



## 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, March 10, 2016, at 5:30 p.m.

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1. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
    - A. Approve minutes of the February 11, 2016 and February 23, 2016 meetings.
    - B. Action on a Stormwater Maintenance Agreement for the Wausau School District at 4303 Troy Street (Riverview Elementary School).
    - C. Action on a Sanitary Sewer Easement at 1201 Westwood Drive.
  2. Discussion and possible action on compiling information on electrical usage to provide to a solar energy expert.
  3. Discussion and possible action on the proposed bump out in front of the CVA along North 4<sup>th</sup> Street.
  4. Discussion and possible action on resolutions approving 2016-2020 Transportation Alternatives Program (TAP) projects.
  5. Discussion and possible action on the updated Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81 – STH 52 (Stewart Avenue).
  6. Discussion and possible action on petition for annexation from the Town of Maine\*: Niemyer (petitioner) – Territory bounded by W. Cassidy Drive, N. 4<sup>th</sup> Avenue and Decator Drive.
  7. Future agenda items for consideration.
- Adjourn.

*The next regular meeting is scheduled for April 14, 2016.*

LISA RASMUSSEN, Chairperson

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THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: March 3, 2016 at 12:00 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, 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., Town of Maine\*

\*We are advised by the Department of Administration that the incorporation of the Town occurred on December 11, 2015. The validity of that incorporation remains subject to challenge. For purposes of this document, reference to the Town of Maine is used.

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: February 11, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Gisselman, Kellbach, Abitz, Mielke (arrived at 5:35 p.m.)

Also Present: Nagle, Lindman, Wesolowski, Gehin

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.

### **CONSENT AGENDA**

- A. Approve minutes of the December 15, 2015 and January 14, 2016 meetings**
  - B. Action on a Stormwater Maintenance Agreement for the Wausau School District at 1018 South 12<sup>th</sup> Avenue (GD Jones School)**
  - C. Action on a Stormwater Maintenance Agreement for the Wausau School District at 500 West Randolph Street (Thomas Jefferson School)**
  - D. Action on a Stormwater Maintenance Agreement for Wausau and Marathon County Parks, Recreation and Forestry Department at 500 West Randolph Street**
  - E. Action on a Stormwater Maintenance Agreement for Highland Community Church at 1005 North 28<sup>th</sup> Avenue**
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Kellbach moved to approve the consent agenda items. Gisselman seconded and the motion carried unanimously 4-0.

### **Future agenda items for consideration**

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This item was taken out of agenda order.

Pat Peckham, 1618 Emerson Street, asked the committee to consider placing on the next agenda the consideration of asking City staff to gather and furnish information on electrical usage and how the City pays electrical rates (whether there is a demand charge or per kilowatt charge) to provide to a solar energy expert in Stevens Point and possibly share with the Midwest Renewable Energy Association. They would provide, at no cost to the City, a preliminary estimate on the potential for solar power on City properties. He feels there is a lot to be said for potentially moving that way.

### **Discussion and possible action on petition for annexation from the Town of Maine: Johnson (petitioner) – 4306 and 4702 County Road K and adjacent property to the west**

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Kellbach moved to approve the petition for annexation from Johnson for 4306 and 4702 County Road K and adjacent property to the west. Gisselman seconded.

Abitz questioned if this piece of property would become an island property to which Lindman replied no.

There being a motion and a second, motion to approve the petition for annexation from Johnson for 4306 and 4702 County Road K and adjacent property to the west carried unanimously 4-0.

**Discussion and possible action on petition for annexation from the Town of Maine: Waldvogel (petitioner) – Merrill Avenue**

Abitz moved to approve the petition for annexation from Waldvogel for property along Merrill Avenue. Kellbach seconded and the motion carried unanimously 4-0.

Gisselman requested a map be provided as this item moves forward to Plan Commission and Council showing where the properties are situated in relation to previous annexations. Lindman stated staff has an ongoing map that will be provided.

**Discussion and possible action regarding a Warranty Deed from 720 Grant Street for street purposes**

Lindman explained that a small piece on the corner of this property is used as a road but is not in the right-of-way. This would grant a deed for that portion of the property.

Kellbach moved to approve the Warranty Deed from 720 Grant Street for street purposes. Abitz seconded.

Abitz questioned the intent for the property. Lindman replied it will be public right-of-way for the road and will be maintained by DPW.

There being a motion and a second, motion to approve the Warranty Deed from 720 Grant Street for street purposes carried unanimously 4-0.

**Discussion and possible action on an Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond**

Gehin explained in 2005 during the design and construction of the Hwy 51/29 Improvements, the DOT, along with input from the City, put together a Stormwater Memorandum of Understanding (MOU). Four ponds were constructed in conjunction with the highway project to store and treat runoff from the highway project, handle future development within the project area, and address existing deficiencies in the storm sewer. Approximately a year ago, O'Malley's informed the City of their intent to redevelop their parking lot and asked to grade in the pond east of the O'Malley Dealership, west of Menards, and south of Stewart Avenue. At the time, the City did not have ownership of the pond. The DOT indicated that before O'Malley's could grade or place fill in the pond, the City would have to take ownership. In order to do that, the MOU from 2005 needed to be amended. The original MOU had transfer of real estate ownership and maintenance of the pond to the City after full development of the Ghidorzi property bordered by Hwy 52, 28<sup>th</sup> Avenue, and Stewart Avenue. It has taken a while to work through the process with the DOT. Before the City agreed to take over early ownership and maintenance responsibilities, the City had a consultant prepare a stormwater study to review the pond capacity. It was discovered that a liner does not exist under the wet basin, along with other deficiencies. The DOT is willing to offer the City a lump sum payment of \$336,941 to address the issues.

Abitz moved to approve the Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond. Mielke seconded.

Abitz asked if further development could occur in the area of the pond. Gehin replied not between the O'Malley site and the pond. The area of the pond parcel that abuts the O'Malley property consists of wetlands. Abitz stated flooding occurs every so often and asked how the excess water off of the parking

lot would be handled. Gehin indicated the pond is sized to handle stormwater runoff from the O'Malley property, along with specified future developments within the watershed. It was sized to handle the stormwater flows from a two, ten and one hundred year stormwater event.

There being a motion and a second, motion to approve the Amendment to the WDOT Memorandum of Understanding for the Stewart Avenue Detention Pond carried unanimously 5-0.

Lindman noted that initially when the property was proposed to be transferred over, the DOT offered approximately \$80,000. Gehin dug deeper and the offer ended up being over \$300,000.

**Discussion and possible action on the Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81, STH 52 (Stewart Avenue)**

Wesolowski stated this revision adds signal upgrades at the intersection of 1<sup>st</sup> Street and Scott Street to add a left hand turn signal for northbound traffic and additional signal heads. The DOT has agreed to design this and pay for the design costs. The cost of installation will be the City's responsibility. The revision also includes a small amount of CSS funding to be used for two benches that will be placed by the peace sculpture. For the benefit of those in attendance, Rasmussen explained that CSS funding is money received from the DOT for aesthetics or amenities. Wesolowski added that it has to be spent on items for beautification or pedestrian facilities. This is a small amount because the project is an overlay project and not a full reconstruction. He has been informed this may be the last CSS funding received as it will be cut in the future.

Abitz stated the intersection of 1<sup>st</sup> Street and Scott Street was an issue before Parking and Traffic. Wesolowski explained the signal upgrades will allow a left hand turn lane for northbound turn lane traffic on 1<sup>st</sup> Street. Currently the signals are not set up for this. Signal heads will be added that will support the turn arrows and there will be a dedicated left hand turn lane for northbound traffic on 1<sup>st</sup> Street.

Abitz moved to approve the Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81, STH 52 (Stewart Avenue.) Mielke seconded and the motion carried unanimously 5-0.

**2016 Street Construction Projects: Discuss public hearing results and make recommendation**

Rasmussen explained that the committee members have received a vast amount of feedback from residents in the Kent Street area. The emails and phone calls have been well received. The committee has also received comments from Alderman Nagle who represents the district. The concern is with the assessment rate per foot. The increase in the rate was not a move by committee or Council to "stick it" to the residents. As part of the budget process, every year this committee and Council approves the per foot rate for special assessments for this type of project. In the past the value fluctuated but has never historically fluctuated by this much. The reason for the increase was because when the committee discussed the rates there were two different rates, one for new street construction and one for reconstruction. Through a review with staff, it was found that one of these rates did not adequately account for the cost of engineering and inspections so the recommendation was made to consider making the two rates the same. This was implemented as part of the 2016 budget. In the meantime, letters went out to the residents that this rate is subject to change by the City Council but the current rate was \$22.80. While residents could possibly accept a small rate increase, doubling the rate seems to be more than what the residents can bear. In response to the resident's concerns, she had asked Lindman for options on the rate.

Lindman explained that in the past the street reconstruction rate, which is what Kent Street would be, was assessed at 60% of the street improvement rate. Last year the street improvement rate was \$38, making the reconstruction rate \$22.80. The rate was approved at \$42 per foot for 2016. If keeping with the 60% formula, the reconstruction rate would be \$25.20. If the full \$42 rate was assessed, special assessments are estimated at \$193,900. Using 60% of the full rate, \$25.20 per foot, the assessments are estimated at \$116,340, which would be a reduction of \$77,560 in revenue. New letters would be sent out to the property owners if approved by Council. Rasmussen stated making the rates the same could be an option to consider for 2017 projects and would give time to get the word out to residents. Wesolowski noted that this would also affect Chicago Avenue. Community Development Block Grant funding will be used to give residents a reduced assessment rate, but the businesses do not. Rasmussen stated this would affect a fairly small amount of commercial properties and if businesses received the same letter it seems that would be fair. Wesolowski believes there are approximately eight commercial properties. He added that Ashland and Meadowview are street improvement projects and would remain at the \$42 rate. Rasmussen indicated further discussion will be held on those streets and asked if any residents from Kent Street would like to speak.

Heather Haupt, 824 Kent Street, asked if this affected drive approach rates as that rate was also doubled. Wesolowski explained that rates for the approach are based on bid costs.

Nagle stated if the drive approach costs are reflective of the actual bid costs it might not be double. Wesolowski noted that there has been an increase in the cost of the sidewalk section. Therefore, staff estimated an increased drive approach rate so residents were not surprised, but the assessed rate is the actual bid cost. Haupt indicated her sidewalk was replaced just a couple of years ago. Wesolowski stated if sidewalk was recently replaced and has to be removed and replaced during the project, the home owner will not be assessed for it. Nagle stated he appreciates the action the committee is about to take. Going forward he feels the County should be asked to contribute towards maintenance and/or reconstruction because Lakeview, Kent and Sturgeon Eddy take so much abuse due to the Health Care Center.

Lindman stated that at the public hearing for Ashland and Meadowview the residents indicated they did not want improvements done to the street. Rasmussen recalled from the public hearing minutes that the original idea to improve the streets came from one resident but the road is basically in good shape. Lindman said the road is rated fair to poor and was never an official constructed street. Overlay is not an option because there is not a sufficient base. Wesolowski further explained that the subdivision was built in the 1980's. At that time the policy was that the developer would install sewer and water and a chipseal street, with a new street to be installed by the City after the area was fully developed. This is one of the few remaining streets where the permanent surface was never put in. The area is fully developed and a request was received from a resident, which is why the streets were proposed for improvements. Rasmussen asked if there is an immediate harm in waiting if 40% of the residents do not want it. In Wesolowski's opinion it is a poor street and there would be more maintenance for DPW in regards to patching. Gisselman stated if it is a poor street it should be brought up to par to the rest of the streets in Wausau.

Dave Noha, 1605 Meadowview Road, stated five of the ten home owners appeared at the public hearing and they do not think the road is in poor condition. DPW may have to patch potholes once a year after winter because it is plowed poorly. If the street is improved, he feels curb and gutter is not needed. There are maybe ten to fifteen cars a day and those are from the people who live there. He feels it is ridiculous to ask the homeowners to chip in \$80,000 for the street when there are bigger priorities in the City. Rasmussen said when streets are rebuilt, curb and gutter is installed because of drainage issues. Noha indicated there are no drainage issues. He does not have a sump pump and lives at the bottom of the hill. Rasmussen noted that it will eventually have to get done at some point as the existing road was not made to last a long time. Noha stated the only one who wants it done lives at the end and does not

have a paved driveway. He feels the road does not need to be rebuilt. Rasmussen noted that she has not heard from Alderman Winters on this issue. She believes if he had received a volume of public comment he would have let Rasmussen know or would have attended this meeting.

