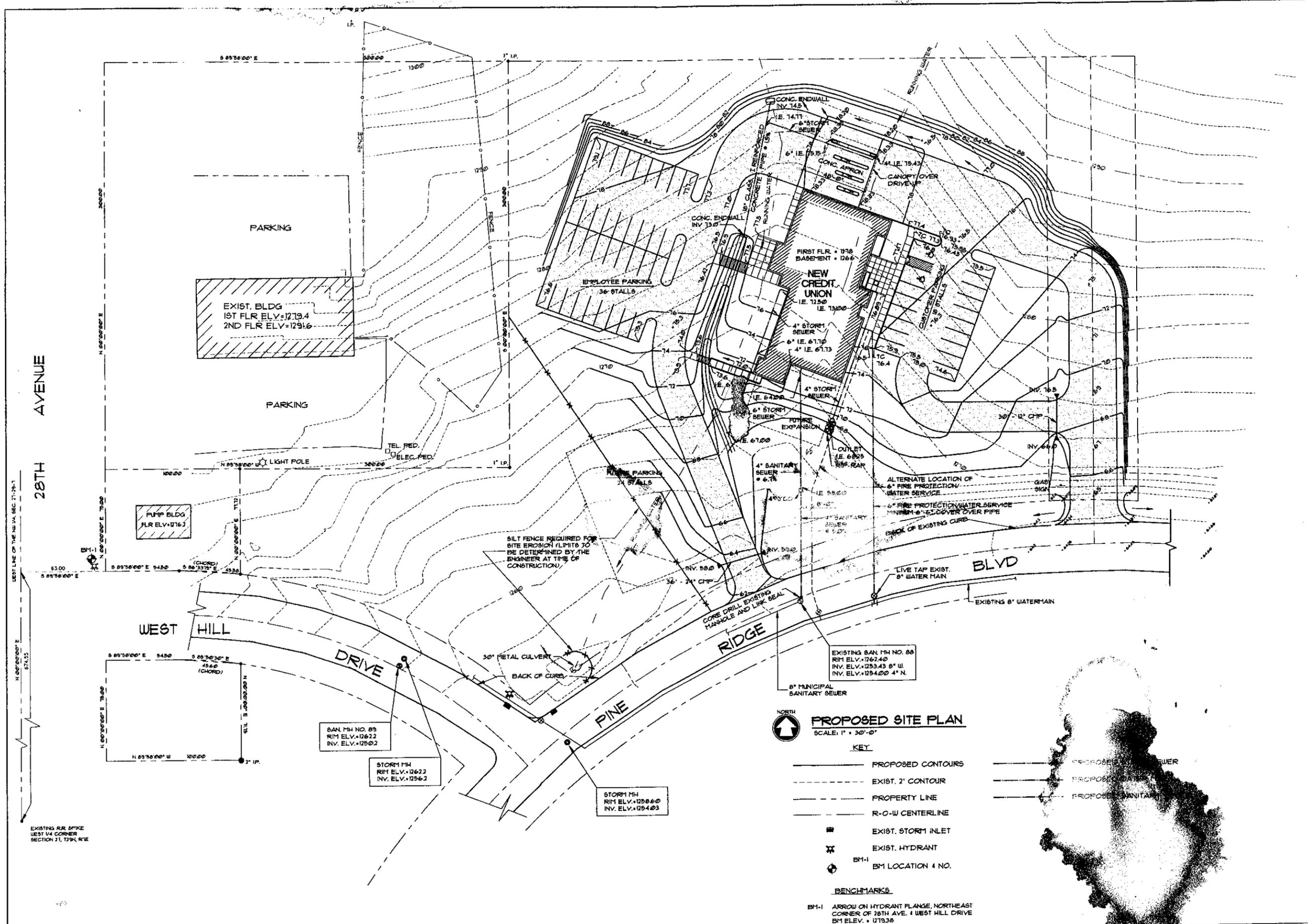
EXISTING ROW

103' PROPOSED ROW

103' PROPOSED ROW

103' PROPOSED ROW

EXISTING ROW



PROPOSED SITE PLAN
SCALE: 1" = 30'-0"

KEY

- PROPOSED CONTOURS
- - - EXIST. 2' CONTOUR
- - - PROPERTY LINE
- - - R-O-W CENTERLINE
- EXIST. STORM INLET
- ⊗ EXIST. HYDRANT
- ⊙ BM-1
- ⊙ BM LOCATION & NO.