Mielke moved to approve the rate at 60% of the street improvement rate, which would set the street reconstruction rate to \$25.20 for Kent Street. Gisselman seconded and the motion carried unanimously 5-0.

Mielke moved to delay the street improvement project of Ashland Avenue and Meadowview Road. Abitz seconded. Abitz requested that the Engineering Department reevaluate Ashland Avenue and Meadowview Road in the spring. There being a motion and a second, motion to delay the street improvement project of Ashland Avenue and Meadowview Road carried unanimously 5-0.

Gisselman questioned if this would save money in the 2016 budget. Wesolowski stated the estimated project cost is \$178,000 for Ashland and Meadowview with special assessments estimated at \$49,000. Rasmussen mentioned the savings could be used towards an overlay project or in other budget areas.

Wesolowski indicated a public hearing was held for 2nd Avenue last year and was included in the budget. A resolution should be forwarded to the Council to authorize letting of bids. Gisselman feels it was not on the agenda as such and should not be voted upon. Wesolowski stated the agenda item is 2016 Street Construction Projects; however, Gisselman is still uncomfortable with discussion. Discussion followed and it was decided to hold a special meeting prior to the next Council meeting.

Lindman stated there has been some more discussion on Kent Street regarding a bump out at Lamont Street as two residents are in favor of the bump out. Gehin indicated he was given direction to match the existing roadway width for Kent Street. However, from Emerson Street to Grand Avenue the road width is 33'. Discussion was previously held to widen this section to 37' for consistency purposes and to better accommodate the flow of traffic. The number of trees that would be removed to widen the street was discussed. Gehin had originally thought 32 trees would be removed; however, that number is actually 40. Rasmussen noted that the residents were concerned that widening the right-of-way would cause issues with snow storage, which is part of the reasoning for rebuilding in the existing configuration. There was also some concern with the bump out regarding pick up and drop off traffic at John Marshall. Gehin mentioned that as staff got further into design matching the existing roadway from Emerson to Grand; it was found that approximately 24 to 26 trees will still have to be cut down. The trees will be cut down for engineering purposes and based on the recommendation from City Forester Blaine Peterson. Rasmussen indicated she is still in favor of rebuilding in its current configuration and trees can be replaced. The residents had concerns about snow storage and issues crossing a wider street. They left the last meeting thinking the decision was to rebuild in the current configuration. She feels if the committee goes back on that now it would look disingenuous to those residents. Abitz opposes the bump out and thought there were discussions on traffic issues at Kent Street and Grand Avenue. She questioned if this area could be widened. Rasmussen stated residents did not want the street closer to their homes. The issue was traffic stacking up at the light a couple times a day. Wesolowski explained that staff did not want to leave the committee with the idea that all the trees will remain even though we are maintaining the existing width. There will be a significant number of trees cut down due to the species of the trees and location of laterals.

Nagle said he has not heard sentiment about cutting trees to widen the street. He understands if they have to be cut for laterals or safety purposes. He does not believe there are safety issues because the road gets narrow. He has not heard sentiment about widening the street for the sake of matching the width. He thanked the committee for recommending a lower assessment rate. Abitz asked if Nagle has received comments regarding bump outs and he has not.

Angela Uhl, 511 Kent Street, stated the bump out was proposed in front of her house. She does not feel anyone liked the bump out idea but traffic slowing is an issue on Kent Street. She personally does not think this area is a good place for a bump out because of the bus stop, crossing guard and school buses turning. It is a narrow area to place a bump out. She feels traffic should be slowed before this point. Rasmussen stated that Ben Graham attended the last CISM meeting. He talked about proactive school zone enforcement. Sometimes proactive enforcement can solve it without wholesale design changes. It seemed like with the statistics from the street and his feedback about enforcement efforts, traffic calming could happen another way without the bump out. Uhl spoke with the Police Department at the beginning of the school year. Speed is a problem and she can tell when there are shift changes at the Health Care Center as traffic is going 40 MPH. She does not know what the solution is but something should be done to slow the traffic down. Lindman added that other things could be done, such as changing the color of the pavement for the crosswalk. It would leave the street the way it is but pronounce the area. During the 18 years Uhl has lived there, she has seen at least four vehicles totaled because of speed so it is not just a crossing guard issue. Gehin explained that a speed study was done last fall and he was surprised to learn that the average speed was 28 MPH. Uhl believes that is because the street is in such bad shape.

The committee agreed by consensus to stay with the design as it was voted upon last month. At this time Abitz left the meeting.

#### **Update on the grant received from the DNR to update the City's Stormwater Management Plan**

Gehin stated in 2015 the DNR granted the City a stormwater grant. The grant will be used to update the City's pollutant loading model for phosphorus and sediment, which will help to better align with the Wisconsin River Basin TMDL that will be completed in 2017. This will add phosphorus to the MS4 permit and standards that will have to be met in the future. A RFP was sent out and eight proposals were received. Lindman, Wesolowski and Gehin independently rated the proposals. The consultant who rated the highest was Brown and Caldwell. In the near future staff will be meeting with this consultant to negotiate a contract.

#### **Update on the 2018 Townline Road Reconstruction Project and possible realignment of Curling Way**

Gehin stated in 2018 the City will reconstruct Townline Road from Grand Avenue to Easthill Drive. The design process has just begun. The City has received STP Urban funding for this project. Curling Way (formerly known as Junction Street) has been identified as a side road that staff would like to realign to improve the angle and safety of the intersection. The preliminary cost estimate is \$330,000 to realign and purchase property, along with \$50,000 of in-kind services for demolition of existing buildings on the south side of Townline Road. Gehin spoke with the Police Department and over the last ten years there have been four accidents at this intersection. Rasmussen feels that data was most likely prior to the opening of Curling Way as the volume of traffic is now greater. Gisselman feels this is a big project, especially with purchasing the WI Box property. He questioned if the traffic is generated to the soccer fields from Townline Road or from Kent Street. Gehin stated it depends upon where people are traveling from. If coming from the east side of the state, traffic may use Northwestern to Townline Road. Rasmussen added that when wayfinding signage was talked about, it was stated that some GPS systems and mapping software brought traffic into the facility from Townline Road. Gisselman feels the City has spent a lot of money to get people to a Marathon County facility and he is hesitant. Rasmussen believes it is not a bad idea for staff to continue to plan the realignment so it is an option when the time comes to approve the project. Gehin stated construction is anticipated for 2018 but there is not a lot of time for planning. The right-of-way acquisition would have to begin soon and though the property is for sale,

staff has not approached the property owner yet. He added that the angle of the existing intersection is poor, it is difficult to see to the east, and located within feet of the railroad. He noted that this is a DOT funded project and there are steps that would need to be followed for property acquisition.

The committee agreed by consensus to direct staff to explore the realignment of Curling Way at Townline Road.

**Discussion and possible action on granting an easement to the O'Malley's in the future to grade and place fill in a portion of Pond D**

Gehin has been working with the DOT to amend the MOU so that the City can take over early ownership of the stormwater pond located east of the O'Malley Dealership. To help facilitate the O'Malley redevelopment, they have asked for a Temporary Limited Easement for grading purposes to grade into the detention pond. A stormwater study was completed for the MOU and the consultant looked into the impacts this would have on the pond. It has been indicated that the pond has sufficient storage capacity to serve the existing watershed, the number of specified future developments and the placement of fill.

Mielke moved to approve an easement to the O'Malley's to grade and place fill in a portion of Pond D. Kellbach seconded and the motion carried unanimously 4-0.

**Adjourn**

Mielke moved to adjourn the meeting. Kellbach seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:35 p.m.

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: February 23, 2016, at 6:30 p.m. in the Birch Room of City Hall.

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

Also Present: Rayala, Pat Peckham, Elizabeth Field, Nick O'Brien

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 6:35 p.m. Chairperson Rasmussen called the meeting to order.

### **2016 Street Construction Project of 2<sup>nd</sup> Avenue from Stewart Avenue to Elm Street – Approving Project and Authorization to Let Bids**

Kellbach moved to approve the 2016 Street Construction Project of 2<sup>nd</sup> Avenue from Stewart Avenue to Elm Street and authorize the letting of bids. Mielke seconded and the motion carried unanimously 5-0.

### **2016 Street Construction Project of Chicago Avenue from 2<sup>nd</sup> Street to 10<sup>th</sup> Street – Approving Project and Authorization to Let Bids**

Kellbach moved to approve the 2016 Street Construction Project of Chicago Avenue from 2<sup>nd</sup> Street to 10<sup>th</sup> Street and authorize the letting of bids. Mielke seconded and the motion carried unanimously 5-0.

### **Adjourn**

Mielke moved to adjourn the meeting. Kellbach seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:40 p.m.

Agenda Item No.

1B

*STAFF REPORT TO CISM COMMITTEE - March 10, 2016*

**AGENDA ITEM**

Action on a Stormwater Maintenance Agreement for the Wausau School District at 4303 Troy Street (Riverview Elementary School)

**BACKGROUND**

The Wausau School District is currently in the process of redeveloping a number of the elementary schools in the district. Riverview Elementary School is one of the selected schools to be redeveloped. The proposed redevelopment includes: a building addition, improvements to the playground area and expansion of the existing parking lot. To manage the additional stormwater runoff, the school will be installing best management practices to convey, treat and store the stormwater. The proposed on-site practices include swales, a dry detention basin, infiltration basin, bio-retention basin and storm sewer. To ensure properly functioning stormwater practices year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a bi-annual basis. The maintenance agreement is attached for your review.

**FISCAL IMPACT**

None

**STAFF RECOMMENDATION**

Staff recommends approval of the stormwater maintenance agreement.

Staff contact: Sean Gehin 715-261-6748

AGREEMENT FOR THE MANAGEMENT AND  
MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 22 day of FEB, 20  , by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Wausau School District, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

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

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

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

NOW, THEREFORE, the parties hereto agree as follows:

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

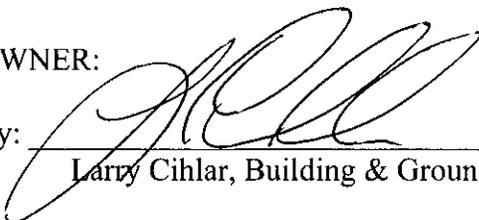
Recording Area

Name and Return Address

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

PIN: 291-2907-131-0998

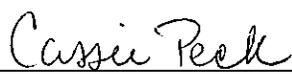
- 5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.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

OWNER:  
 By:   
 Larry Cihlar, Building & Grounds Director  
 By: \_\_\_\_\_

CITY OF WAUSAU:  
 By: \_\_\_\_\_  
 James E. Tipple, Mayor  
 By: \_\_\_\_\_  
 Toni Rayala, Clerk

STATE OF WISCONSIN )  
 ) ss.  
 COUNTY OF MARATHON)

Personally came before me this 22 day of February, 2016, the above-named Larry Cihlar and \_\_\_\_\_ of \_\_\_\_\_, LLC, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

  
 Notary Public, Wisconsin  
 My commission: Oct 9, 2014

STATE OF WISCONSIN )  
 ) ss.  
 COUNTY OF MARATHON)

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, the above-named James E. Tipple, Mayor, and Toni Rayala, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

\_\_\_\_\_  
 Notary Public, Wisconsin  
 My commission: \_\_\_\_\_

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

## EXHIBIT A

See Grading & Drainage Map

## EXHIBIT B

### Storm Water Operations and Maintenance Riverview Elementary School

The OWNER of this project in the City of Wausau, Marathon County, Wisconsin, is directly responsible for the operation, inspection, and maintenance of all storm water facilities located within the project site, as described below.

- **Detention Pond:**  
Inspection: Look for accumulation of sediment and/or debris in pond and riprap. Length of time water is retained in basin. Look for erosion or damage. Review plant health.  
  
Maintenance: Remove accumulated sediment deposits and/or debris in pond and riprap and repair any eroded or damaged grass areas. If water is retained for more than 24-48 hours after a storm event, replace top soil in bottom of basin by removing top 6" of topsoil, tilling bottom of basin, installing new topsoil and restoring grass in basin.
- **Bio-retention Basin :**  
Inspection: Look for accumulation of sediment and/or debris in basin and riprap. Length of time water is retained in basin. Look for erosion or damage. Review plant health; look for weeds and grasses encroaching on plants.  
  
Maintenance: Remove accumulated sediment deposits and/or debris in basin and riprap and repair any eroded or damaged grass areas. If water is retained for more than 24-48 hours after a storm event replace top 6" of engineered soil. Remove any identified weeds or grasses. Do not plow/store snow in bio-retention basin. Mow as needed through the first two years to a height of 6"-10" in native plantings. Mow and spot spray (any invasive weeds) as needed. Twice per year remove and replace any dead or diseased plants. Mow grass filter strips, sides of the banks and turf covers at least four times per year around bio-retention area. Maintain a minimum height of 2-½".
- **Storm Sewer:**  
Inspection: Accumulation of sediment and/or debris within endwall structure and storm sewer pipe. Look for damage to pipe and endwall structure.  
  
Maintenance: Remove accumulated sediment and/or debris within the pipe and endwall structure. Repair damage to pipe or endwall structure. If the damage is un-repairable then the pipe and/or endwall structure shall be replaced.
- **Infiltration Basins:**  
Inspection: Look for accumulation of sediment and/or debris in pond and riprap. Length of time water is retained in basin. Look for erosion or damage. Review plant health.  
  
Maintenance: Remove accumulated sediment deposits and/or debris in pond and riprap and repair any eroded or damaged grass areas. If water is retained for more than 24-48 hours after a storm event, remove the top 6" of sand/compost mix. Till the bottom of basin and install 6" of

new soil mixture (20% compost and 80% on-site sand) . Snow shall not be stored or plowed into infiltration basins.

The aforementioned inspection and maintenance schedule shall be performed after any rainfall event exceeding one inch of rainfall, and at a minimum semi-annually in early spring and fall.

All inspections and maintenance shall be documented and the OWNER shall keep all inspection and maintenance reporting/records onsite and available upon request of the City and/or Wisconsin Department of Natural Resources.

**LEGEND:**

PROPOSED DRAINAGE AREA 

**D1**

SITE SOURCE AREA  
 EXISTING PAVED PARKING=0.402 AC  
 PROPOSED PAVED PARKING=0.074 AC  
 GRASS AREA= 0.087 AC  
 SIDEWALK= 0.096 AC

**D2**

SITE SOURCE AREA  
 PAVED PARKING=0.080 AC  
 GRASS AREA= 0.013 AC  
 SIDEWALK= 0.015 AC

**D3**

SITE SOURCE AREA  
 GRASS AREA= 0.650 AC  
 SIDEWALK= 0.053 AC  
 HARD SURFACE PLAY AREA= 0.267 AC  
 ROOF= 0.297 AC

**D4**

SITE SOURCE AREA  
 PAVED PARKING AREA= 0.156 AC  
 GRASS AREA= 0.184 AC  
 SIDEWALK= 0.031 AC

**D5**

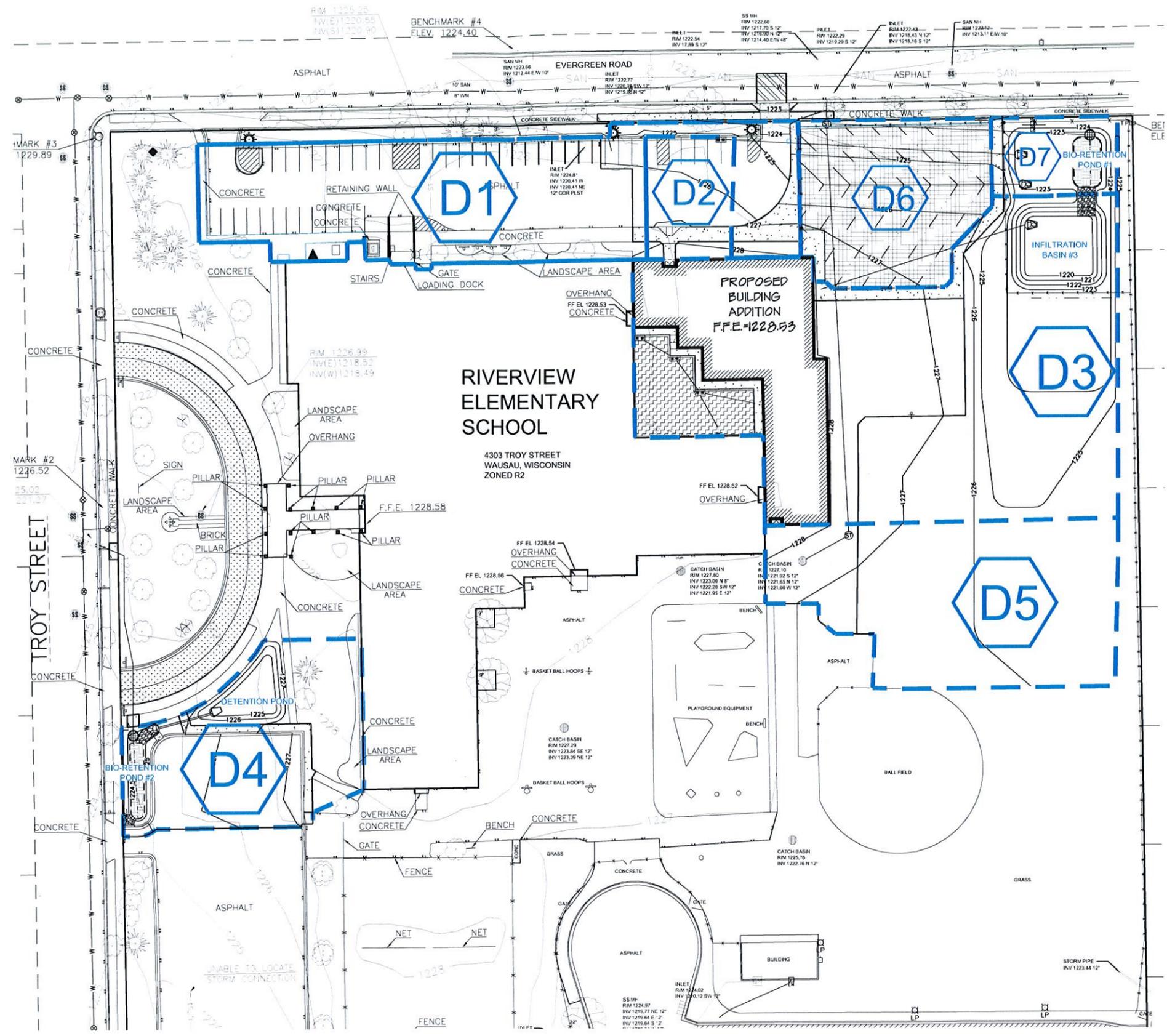
SITE SOURCE AREA  
 GRASS AREA= 0.442 AC  
 HARD SURFACE PLAY AREA= 0.087 AC

**D6**

SITE SOURCE AREA  
 SIDEWALK= 0.010 AC  
 GRASS AREA= 0.012 AC  
 SOFT SURFACE PLAY AREA=0.283 AC

**D7**

SITE SOURCE AREA  
 GRASS AREA= 0.094 AC  
 SIDEWALK=0.010 AC



9  
RIVERVIEW SCHOOL

A parcel of land lying in the Northeast Quarter (NE $\frac{1}{4}$ ) of the Northeast Quarter (NE $\frac{1}{4}$ ), Section Thirteen (13), Township Twenty-nine (29) North, Range Seven (7) East, more fully described as follows: Starting at the Northeast corner of Section 13, Township 29 North, Range 7 East, thence Westerly a distance of 626.30 feet, more or less,

along the North line of said Section 13 to the point of beginning, the said point being the West line of Henry Street extended Northerly from the John Schauss, Jr. Subdivision; thence Southerly along the West line of Henry Street extended, a distance of 669.4 feet to a point, said West line and Section line having an 89 degree 35' angle in the Southeast quadrant of the intersection; thence along a line having an angle from the North to the West of 90 degrees 18', a distance Westerly 718.55', to a point on the Easterly North-South 1/16th line of Section 13, the North-South 1/16th line and the East-West line having an angle of 89 degrees 39' from East to North; thence Northerly a distance of 667.0 feet along said 1/16th line to the North line of Section 13, the 1/16th line making an angle of 89 degrees 38' with the North line of Section 13, from South to East; thence Easterly from the Easterly North-South 1/16th line along the North line of Section 13, a distance of 717.8 feet to the point of beginning.

Agenda Item No.

1C

*STAFF REPORT TO CISM COMMITTEE – March 10, 2016*

**AGENDA ITEM**

Action on a Sanitary Sewer Easement at 1201 Westwood Drive

**BACKGROUND**

A sanitary sewer extension is required to serve the proposed Swiderski apartment complex on Westwood Drive. An easement as shown on the attached map is needed from the property at 1201 Westwood Drive for this sanitary sewer extension. An existing storm sewer easement is already in place at this location. This sanitary sewer easement would be on top of this existing easement.

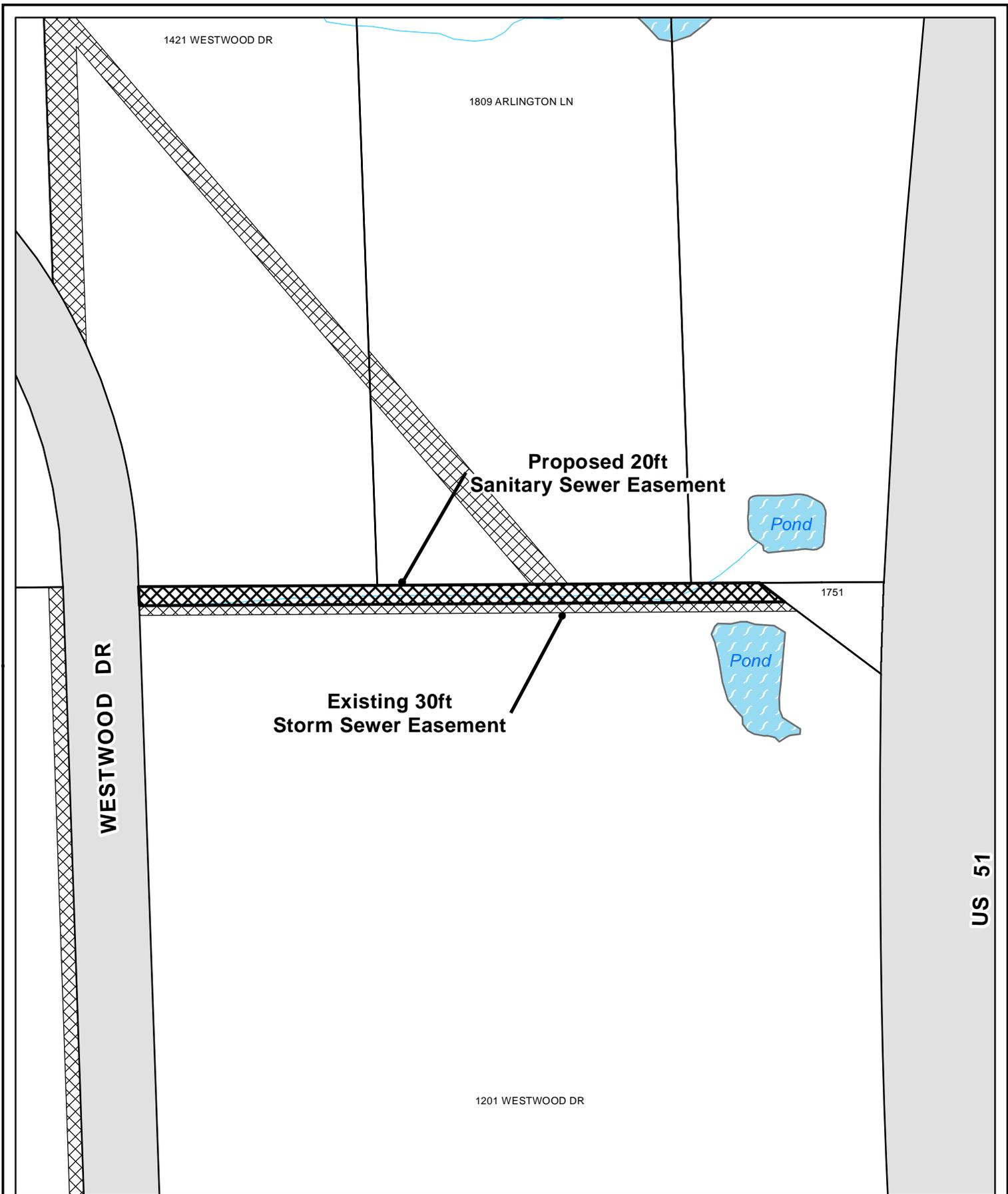
**FISCAL IMPACT**

None, the easement would be granted by the property owner.