BENCHMARKS

BM-1 ARROW ON HYDRANT FLANGE, NORTHEAST CORNER OF 28TH AVE. & WEST HILL DRIVE
BM ELEV. = 129.38

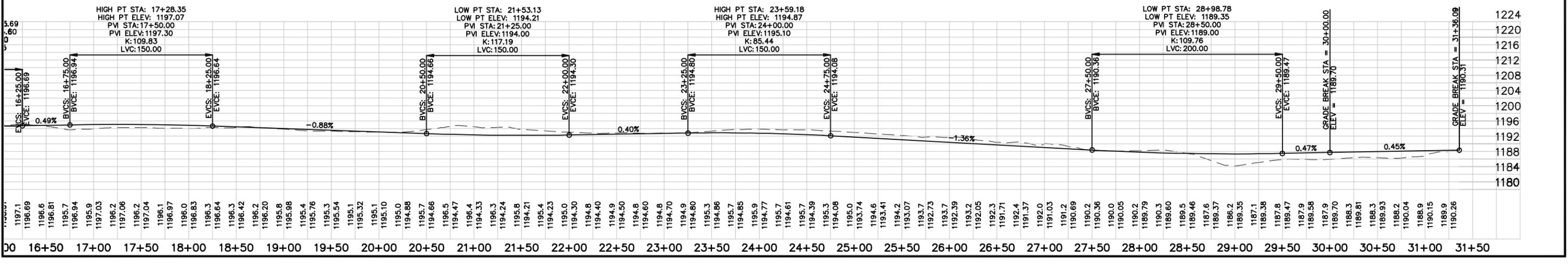
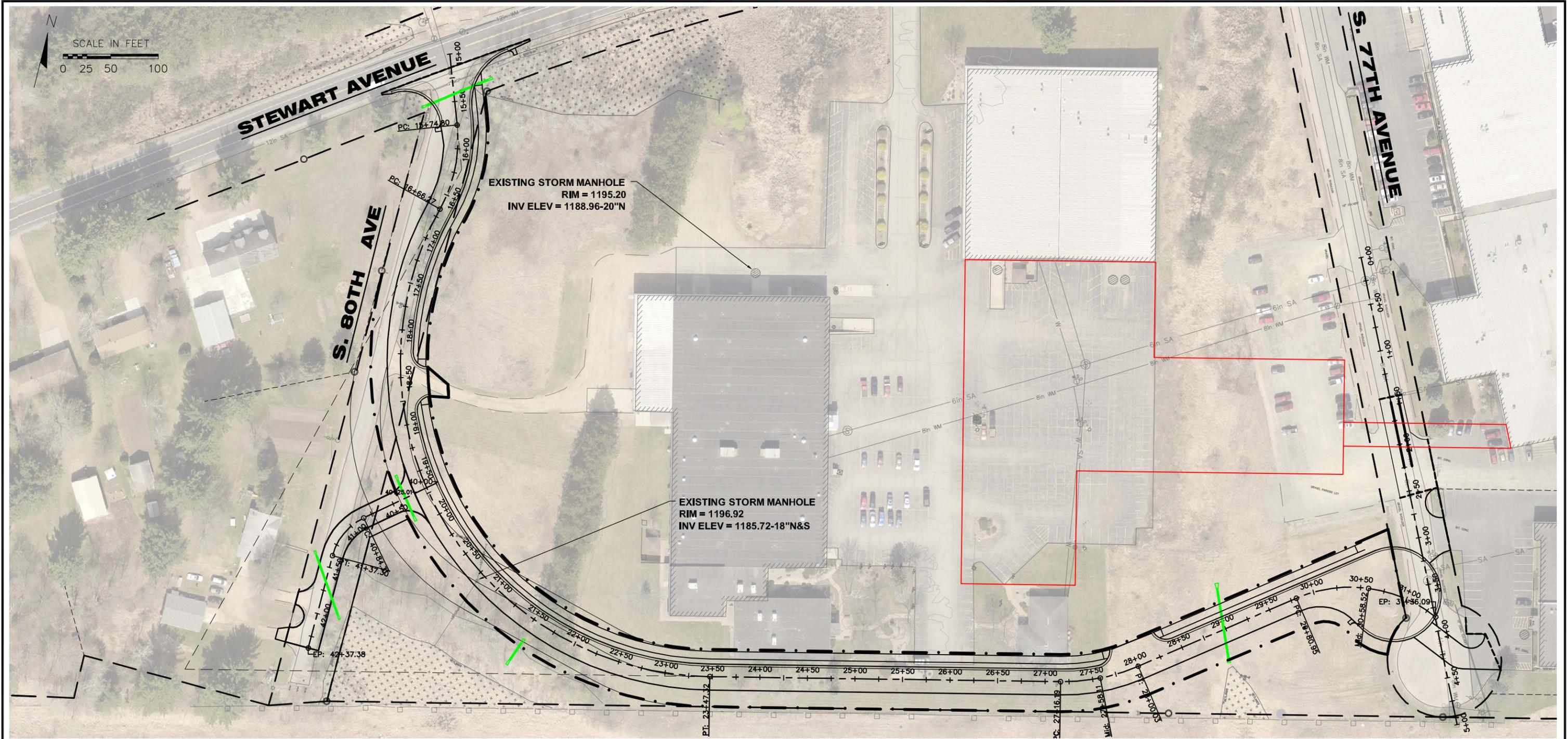
REVISION									
DATE									
NO.									
DESIGNED	DRAWN	CHECKED	APPROVED						
RFD/BDU	JUR/CHC	JUR/CHC	RFD/BDU						