**STAFF RECOMMENDATION**

Staff recommends accepting the easement for the purposes of extending sanitary sewer to serve the proposed apartment complex.

Staff contact: Allen Wesolowski 715-261-6762



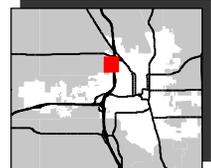
0 25 50 100  
 Feet

Map Date: March 1, 2016

# CITY OF WAUSAU

Marathon County, Wisconsin

- Legend**
- Railroad
  - ▭ Right of Way (Existing)
  - ▨ Easement (Proposed)
  - ▩ Easement (Existing)



**AGENDA ITEM**

Discussion and possible action on compiling information on electrical usage to provide to a solar energy expert

**BACKGROUND**

At the February CISM meeting it was requested the committee discuss the possibility of looking into alternative electric energy sources. One specific item was for staff to compile our current electric usage and meter information and provide this to a solar energy expert and have them provide the City with some possible ideas for alternative energy.

**FISCAL IMPACT**

Staff time to gather information and meetings with solar energy expert.

**STAFF RECOMMENDATION**

Staff will proceed with committee's recommendation.

Staff contact: Eric Lindman 715-261-6745

To: Members of CISM  
From: Pat Peckham

It is my hope that you would vote at your March 10, 2016, meeting to take an initial step toward a study of installing solar panels on one or more city properties.

In a nutshell, you are being asked to instruct city staff to furnish information on electrical usage to Josh Stolzenburg of North Wind Renewable Energy in Stevens Point.

He has a good reputation in the region and says, "I would be happy to work through some preliminary numbers and would be happy to do that without going through any sort of contract for design as preliminary stuff can be pretty quick for us to do internally and I am a fan of any city that wants to consider solar on public buildings."

Rather than try to produce solar heat with any systems installed, he is suggesting photovoltaic panels that convert the light from the sun into clean electrical power.

What the city would have to provide is a list of the addresses of eligible properties and, for each one:

1. Electrical consumption in kilowatt-hours, by month, for a full year.
2. Rates paid for that electricity, noting whether a demand charge is added to the charge per kilowatt and, if so, including those demand (kW) numbers by month as well.

Stolzenburg has access to aerial photos that he can use to determine if a particular property might be a candidate for either a roof-top ground-mounted array.

The city's liaison would likely be Finance Director MaryAnne Groat, who has expressed her willingness to cooperate. She also reminded me that she was a proponent of putting solar panels on the top of the Jefferson Street parking facility.

With Stolzenburg's blessing, I have also talked with Nick Hylla, the executive director of the nonprofit Midwest Renewable Energy Association. He stands ready to advise or assist in any way possible.

Both men agree such an installation would not necessarily "cash-flow" for the first part of its productive life unless a grant or similar funding source can be found. An installation can be looked at, though, as an investment with a 7% to 8% rate of return. That assumes the city pays the entire up-front cost and the payback is 12 to 15 years.

The units are guaranteed for 25 years, they say, and typically last for 35 to 40 years, so that works out to be 20 to 25 years of free, clean energy. I hope you agree that's worth a look.

**AGENDA ITEM**

Discussion and possible action on the proposed bump out in front of the CVA along North 4<sup>th</sup> Street

**BACKGROUND**

This item came before CISM in January and the minutes and staff report are attached from the January CISM. The Grand Theater Foundation would like to provide a presentation of their proposal.

**FISCAL IMPACT**

Possible 50/50 match of proposed construction cost.

**STAFF RECOMMENDATION**

Staff recommends review of what is being proposed. If CISM is agreeable to the concept of the bump out then the proposed cost share would be presented to Finance for a recommendation to Council.

Staff contact: Eric Lindman 715-261-6745

## Lori Wunsch

---

**From:** Lisa Rasmussen  
**Sent:** Tuesday, March 01, 2016 10:10 AM  
**To:** Eric Lindman  
**Cc:** David Oberbeck; Lori Wunsch  
**Subject:** Re: February CISM

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Sounds good. Go ahead and add the presentation.

---

**From:** Eric Lindman  
**Sent:** Tuesday, March 1, 2016 10:04 AM  
**To:** Lisa Rasmussen  
**Cc:** David Oberbeck; Lori Wunsch  
**Subject:** RE: February CISM

Lisa,

Would like to add the proposed bump out in front of CVA to the agenda for March 10. They will be providing a presentation on the proposal. Let me know if you have any objections otherwise Lori will put it on the agenda.

Thanks Dave for the email.

---

**From:** David Oberbeck [<mailto:david@oberbeckarchitecture.com>]  
**Sent:** Tuesday, March 01, 2016 9:10 AM  
**To:** Eric Lindman  
**Subject:** RE: February CISM

Eric,

The Grand Theatre Foundation would to present the proposed 4<sup>th</sup> Street modifications (west of Center for Visual Arts) at the March 10<sup>th</sup> CISM Committee Meeting.

REI has completed an opinion of cost and we have the proposed layout/images for the review of the committee.

Thank you,

David R. Oberbeck, AIA

---

**David R. Oberbeck, AIA** | Principal/Architect | Oberbeck Architecture LLC | 110 S. 36th Avenue | Wausau WI 54401-4011  
☎ : 715.843.5639 | ✉ : [david@oberbeckarchitecture.com](mailto:david@oberbeckarchitecture.com) | WEB : [www.oberbeckarchitecture.com](http://www.oberbeckarchitecture.com)

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**From:** Eric Lindman [<mailto:Eric.Lindman@ci.wausau.wi.us>]  
**Sent:** Wednesday, January 27, 2016 4:41 PM

## Eric Lindman

---

**From:** David R. Oberbeck AIA <david@oberbeckarchitecture.com>  
**Sent:** Friday, November 20, 2015 3:00 PM  
**To:** Eric Lindman  
**Cc:** Randy Williams  
**Subject:** Center for Visual Arts - Sidewalk Revision Proposal  
**Attachments:** CVA 4th Street -Proposed Sidewalk Revisions.pdf; CVA Corner Existing.jpg; CVA Copper.jpg

Eric,

I am forwarding the drawings representing a proposal to revise the sidewalk at the SE corner of Scott and Fourth Streets.

The objectives of the sidewalk revision are to reduce the slope of the sidewalk, decrease the congestion of utilities (fiber optic box, tree grates, stop sign, accessible ramps, etc...) and increase the sidewalk area in front at the CVA entrance/exterior stair.

The project has decreased the number of driveways on Scott Street thus replacing the parking spots that will be lost on 4<sup>th</sup> Street. Another positive will be the increased safety gained by a better viewing angle for motorists as they try to enter the one way traffic on Scott Street.

As discussed, Randy Williams (Holster Construction) and I will make ourselves available to discuss the project based upon your schedule.

Thank you,

Dave

---

**David R. Oberbeck, AIA** | Principal/Architect | Oberbeck Architecture LLC | 110 S. 36th Avenue | Wausau WI 54401-4011  
☎ : 715.843.5639 | ✉ : [david@oberbeckarchitecture.com](mailto:david@oberbeckarchitecture.com) | WEB : [www.oberbeckarchitecture.com](http://www.oberbeckarchitecture.com)

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## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

---

Date of Meeting: January 14, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Lindman, Jacobson, Wesolowski, Gehin, Graham

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.

### **Discussion and possible action on the proposed bump out in front of the Grand Theater along North 4<sup>th</sup> Street**

---

Lindman stated the Grand Theater and Center for Visual Arts (CVA) is looking to add a sidewalk bump out along 4<sup>th</sup> Street. This would push the sidewalk out and eliminate two parking stalls. An additional two parking stalls would be added on Scott Street. The bump out would make it safer for pedestrians leaving the CVA. Rasmussen added it would also make for a shorter cross to the 400 Block. Abitz stated more bump outs are being added in the City and noted they cause difficulty for plowing in the winter. Lindman said the downtown area already has plenty of obstacles and DPW felt a bump out is not a significant issue. Rasmussen stated traffic northbound on 4<sup>th</sup> Street approaching the stop sign is blocked by the building and with cars parked on Scott Street it is difficult to see. She wonders if visibility would improve if cars are out a few feet away from the structure. Abitz asked if this would cause issues with busses during events. While Lindman has not looked into that he feels there would still be plenty of room. Gisselman asked why the bump out is being requested. Lindman replied they feel that when people are walking along the sidewalk and others are exiting the CVA, some end up in the parking area next to the cars. The bump out would increase the walk area for pedestrians. Gisselman does not believe there are more people exiting the CVA than the Grand and the Great Hall. Rasmussen thinks it may be the position of the steps in the right-of-way and may be a bigger issue during the Chalk Fest. Gisselman asked if the funding side would be going to the Finance Committee. Lindman replied that they were going back to their engineering firm for costs and hoping the City would consider a 50/50 cost share. Rasmussen questioned if a cost share is considered, could the City's portion could come from room tax. Abitz would like the item brought back after more financial information is received. It was agreed that this item will be deferred to next month.

**AGENDA ITEM**

Discussion and possible action on the proposed bump out in front of the Grand Theater along North 4<sup>th</sup> Street

**BACKGROUND**

The Center for Visual Arts (CVA) is completing an exterior renovation and one of the proposed design considerations is to complete a sidewalk bump out along N. 4<sup>th</sup> St. (See attached images). The bump out would allow for additional pedestrian space when exiting the CVA and help keep pedestrians out of traffic and parking areas. The bump out would take away two parking spaces along N. 4<sup>th</sup> St. CVA is proposing to close off a driveway entrance on Scott St. which would create two parking spaces; overall no parking will be lost.

CVA is requesting funding to help pay for the additional sidewalk work, they are asking for a 50/50 match. CVA is going to have REI prepare and provide cost estimates for the work. Once we receive this information we will discuss the possibility of funding with finance.

**FISCAL IMPACT**

Possible 50/50 match of proposed construction cost.

**STAFF RECOMMENDATION**

Staff recommends approval of the design concept. Estimates will need to be provided by REI in order to determine if the City is able to contribute to the project; this would need to be approved through finance and council.

Staff contact: Eric Lindman 715-261-6745

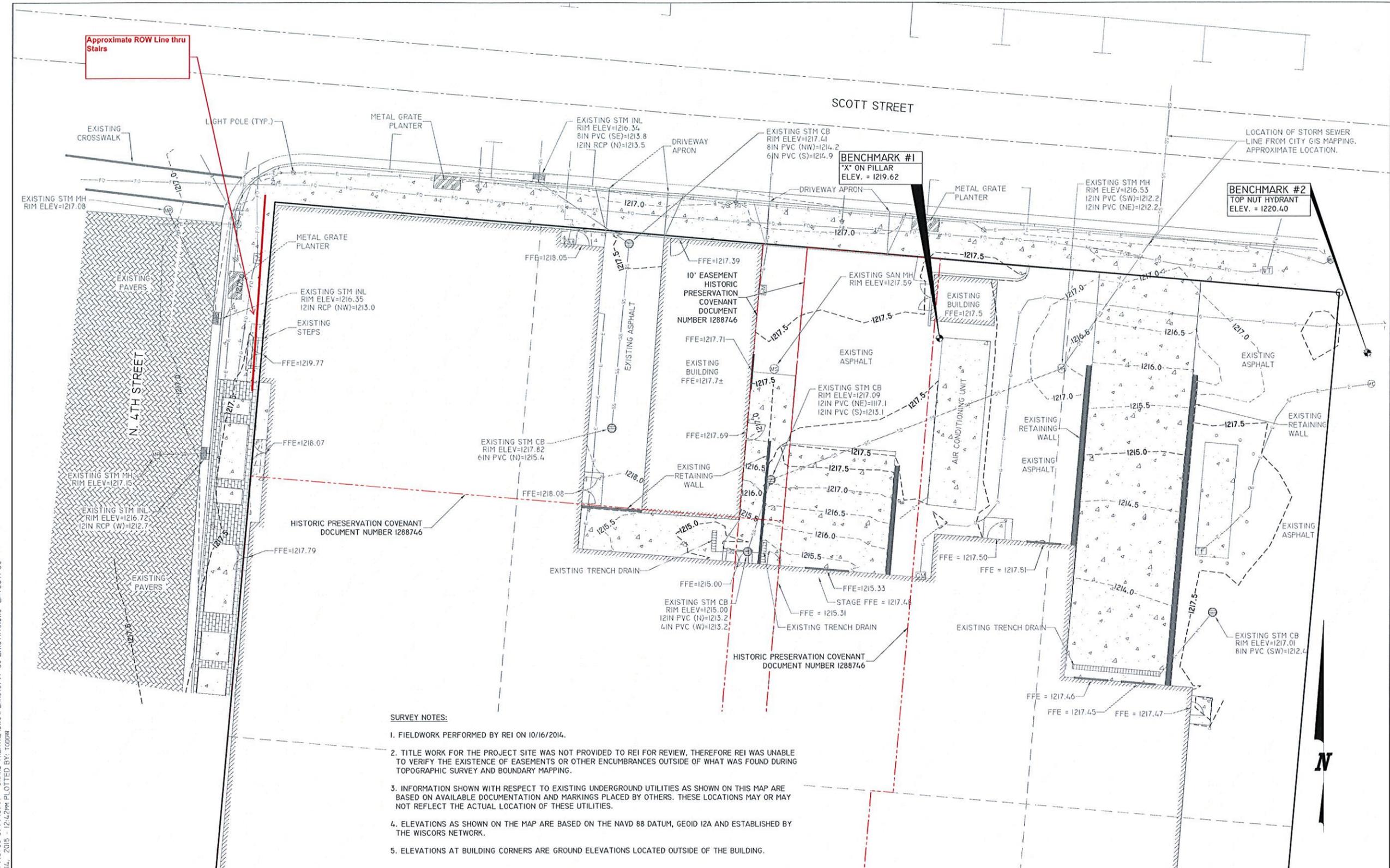
**EXISTING**



**PROPOSED**





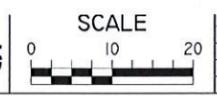


**SURVEY NOTES:**

1. FIELDWORK PERFORMED BY REI ON 10/16/2014.
2. TITLE WORK FOR THE PROJECT SITE WAS NOT PROVIDED TO REI FOR REVIEW. THEREFORE REI WAS UNABLE TO VERIFY THE EXISTENCE OF EASEMENTS OR OTHER ENCUMBRANCES OUTSIDE OF WHAT WAS FOUND DURING TOPOGRAPHIC SURVEY AND BOUNDARY MAPPING.
3. INFORMATION SHOWN WITH RESPECT TO EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS MAP ARE BASED ON AVAILABLE DOCUMENTATION AND MARKINGS PLACED BY OTHERS. THESE LOCATIONS MAY OR MAY NOT REFLECT THE ACTUAL LOCATION OF THESE UTILITIES.
4. ELEVATIONS AS SHOWN ON THE MAP ARE BASED ON THE NAVD 88 DATUM, GEOID 12A AND ESTABLISHED BY THE WISCORS NETWORK.
5. ELEVATIONS AT BUILDING CORNERS ARE GROUND ELEVATIONS LOCATED OUTSIDE OF THE BUILDING.

DRAWING FILE: P:\16700-6799\16797 - GRAND THEATER\DWG\PLANS\16797-CO-EXISTING.dwg LAYOUT: CO PLOTTED: APR 14, 2015 - 12:42PM PLOTTED BY: TDDM

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

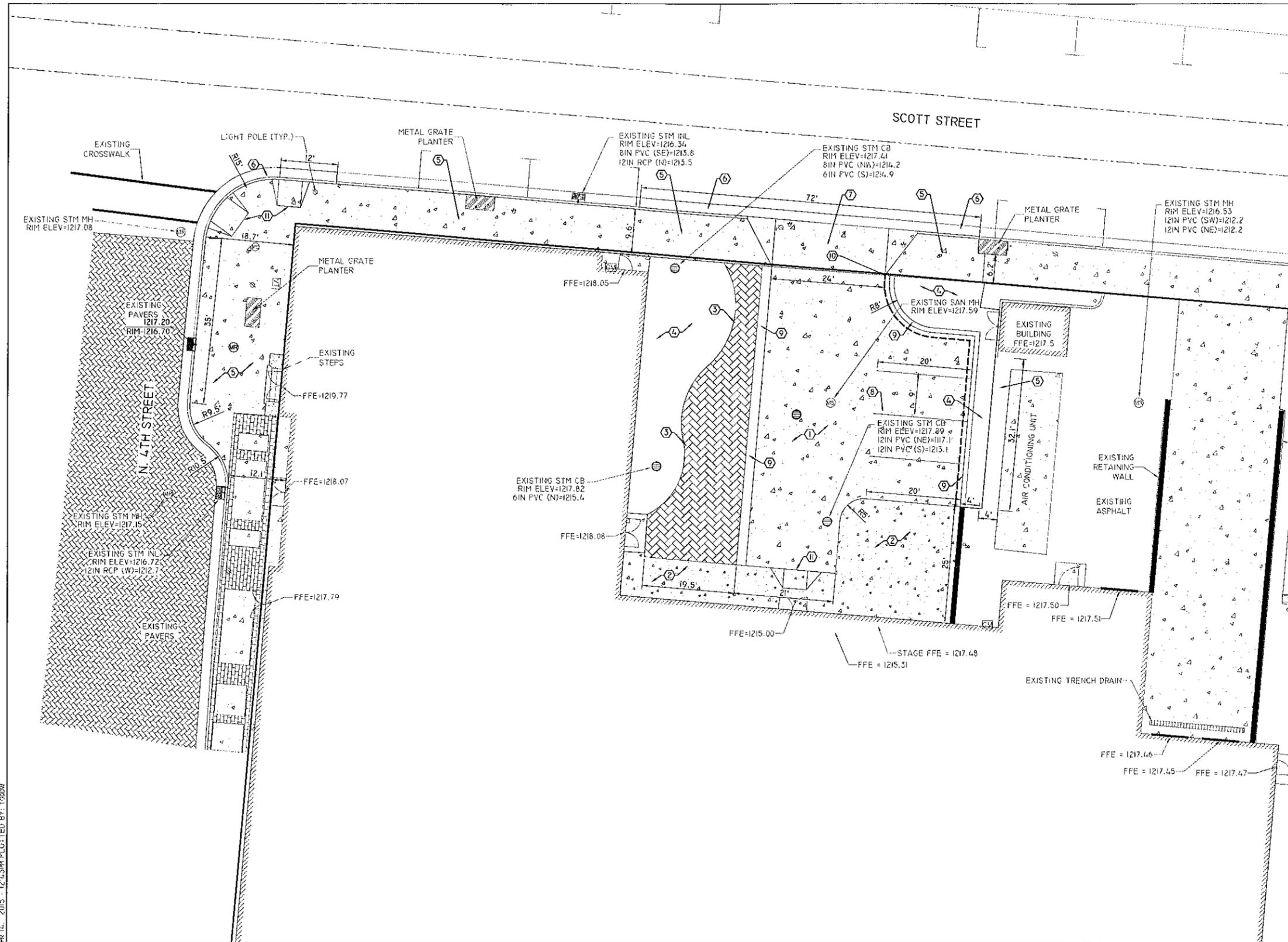


DATE	REVISION	BY	CHK'D

DESIGNED BY: MEM	CHECKED BY: JJB
SURVEYED BY: DRD	APPROVED BY: MEM
DRAWN BY: NAP	DATE: 04/14/15

**EXISTING CONDITIONS**  
 GRAND THEATER CAMPUS  
 415 NORTH 4TH STREET  
 WAUSAU, WISCONSIN 54403

**REI**  
 REI No. 6797  
 SHEET C0



**KEYED NOTES**

1. CONCRETE PAVEMENT.
2. COLORED CONCRETE SIDEWALK WITH INTEGRAL CURB.
3. BRICK PAVERS. CONFIRM COLOR AND MATERIAL WITH OWNER.
4. LANDSCAPED AREA. SEE LANDSCAPE PLAN BY OTHERS.
5. 4" CONCRETE SIDEWALK.
6. 30" CURB AND GUTTER.
7. CONCRETE DRIVEWAY APRON.
8. PAVEMENT MARKING.
9. 24" RIBBON CURB.
10. CURB TERMINATION.
11. CURB RAMP.

**NOTES:**

(A) ALL DIMENSIONS ARE TO THE BACK OF CURB OR FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.

(B) PRIVATE UTILITY COORDINATION INCLUDING GAS, ELECTRIC, AND TELECOMMUNICATIONS SHALL BE COORDINATED BY THE CONTRACTOR.



DRAWING FILE: P:\6700-6799\6797 - GRAND THEATER CAMPUS\PLANS\6797-CI-SITE.DWG LAYOUT: CI  
 PLOTTED: APR 14, 2015 - 12:43PM PLOTTED BY: T99DW

**REI Engineering, Inc.**  
 4080 N. 20th Avenue  
 WAUSAU, WISCONSIN 54401  
 PHONE: 715.675.9784 FAX: 715.675.4060  
 EMAIL: MAIL@REIENGINEERING.COM