McMAHON ASSOCIATES, INC.
ENGINEERS • ARCHITECTS
PLANNERS • SURVEYORS
1377 ARROYO ROAD, PALMDALE, CA 93550
PHONE: (818) 795-1100 FAX: (818) 795-1101

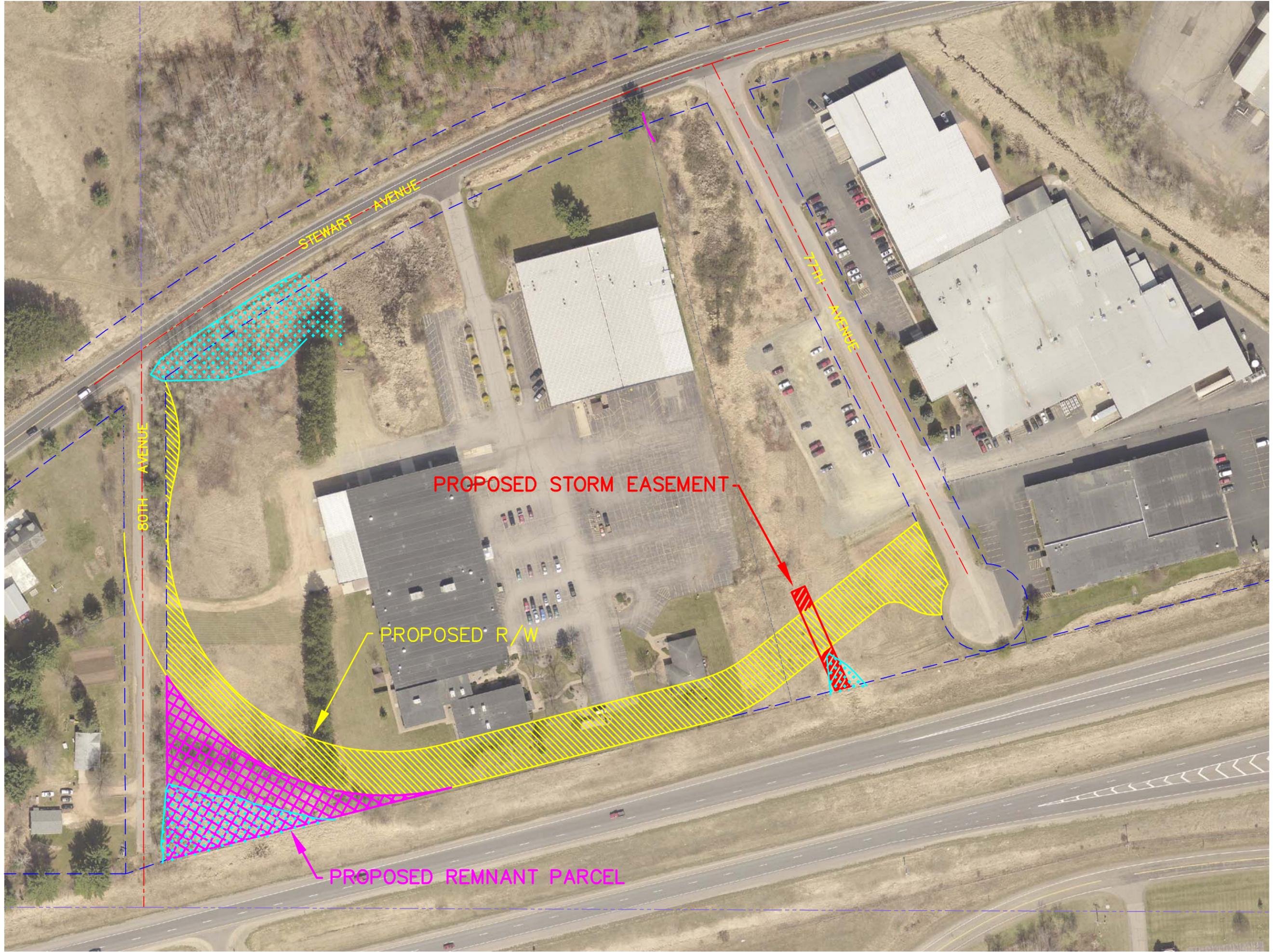
WAUSAU INSURANCE
EMPLOYEES CREDIT UNION
SITE PLAN

SCALE	1" = 30'	DATE	APRIL 1993	PROJECT NO.	93-01945	SHEET NO.	
SAI							
FILE NO.							
M17-K-1							

AGENDA ITEM
Discussion and possible action on acceptance of remnant parcel for the extension of 80 th Avenue
BACKGROUND
The extension of 80 th Avenue and the new roadway alignment created a remnant parcel as shown on the attached map. The parcel is approximately 0.6 acres with approximately half of the parcel wetland. The remnant parcel is owned by Wausau Coated. The City will be utilizing the parcel for storm water discharge of the ditch and also to construct the private drive for 902 S. 80 th Avenue.
FISCAL IMPACT
Wausau Coated has deeded the property to the City so there would be no direct cost. The value of the parcel is not known at this time so the net tax loss is not known at this time.
STAFF RECOMMENDATION
Staff recommends accepting the parcel. The parcel will be used for City storm water outfall and to construct the driveway for the adjacent parcel.
Staff contact: Allen Wesolowski 715-261-6762



C:\Engineering\DWG\PROJ0836\0836_S_80th_Av_DESIGN.dwg, 08/21/2014 9:24:40 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



STEWART AVENUE

80TH AVENUE

PROPOSED STORM EASEMENT

PROPOSED R/W

PROPOSED REMNANT PARCEL

AGENDA ITEM
Discussion and possible action on easement for the placement of a flag pole at the entrance of the Franklin Heights subdivision. (Franklin Heights Homeowners Association)
BACKGROUND
The Franklin Heights Homeowners Association is requesting to place a flagpole in City right-of-way in the existing island at the intersection of Franklin Street and Independence Lane. (See the attached aerial photo of the intersection.) A request from the Association is also attached.
FISCAL IMPACT
None, the Association would assume all installation and maintenance costs.
STAFF RECOMMENDATION
Staff has met Mr. Breunling on site and does not see any issues for the City. The Association would bear all the costs and have agreed to sign a 'hold harmless' agreement. This agreement would need to be drafted by the City Attorney.
Staff contact: Allen Wesolowski 715-261-6762