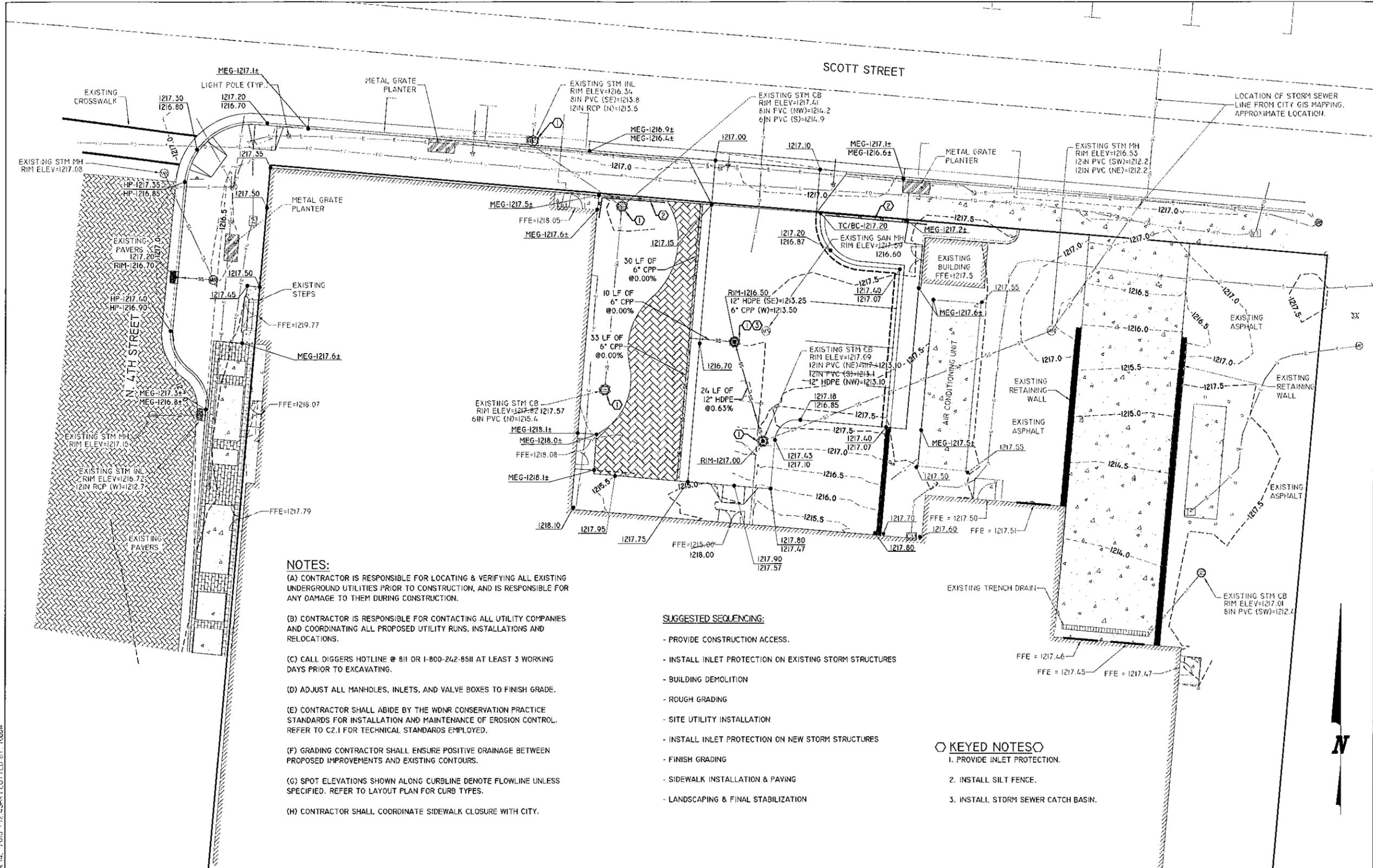


DATE	REVISION	BY	CHK'D

DESIGNED BY: MEM	CHECKED BY: JJB
SURVEYED BY: DRD	APPROVED BY: MEM
DRAWN BY: NAP	DATE: 04/14/15

**SITE PLAN**  
 GRAND THEATER CAMPUS  
 415 NORTH 4TH STREET  
 WAUSAU, WISCONSIN 54403

**REI**  
 REI No. 6797  
 SHEET CI



- NOTES:**
- (A) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.
  - (B) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.
  - (C) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.
  - (D) ADJUST ALL MANHOLES, INLETS, AND VALVE BOXES TO FINISH GRADE.
  - (E) CONTRACTOR SHALL ABIDE BY THE WDNR CONSERVATION PRACTICE STANDARDS FOR INSTALLATION AND MAINTENANCE OF EROSION CONTROL. REFER TO C2.1 FOR TECHNICAL STANDARDS EMPLOYED.
  - (F) GRADING CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE BETWEEN PROPOSED IMPROVEMENTS AND EXISTING CONTOURS.
  - (G) SPOT ELEVATIONS SHOWN ALONG CURBLINE DENOTE FLOWLINE UNLESS SPECIFIED. REFER TO LAYOUT PLAN FOR CURB TYPES.
  - (H) CONTRACTOR SHALL COORDINATE SIDEWALK CLOSURE WITH CITY.

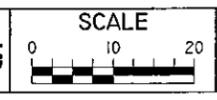
- SUGGESTED SEQUENCING:**
- PROVIDE CONSTRUCTION ACCESS.
  - INSTALL INLET PROTECTION ON EXISTING STORM STRUCTURES
  - BUILDING DEMOLITION
  - ROUGH GRADING
  - SITE UTILITY INSTALLATION
  - INSTALL INLET PROTECTION ON NEW STORM STRUCTURES
  - FINISH GRADING
  - SIDEWALK INSTALLATION & PAVING
  - LANDSCAPING & FINAL STABILIZATION

- KEYED NOTES**
- 1. PROVIDE INLET PROTECTION.
  - 2. INSTALL SILT FENCE.
  - 3. INSTALL STORM SEWER CATCH BASIN.



DRAWING FILE: P:\6700-6799\6797 - Grand Theater\DWG\PLANS\6797-C2-GRADING.dwg LAYOUT: C2  
 PLOTTED: APR 14, 2015 12:43PM PLOTTED BY: T0899

**REI Engineering, Inc.**  
 4080 N. 20TH AVENUE  
 WAUSAU, WISCONSIN 54401  
 PHONE: 715.675.9784 FAX: 715.675.6060  
 EMAIL: MAIL@REIENGINEERING.COM



DATE	REVISION	BY	CHK'D

DESIGNED BY: MEM	CHECKED BY: JJB
SURVEYED BY: DRD	APPROVED BY: MEM
DRAWN BY: NAP	DATE: 04/14/15

**GRADING, EROSION CONTROL, & UTILITY PLAN**  
 GRAND THEATER CAMPUS  
 415 NORTH 4TH STREET  
 WAUSAU, WISCONSIN 54403

**REI**  
 REI No. 6797  
 SHEET C2

**AGENDA ITEM**

Discussion and possible action on resolutions approving 2016-2020 Transportation Alternatives Program (TAP) projects.

**BACKGROUND**

The City submitted three (3) applications to WisDOT for the current cycle of their Transportation Alternatives Program (TAP): (1) River Edge Parkway from Bridge Street to West Wausau Avenue; (2) Stettin Drive trail from Brockmeyer Park to Stettin Elementary School; and (3) Business Campus trail from Packer Drive to Highland Drive. Part of the application process is for the governing body to pass resolutions of support for the proposed projects. CISM had previously authorized staff to apply to the TAP program, but now formal resolutions of support passed by the Common Council are needed to continue the grant process. For more information, attached are maps of the projects along with the resolutions for Council.

**FISCAL IMPACT**

WisDOT reimburses 80% of the approved project costs. Local cost share as well as design and review costs will be budgeted in future years, pending approval of the grant applications.

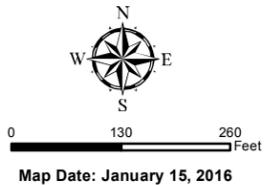
**STAFF RECOMMENDATION**

Staff recommends approval of the resolutions supporting the three projects.

Staff contact: Brad Lenz 715-261-6753



NOTES:  
 1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.  
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.  
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.  
 4. AERIAL PHOTO SHOWN HEREON FLOWN SPRING, 2015



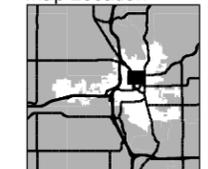
# RIVEREDGE TRAIL

CITY OF WAUSAU  
 Marathon County, Wisconsin

## Legend

-  1540' - Proposed 10ft wide Asphalt Trail
-  145' - Proposed Elevated Boardwalk
-  170' - Proposed Wetland Boardwalk
-  Parcel Boundary

## Map Location



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

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

Approving the River Edge Parkway project, from Bridge Street to West Wausau Avenue, for WisDOT's Transportation Alternative Program.

Committee Action:

Fiscal Impact: Future commitment of 20% of approved construction costs (\$62,000 local share estimate) plus State review fees (\$74,400 estimate).

**File Number:**

**Date Introduced:** March 22, 2016

**FISCAL IMPACT SUMMARY**

<b>COSTS</b>	<i>Budget Neutral</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
<b>SOURCE</b>	<i>Fee Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount</i> <span style="float: right;"><i>Annual Retirement</i></span>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> <input type="checkbox"/> <i>Debt</i> <input type="checkbox"/> <i>Funds on Hand</i> <input type="checkbox"/> <i>Interfund Loan</i> <input type="checkbox"/>		

**RESOLUTION**

**WHEREAS**, the city of Wausau has adopted multiple plans and has undertaken numerous efforts that show support for alternative modes of transportation in the city; and

**WHEREAS**, the River Edge Master Plan, adopted in 1995, prescribes development of a multi-use trail along both sides of the Wisconsin River; and

**WHEREAS**, the city's current Comprehensive Plan reaffirms the importance of the river edge trail; and

**WHEREAS**, development of the River Edge Parkway is currently a focal point of downtown redevelopment efforts; and

**WHEREAS**, the proposed project on the west side of the river would extend the parkway a quarter-mile along the river to the north as well as run east-west to provide another access point to and from the city's street grid; and

**WHEREAS**, the proposed segment would bring the trail closer to its northernmost terminus on the west side of the river in Schofield Park; and

**WHEREAS**, added segments of the parkway improve the overall connectivity of the network and increases the attractiveness of the overall system; and

**WHEREAS**, the city's Bicycle and Pedestrian Advisory Committee and the Parks & Recreation Committee reviewed the proposed project and are supportive of the plan; and

**WHEREAS**, the Transportation Alternative Program (TAP) of the Wisconsin Department of Transportation could cover up to 80% of approved project costs; and

**WHEREAS**, the City has funded the majority of the costs for the existing parkway, including property acquisition, site preparation, and construction, in conjunction with donations and grants, but no outside funding other than the TAP funding has been identified for the proposed segment; now therefore

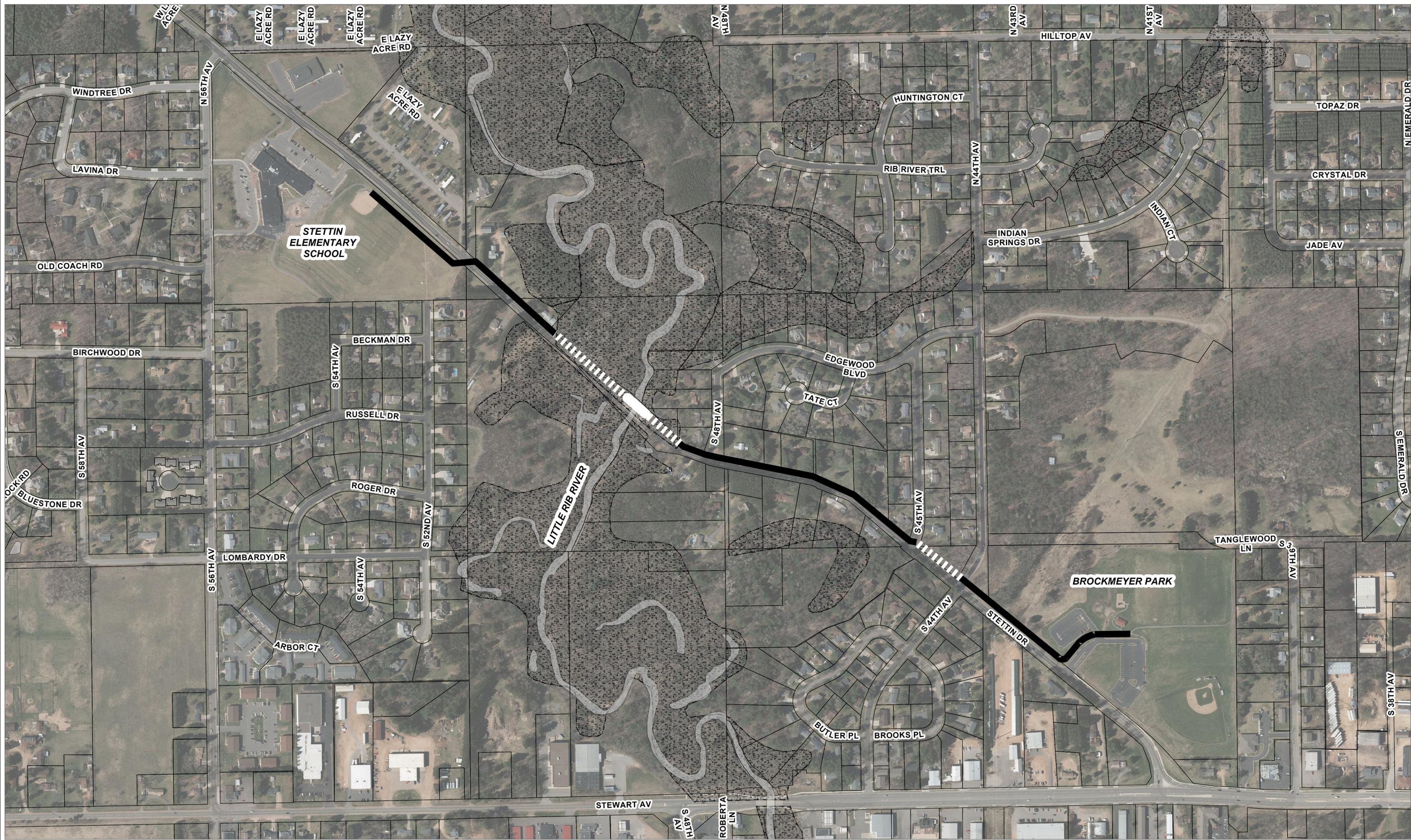
**BE IT RESOLVED** that the Common Council of the City of Wausau hereby supports the proposed project of the west side River Edge Parkway segment from Bridge Street to West Wausau Avenue; and

**BE IT FURTHER RESOLVED** that the Common Council supports the application of this project to the Wisconsin Department of Transportation's 2016-2020 Transportation Alternative Program, including local cost share requirements of the program.

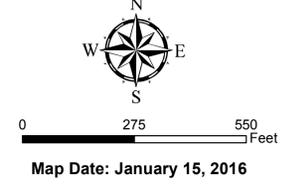
Approved:

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James E. Tipple, Mayor



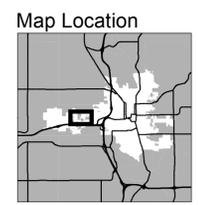
NOTES:  
 1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.  
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.  
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.  
 4. AERIAL PHOTO SHOWN HEREON FLOWN SPRING, 2015.



# STETTIN DRIVE TRAIL

CITY OF WAUSAU  
 Marathon County, Wisconsin

Legend	
	3680' - Proposed 10ft wide Asphalt Trail
	1030' - Proposed Wetland Boardwalk
	125' - Proposed Pedestrian Bridge
	Parcel Boundary
	Wetlands As Determined by the WDNR



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

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

Approving the Stettin Drive Trail project, from Brockmeyer Park to Stettin Elementary School, for WisDOT's Transportation Alternative Program.

Committee Action:

Fiscal Impact: Future commitment of 20% of approved construction costs (\$99,180 local share estimate) plus State review fees (\$94,221 estimate).

**File Number:**

**Date Introduced:** March 22, 2016

**FISCAL IMPACT SUMMARY**

<b>COSTS</b>	<i>Budget Neutral</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
<b>SOURCE</b>	<i>Fee Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount</i> <span style="float: right;"><i>Annual Retirement</i></span>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> <input type="checkbox"/> <i>Debt</i> <input type="checkbox"/> <i>Funds on Hand</i> <input type="checkbox"/> <i>Interfund Loan</i> <input type="checkbox"/>		

**RESOLUTION**

**WHEREAS**, the city of Wausau has adopted multiple plans and has undertaken numerous efforts that show support for alternative modes of transportation in the city; and

**WHEREAS**, Stettin Drive between Brockmeyer Park and Stettin Elementary School is a busy collector street that is one of only two local crossings of the Little Rib River; and

**WHEREAS**, there are currently no bicycle or pedestrian accommodations along this segment of Stettin Drive, even though it links a park with a school and is adjacent to residential areas; and

**WHEREAS**, the City realizes the importance of safe bicycle and pedestrian accommodations particularly near parks, schools, and other public facilities; and

**WHEREAS**, the proposed accommodations would provide safe off-street travel for neighborhood residents and those travelling to and from the park and school; and

**WHEREAS**, the city's Bicycle and Pedestrian Advisory Committee reviewed the proposed project and is supportive of the plan; and

**WHEREAS**, the Transportation Alternative Program (TAP) of the Wisconsin Department of Transportation could cover up to 80% of approved project costs; and

**WHEREAS**, the City has funded the majority of trail projects within the city in conjunction with donations and grants, but no outside funding other than the TAP funding has been identified for the proposed trail segment; now therefore

**BE IT RESOLVED** that the Common Council of the City of Wausau hereby supports the proposed project of the Stettin Drive Trail, from Brockmeyer Park to Stettin Elementary School; and

**BE IT FURTHER RESOLVED** that the Common Council supports the application of this project to the Wisconsin Department of Transportation's 2016-2020 Transportation Alternative Program, including local cost share requirements of the program.

Approved:

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James E. Tipple, Mayor



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

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

Approving the Business Campus Trail project, from Packer Drive to Highland Drive, for WisDOT's Transportation Alternative Program.

Committee Action:

Fiscal Impact: Future commitment of 20% of approved construction costs (\$117,200 local share estimate) plus State review fees (\$95,115 estimate).

**File Number:**

**Date Introduced:** March 22, 2016

**FISCAL IMPACT SUMMARY**

<b>COSTS</b>	<i>Budget Neutral</i>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount:</i>
<b>SOURCE</b>	<i>Fee Financed:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount</i> <span style="float: right;"><i>Annual Retirement</i></span>
	<i>TID Financed:</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> <input type="checkbox"/> <i>Debt</i> <input type="checkbox"/> <i>Funds on Hand</i> <input type="checkbox"/> <i>Interfund Loan</i> <input type="checkbox"/>			

**RESOLUTION**

**WHEREAS**, the city of Wausau has adopted multiple plans and has undertaken numerous efforts that show support for alternative modes of transportation in the city; and

**WHEREAS**, the City has planned for improvements to the business campus to ensure that jobs within the community are not only retained but expanded; and

**WHEREAS**, currently the north and south sides of the business campus are separated by Highway 29, with no bicycle or pedestrian accommodations underneath the existing highway underpass to connect to the two sides; and

**WHEREAS**, the proposed project would create bicycle and pedestrians accommodations along 72<sup>nd</sup> Avenue to connect the north and south sides of the business campus; and

**WHEREAS**, the proposed accommodations would allow employees and nearby residents north of Highway 29 safe bicycle and pedestrian access to Sunny Vale Park and other destinations south of Highway 29; and

**WHEREAS**, the city's Bicycle and Pedestrian Advisory Committee reviewed the proposed project and is supportive of the plan; and

**WHEREAS**, the Transportation Alternative Program (TAP) of the Wisconsin Department of Transportation could cover up to 80% of approved project costs; and

**WHEREAS**, the City has funded the majority of the trail projects within the city in conjunction with donations and grants, but no outside funding other than the TAP funding has been identified for the proposed trail segment; now therefore

**BE IT RESOLVED** that the Common Council of the City of Wausau hereby supports the proposed project of the Business Campus trail, from Packer Drive to Highland Drive; and

**BE IT FURTHER RESOLVED** that the Common Council supports the application of this project to the Wisconsin Department of Transportation's 2016-2020 Transportation Alternative Program, including local cost share requirements of the program.

Approved:

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James E. Tipple, Mayor

**AGENDA ITEM**

Discussion and possible action on the updated Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81 – STH 52 (Stewart Avenue)

**BACKGROUND**

The Wisconsin Department of Transportation will be resurfacing Stewart Avenue from 17<sup>th</sup> Avenue to 1<sup>st</sup> Street. The City currently has a State/Municipal Agreement (SMA) with WDOT for the cost sharing of the project. This is the fourth revision to the SMA. The revisions are necessary to update utility adjustment costs, traffic signal upgrades at the intersection of 1<sup>st</sup> Street and Scott Street, and to update the expenditure of the CSS funding. This version also reflects the most up-to-date design costs for the project.

This item was before CISM in February. Unfortunately, the previous version dated January 27<sup>th</sup>, did not include the increased design costs for the project. The previous document, along with the staff report from the February meeting, is included in the packet.

**FISCAL IMPACT**

The current version (version 3) of the SMA has a City cost share of \$146,510. The previous Fourth Revision had a City cost share of \$163,213. The updated Fourth Revision of the SMA has a City cost share of \$295,841. A budget modification will need to be made to Finance to account for the additional costs.

**STAFF RECOMMENDATION**

Staff Recommends approval of the revised SMA.

Staff contact: Allen Wesolowski 715-261-6762



**Fourth REVISION  
STATE/MUNICIPAL AGREEMENT  
FOR A STATE- LET HIGHWAY  
PROJECT**

*This agreement supersedes the agreement signed by the Municipality on 12/10/2014 and signed by the State on 12/16/2014 EXCEPT funding approved CSS cap of \$4,750.*

Revised Date: February 18, 2016  
I.D.: 6999-03-09, 28, 59, 79, 80, 81  
Highway: STH 52  
Title: C Wausau, Highway 52  
Subtitle: 17<sup>th</sup> Avenue to 1<sup>st</sup> Street  
County: Marathon County  
Roadway Length: 1.25 miles

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

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

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:**

The existing concrete pavement in the travel lanes from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue exhibits distresses of deteriorated joints with extensive joint repairs and cracks with faulting. The existing concrete pavement on STH 52 westbound from McClellan Street to the Wisconsin River bridge, also has deteriorated joints with cracking and faulting.

The existing concrete pavement on STH 52 eastbound from 1<sup>st</sup> Avenue to the Wisconsin River Bridge and on STH 52 westbound from the Wisconsin River bridge to 1<sup>st</sup> Avenue is prematurely deteriorated due to a chemical reaction called alkali silica reaction (ASR).

**Proposed Improvement - Nature of work:** For STH 52 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue, it is proposed to complete a resurfacing project that will repair concrete joints and overlay with asphalt. The project will also upgrade the traffic and railroad warning devices at 1<sup>st</sup> Avenue.

For STH 52 westbound from McClellan Street to 1<sup>st</sup> Avenue and for STH 52 eastbound from 1<sup>st</sup> Avenue to the Wisconsin River Bridge, it is proposed to complete a pavement replacement that will remove the existing pavement and replace it.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** Traffic signal upgrades, sanitary sewer and water adjustments.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
<b>Preliminary Engineering (6999-03-09):</b>					
Plan Development	\$ 650,000	\$ 487,500	75%	\$ 162,500	25%
Real Estate (6999-03-28)	\$ 65,000	\$ 65,000	100%	\$ -	0%
Railroad Forcework (6999-03-59):	\$ 222,200	\$ 222,200	100%	\$ -	0%
<sup>1</sup> <b>Participating Construction (6999-03-79):</b>					
Roadway, cat 0010:	\$ 1,634,392	\$ 1,589,392	Bal	\$ 45,000	LS
Utility adjustments, cat 0020:	\$ 18,850	\$ -	0%	\$ 18,850	100%
HSIP Traffic signal upgrades, cat 0030:	\$ 355,498	\$ 315,087	90% max	\$ 40,411	10% bal
subtotal 6999-03-79:	\$ 2,008,740	\$ 1,904,479		\$ 104,261	
<sup>1</sup> <b>Participating Construction (6999-03-80):</b>					
Roadway, cat 0010:	\$ 629,250	\$ 629,250	100%	\$ -	0%
Utility adjustments, cat 0020:	\$ 2,150	\$ -	0%	\$ 2,150	100%
<sup>2</sup> Bench installation (CSS), cat 0030:	\$ 4,000	\$ 4,000	Max	\$ -	bal
subtotal 6999-03-80:	\$ 635,400	\$ 633,250		\$ 2,150	
<sup>1</sup> <b>Participating Construction (6999-03-81):</b>					
Roadway, cat 0010:	\$ 308,175	\$ 308,175	100%	\$ -	0%
Utility adjustments, cat 0020:	\$ 6,050	\$ -	0%	\$ 6,050	100%
<sup>2</sup> Bench installation (CSS), cat 0030:	\$ 750	\$ 750	Max	\$ -	bal
Local traffic signal upgrades, cat 0040:	\$ 20,880	\$ -	0%	\$ 20,880	100%
subtotal 6999-03-81:	\$ 335,855	\$ 308,925		\$ 26,930	
<b>Total Cost Distribution</b>	<b>\$ 3,917,195</b>	<b>\$ 3,621,354</b>		<b>\$ 295,841</b>	

1. Estimate includes construction engineering.
2. See number 9 of terms and conditions about Community Sensitive Solutions (CSS).