2 September, 2014

To:
Allen Wesolowski
Project Manager, City of Wausau

From:
Franklin Heights Homeowners Association

Re:
Installation of flag pole at the subdivision entrance

Hi Allen:
This letter is to formally notify you and the City of Wausau of the desire of the Franklin Heights Homeowners Association (Association) to install a flag pole at the entrance of the subdivision.

The flag pole would be installed in the island in Independence Lane near the intersection of Independence Lane and Franklin Street. The Association would provide materials (likely large boulders) set in and contained within the island to the front and rear of the pole for protection of the pole from potential vehicle collision.

The flag pole would be of a maximum height of 30 feet above ground. Wisconsin Public Service (WPSC) officials have indicated that such a pole located in the island on Independence Lane would not conflict with the utility lines running along Franklin Street. The pole would be of material composition to withstand a 110 m.p.h. wind flying a 5'x8' flag, including appropriate below-ground anchoring and installation.

The Association would provide lighting for night-time illumination of the flag. The Association understands it would be responsible for any electrical service charges for lighting the flag. The subdivision would obtain a Residential New Electric Service Order from WPSC for this purpose. We are considering lighting the flag from a fixture installed on one of the two exiting masonry subdivision entrance features. Wisconsin Public Service would provide the feed of electricity for this purpose. In the event this lighting option is not workable, we would consider providing the electrical feed to the pole under the pavement for a light fixture that would be incorporated in the pole. WPSC officials have indicated this electric feed could be done (by them for us) without disturbing the current pavement.

The Association would contract with a Master Electrician to install an appropriate pedestal for the electric feed, as well as make final connections of the electricity to the lighting fixture.

The Association understands that upon approval of the project by the CISM committee, a "Hold Harmless" document would be drafted by the City (which the

Association would sign) that would free the City of any obligation in the event the pole is damaged by normal street maintenance activities.

The Association understands the City would need to approve the electrical accommodations for the project.

If there are any questions regarding the project, please contact Mike Breunling, 715-848-2325.

Thank you.

-Mike Breunling (representing the Franklin Heights Homeowners Association).
612 Independence Lane
Wausau, WI 54403



AGENDA ITEM

Discussion and possible action on an initial resolution to hold a public hearing to vacate the alley abutting 720 Franklin Street, 724 Franklin Street, 715 McIndoe Street, 717 McIndoe Street, and 721 McIndoe Street

BACKGROUND

The City has received interest from the owners of 721 McIndoe Street and 724 Franklin Street regarding vacating the alley abutting their properties. The alley also abuts 720 Franklin Street, 715 McIndoe Street and 717 McIndoe Street. The City would like to vacate the alley abutting each property.

FISCAL IMPACT

The fiscal impact for vacating the alley is none.

STAFF RECOMMENDATION

Staff recommends approval of the initial resolution to hold a public hearing for the purpose of vacating the alley abutting 720 Franklin Street, 724 Franklin Street, 715 McIndoe Street, 717 McIndoe Street and 721 McIndoe Street.

Staff contact: Allen Wesolowski 715-261-6762



Legend

- Parcel Annotations
- Parcels
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Municipalities



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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Agenda Item No.

7

STAFF REPORT TO CISM COMMITTEE - October 9, 2014

AGENDA ITEM

Discussion on the creation of Section 12.52.025 of the Wausau Municipal Code, Depositing Snow on Private Property

BACKGROUND

CISM began discussing property owners depositing snow on adjacent properties in December of 2013. Attached is a draft of an ordinance creating Section 12.520.25, Depositing snow of private property. Per the Attorney's Office, the ordinance will be considered by the Public Health and Safety Committee.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

None.

Staff contact: Allen Wesolowski 715-261-6762

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

ORDINANCE OF PUBLIC HEALTH AND SAFETY COMMITTEE

Create Section 12.52.025 Depositing snow on private property

Committee Action:

Ordinance Number:

Fiscal Impact: None

File Number:

Date Introduced:

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

Section 1. Section 12.52.025 Depositing snow on private property, is hereby created as follows:

12.52.025 Depositing snow on private property. All snow from private property shall be either deposited on the originating owner's property or hauled away by the owner or his agent. Property owners shall not place their snow on other property without permission from the owner of the other property.

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

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

Adopted:

Approved:

Approved:

Published:

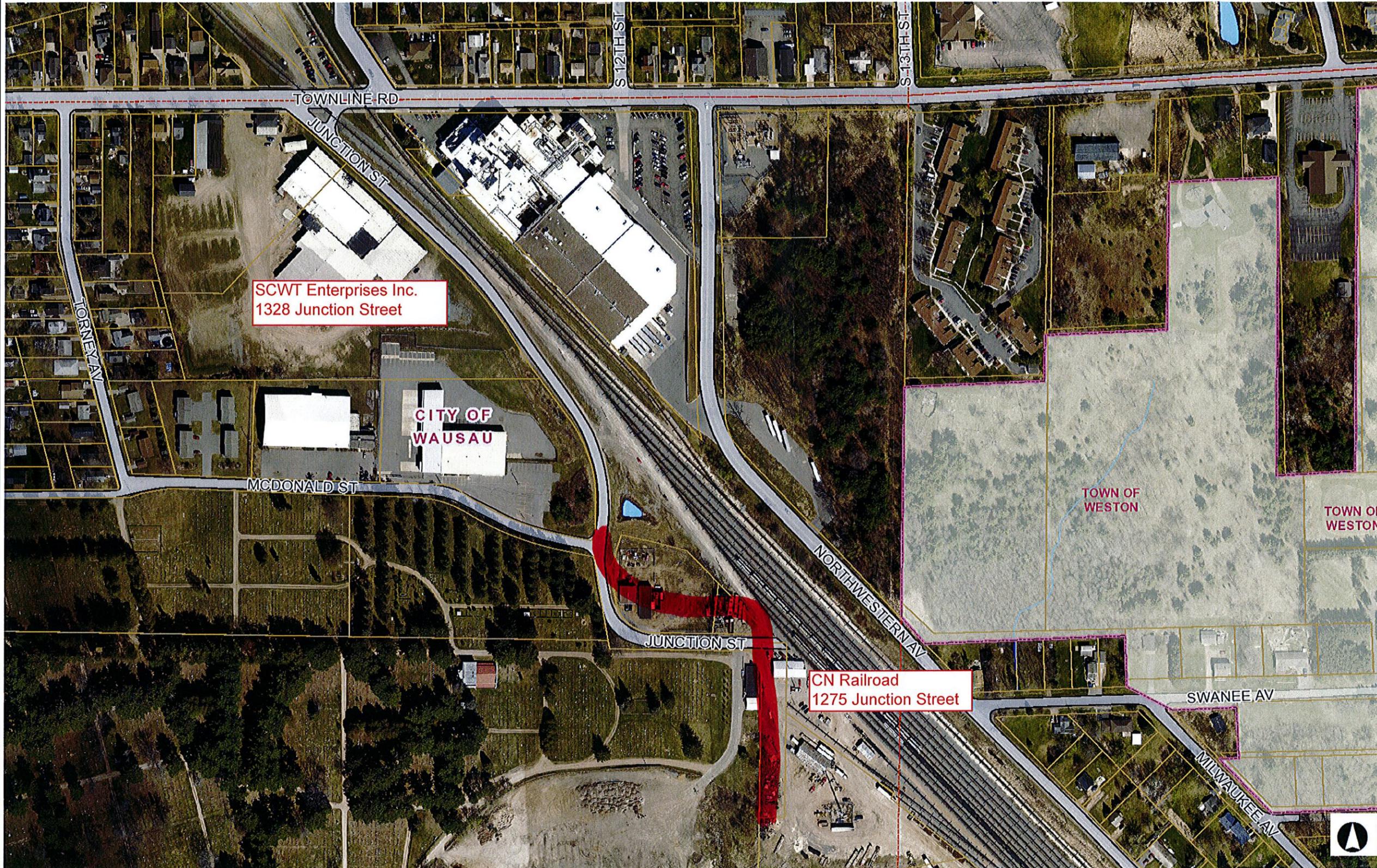
Attest:

James E. Tipple, Mayor

Attest:

Toni Rayala, Clerk

AGENDA ITEM
Discussion and possible action on renaming Junction Street from McDonald Street north to Townline Road
BACKGROUND
<p>Curling Way is being extend north from its current termini to the intersection of McDonald and Junction Street. The connection north to Junction Street will allow traffic to access the new sporting facilities (Soccer Complex and Curling Club) from either Townline Road or East Kent Street. To better direct those from outside of the Wausau area to the new sporting facilities it is being proposed to rename Junction Street from McDonald Street north to Townline Road to Curling Way. See attached map.</p> <p>The renaming of Junction Street will result in two existing properties with new street addresses. The owners of those properties are identified on the attached map. One of the two properties is currently vacant. If approved, the City's Inspection and Zoning Department will assign new street addresses and will work with Marathon County to have the roadway renamed.</p>
FISCAL IMPACT
None.
STAFF RECOMMENDATION
Staff recommends approval of renaming Junction Street from McDonald Street north to Townline Road to Curling Way.
Staff contact: Sean Gehin 715-261-6748



- Legend**
- Parcels
 - Section Lines/Numbers
 - Railroad
 - ▒ Bridge
 - ▒ Overpass
 - ▒ Paved Road
 - Stream - River
 - ▒ Pond - Lake
 - ▒ Wausau Wetland



Map Created: 9/23/2014

114.28 0 114.28 Feet

User_Defined_Lambert_Conformal_Conic

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

AGENDA ITEM
Discussion and possible action regarding the donation / sale of the recently acquired Wausau Cemetery Association property east of Curling Way to Marathon County
BACKGROUND
<p>The recently signed real estate agreement with the Wausau Cemetery Association included the swapping of the remnant property west of Curling Way for Cemetery-owned property east of Curling Way. The recently acquired property from the cemetery is highlighted blue on the attached map. Roughly half of the recently acquired property from the Cemetery is covered by the former Holtz Krause Landfill.</p> <p>For landfill closure and maintenance purposes, Marathon County is requesting ownership of all properties located east of Curling Way from E. Kent Street north to the northern limits of the former landfill.</p>
FISCAL IMPACT
Prior to the land swap the property was valued at roughly \$10,000.
STAFF RECOMMENDATION
Staff recommends approving the transfer of property to the County.
Staff contact: Sean Gehin 715-261-6748

AGENDA ITEM

Discuss improvement to 25th Street and Buteo Cove near Mount View Estates

BACKGROUND

A second phase of apartments is being proposed for Mount View Estates on 25th Street, between Townline and McIntosh Roads. Currently, 25th Street is a gravel road located entirely in the Town of Wausau. Access to the apartments is restricted to 25th Street, so currently all residents of the 96 units use the gravel road to get to/from Townline or McIntosh Roads. The additional 72 units being planned directly south of the existing apartments would also use only 25th Street.

Another street related to the apartment development is Buteo Cove. Currently, the street dead-ends at the west end of the proposed apartments. The street was not designed with a proper cul-de-sac, as it had been planned to extend east and/or south. The proposed development would cut off options for extending this street east or south, so if the apartments are approved, the street should be constructed with a proper terminus, i.e., a cul-de-sac rather than its current "hammerhead" design.

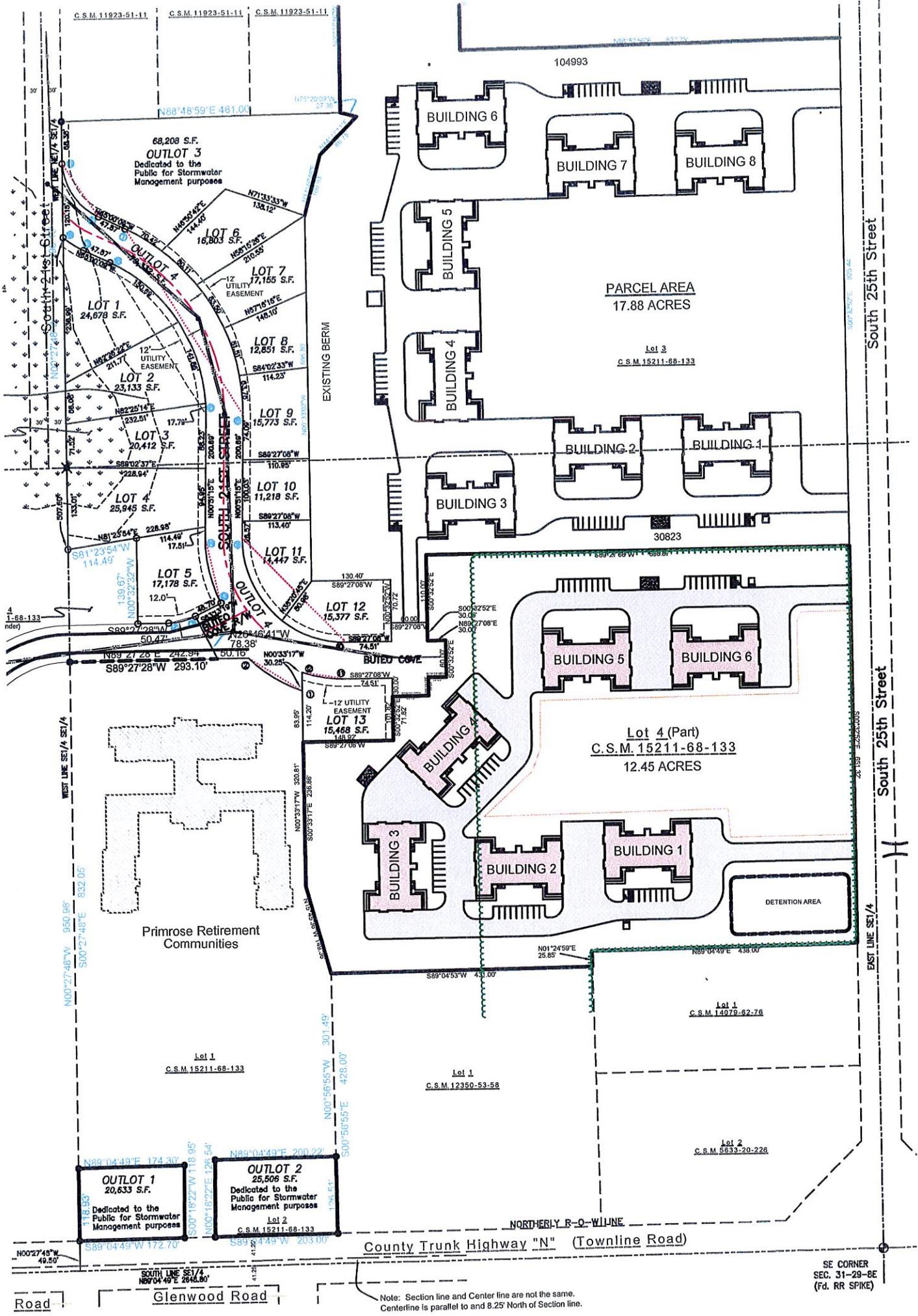
FISCAL IMPACT

To be determined during design phase.

STAFF RECOMMENDATION

Staff recommends authorizing preliminary design work on both streets to determine cost estimates, with the potential to construct both streets in the near future.

Staff contact: Brad Lenz 715-261-6753



Note: Section line and Center line are not the same.
 Centerline is parallel to and 8.25' North of Section line.

SE CORNER
 SEC. 31-29-8E
 (Fd. RR SPIKE)