This request is subject to the terms and conditions that follow (pages 3 – 8) 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 the <b>city of Wausau</b> (please sign in blue ink)		
Name (print)	Title	Date
Signature		
Signed for and in behalf of the <b>State</b> (please sign in blue ink)		
Name <b>Brian Gaber</b>	Title <b>WisDOT North Central Region Planning Chief</b>	Date
Signature		

## **TERMS AND CONDITIONS:**

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table that show Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
3. Funding of each project Phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Real Estate necessitated for the improvement.
  - (c) Compensable utility adjustment and railroad force work necessitated for the project.
  - (d) The grading, base, pavement, curb and gutter and bridge costs to State standards, excluding the cost of parking areas.
  - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
  - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking and testing of sanitary sewer and water main.
  - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
  - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
  - (i) Replacement of existing driveways, in kind, necessitated by the project.
  - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other Utility or Facility Owner includes the following items:
  - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
  - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
  - (c) Roadway and Bridge width in excess of standards.
  - (d) Construction inspection, staking and material testing and acceptance for construction of sanitary sewer and water main.
  - (e) Parking lane costs.
  - (f) Coordinate, clean up, and fund any hazardous materials encountered during construction. All

hazardous material cleanup work shall be performed in accordance to state and federal regulations.

- (g) Damages to abutting property due to change in street or sidewalk widths, grades or drainage.
  - (h) Conditioning, if required and maintenance of detour routes.
  - (i) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
  6. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
  7. The work will be administered by the State and may include items not eligible for Federal/State participation.
  8. The Municipality shall at its own cost and expense:
    - (a) Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements to include, but not limited to, snow and ice removal from sidewalks, in a manner satisfactory to the State and shall make ample provision for such maintenance each year. This agreement does not remove the current municipal maintenance responsibility.
    - (b) Maintain all items outside the travel lane along the project, to include but not limited to parking lanes, curb and gutter, drainage facilities, sidewalks, multi-use paths, retaining walls, pedestrian refuge islands, landscaping features and amenities funded by community sensitive solutions.
    - (c) The Municipality will maintain the storm sewer in conjunction with this improvement project at their own expense. This maintenance will include the following items:
      1. Street Sweeping Program: Sweeping operations should be scheduled at least twice per year (once in April and once in November) to help prevent the accumulation of dirt, sand, leaves, paper, or other clogging debris. Damage to curb and gutter areas that could affect the efficiency of flow should be reported to the State.
      2. Spring Cleaning and Inspection of Inlets, Catch Basins, Manholes, Pipes and Outfalls: The overall desire is to maintain a free flow condition throughout the life of the facility. Vacuum equipment is recommended for cleaning inlets, catch basins, and manholes. Clean the inlets and outlets of pipes and outfall areas from blockages due to weed growth, siltation, debris from the roadway or slope and activity of animals. It may be necessary to flush using large quantities of clean water. Replace broken or malfunctioning castings, grates or covers. During the spring cleaning and inspections; perform routine mortar repairs such as tuck pointing and plastering to the inlets, catch basins, and manholes; document and report any non-routine maintenance required to the storm system. Report these findings to the State.
    - (d) Maintain and accept responsibility for the energy, operation, maintenance, repair and replacement of the lighting system.
    - (e) Regulate and prohibit parking along the highway.
    - (f) Use the WisDOT Utility Accommodation Policy unless the Municipality adopts a policy which has equal or more restrictive controls.

- (g) Provide complete plans, specifications and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions or claims resulting from the sanitary sewer and water system construction.
- (h) Maintain all community sensitive solutions and/or enhancement funded items.
- (i) Coordinate with the state on changes to highway access within the project limits.
- (j) 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 projects.

9. Basis for local participation:

(a) Preliminary Engineering – Project ID 6999-03-09:

In accordance with the State’s Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 25% of the preliminary engineering costs for improvement projects on a connecting highway.

(b) Real Estate – Project ID 6999-03-28:

It shall be the responsibility of the Municipality to provide all of the real estate work and payments necessary to acquire the rights, interests, and/or releases for this project. However, in accordance with the Program Management Manual, the State is responsible for all costs associated with the acquisition of the necessary real estate thereof.

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

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

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

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

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

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

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

(c) Railroad Forcework – Project ID 6999-03-59:

In accordance with the State’s Local Cost Sharing Policy of the Program Management Manual, the State is responsible for rail forcework costs necessitated for improvement projects on a connecting highway. The Municipality acquired safety funding for the traffic signal upgrades at STH 52 and 1<sup>st</sup> Avenue; however, were unsuccessful in obtaining safety funding to upgrade the rail warning devices. Since the traffic signals need to be interconnected with the rail warning devices, the state agrees to pay 100% of the costs for the rail warning devices.

(d) Participating Construction – Project ID 6999-03-79:

This highway is connecting highway and the municipality is responsible for maintenance of this highway. The state has determined that the proposed resurfacing work (joint repair and asphaltic overlay plus other work) is an improvement project that is eligible for state/federal funds and the state and municipality agree to participate as defined below.

Roadway Items (Category 010): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the usual items of roadway construction (base patching, milling, paving, etc.), which are an integral part of the construction project.

The municipality has asked that the state adjust the project to accommodate bicycles in front of the Marathon County Park and in front of John Muir Middle School. The state has estimated that it will cost \$225,000 to cut the pavement at the curb and gutter, widen the roadway and place new curb and gutter in order to provide on-street bicycle accommodations. These areas are defined for the eastbound traffic from the beginning of the project to existing parking (near 8<sup>th</sup> Avenue) and for the westbound traffic from 12<sup>th</sup> Avenue to the end of project. The municipality agrees to remove existing parking along STH 52 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue to provide bicycle accommodations. The municipality agrees to pay a lump sum of \$45,000 and the state agrees to pay the balance.

- i) Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, when replacement driveways are necessitated by roadway construction and there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk is 100% eligible for federal/State funding. When there is no sidewalk, replacement in kind beyond the curb is 100% eligible for Federal/State funding. New driveways are not eligible for Federal/State funding.
- ii) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits are 100% eligible for Federal/State funding.

Utility adjustments (Category 0020): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with 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.

HSIP Traffic Signal Upgrades (Category 0030): This category is funded through the state's Highway Safety Improvement Program (HSIP). The State agrees to pay 90% of costs up to a maximum of \$315,087.30 and the Municipality agrees to pay 10% of costs plus the balance.

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

(e) Participating Construction – Project ID 6999-03-80:

Roadway Items (Category 010): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the usual items of roadway construction (base patching, milling, paving,, etc.), which are an integral part of the construction project.

- i) Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, when replacement driveways are necessitated by roadway construction and there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk is 100% eligible for federal/State funding. When there is no sidewalk, replacement in kind beyond the curb is 100% eligible for Federal/State funding. New driveways are not eligible for Federal/State funding.
- ii) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits are 100% eligible for Federal/State funding.

Utility adjustments (Category 0020): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with 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.

Community Sensitive Solutions (CSS) (Category 0030): In accordance with the State's Facility Development Manual scenic views, community image, and roadside landscaping play an important part in the driving experience, therefore a process to determine aesthetic levels of impact and project funding was developed for project enhancements. The Municipality and State agree to install benches through this category. The state agrees to provide a maximum of \$4,000 in federal/state funding for amenities. The municipality agrees to pay the balance.

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(f) Participating Construction – Project ID 6999-03-81:

Roadway Items (Category 010): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the usual items of roadway construction (base patching, milling, paving etc.), which are an integral part of the construction project.

- i) Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, when replacement driveways are necessitated by roadway construction and there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk is 100% eligible for federal/State funding. When there is no sidewalk, replacement in kind beyond the curb is 100% eligible for Federal/State funding. New driveways are not eligible for Federal/State funding.
- ii) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits are 100% eligible for Federal/State funding.

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Local Traffic Signal Upgrades (Category 0040): The Municipality has requested to add protected northbound left turn phases at 1<sup>st</sup> Street and Scott Street as part of this project. The adjustment to the traffic signals will improve operation on the local street and therefore, the municipality agrees to pay 100% of the costs for this installation.

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

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

**AGENDA ITEM**

Discussion and possible action on the Fourth Revision to the State/Municipal Agreement for State Project ID 6999-03-09, 28, 59, 79, 80, 81, STH 52 (Stewart Avenue)

**BACKGROUND**

The Wisconsin Department of Transportation will be resurfacing Stewart Avenue from 17<sup>th</sup> Avenue to 1<sup>st</sup> Street. The City currently has a State/Municipal Agreement (SMA) with WDOT for the cost sharing of the project. This is the fourth revision to the SMA. The revisions are necessary to update utility adjustment costs, traffic signal upgrades at the intersection of 1<sup>st</sup> Street and Scott Street, and to update the expenditure of the CSS funding.

**FISCAL IMPACT**

The current version of the SMA has a City cost share of \$146,510. This revised SMA has a City cost share of \$163,213.

**STAFF RECOMMENDATION**

Staff recommends approval of the revised SMA.

Staff contact: Allen Wesolowski 715-261-6762



**Fourth REVISION  
STATE/MUNICIPAL AGREEMENT  
FOR A STATE- LET HIGHWAY  
PROJECT**

*This agreement supersedes the agreement signed by the Municipality on 12/10/2014 and signed by the State on 12/16/2014 EXCEPT funding approved CSS cap of \$4,750.*

Revised Date: January 27, 2016  
I.D.: 6999-03-09, 28, 59, 79, 80, 81  
Highway: STH 52  
Title: C Wausau, Highway 52  
Subtitle: 17<sup>th</sup> Avenue to 1<sup>st</sup> Street  
County: Marathon County  
Roadway Length: 1.25 miles

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

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

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:**

The existing concrete pavement in the travel lanes from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue exhibits distresses of deteriorated joints with extensive joint repairs and cracks with faulting. The existing concrete pavement on STH 52 westbound from McClellan Street to the Wisconsin River bridge, also has deteriorated joints with cracking and faulting.

The existing concrete pavement on STH 52 eastbound from 1<sup>st</sup> Avenue to the Wisconsin River Bridge and on STH 52 westbound from the Wisconsin River bridge to 1<sup>st</sup> Avenue is prematurely deteriorated due to a chemical reaction called alkali silica reaction (ASR).

**Proposed Improvement - Nature of work:** For STH 52 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue, it is proposed to complete a resurfacing project that will repair concrete joints and overlay with asphalt. The project will also upgrade the traffic and railroad warning devices at 1<sup>st</sup> Avenue.

For STH 52 westbound from McClellan Street to 1<sup>st</sup> Avenue and for STH 52 eastbound from 1<sup>st</sup> Avenue to the Wisconsin River Bridge, it is proposed to complete a pavement replacement that will remove the existing pavement and replace it.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** Traffic signal upgrades, sanitary sewer and water adjustments.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
<b>Preliminary Engineering (6999-03-09):</b>					
Plan Development	\$ 250,000	\$ 187,500	75%	\$ 62,500	25%
Real Estate (6999-03-28)	\$ 65,000	\$ 65,000	100%	\$ -	0%
Railroad Forcework (6999-03-59):	\$ 222,200	\$ 222,200	100%	\$ -	0%
<b><sup>1</sup>Participating Construction (6999-03-79):</b>					
Roadway, cat 0010:	\$ 1,558,300	\$ 1,513,300	Bal	\$ 45,000	LS
Utility adjustments, cat 0020:	\$ 18,850	\$ -	0%	\$ 18,850	100%
HSIP Traffic signal upgrades, cat 0030:	\$ 325,300	\$ 315,087	90% max	\$ 10,213	10% bal
<b>subtotal 6999-03-79:</b>	<b>\$ 1,902,450</b>	<b>\$ 1,828,387</b>		<b>\$ 74,063</b>	
<b><sup>1</sup>Participating Construction (6999-03-80):</b>					
Roadway, cat 0010:	\$ 624,750	\$ 624,750	100%	\$ -	0%
Utility adjustments, cat 0020:	\$ 2,150	\$ -	0%	\$ 2,150	100%
<sup>2</sup> Bench installation (CSS), cat 0030:	\$ 4,000	\$ 4,000	Max	\$ -	bal
<b>subtotal 6999-03-80:</b>	<b>\$ 630,900</b>	<b>\$ 628,750</b>		<b>\$ 2,150</b>	
<b><sup>1</sup>Participating Construction (6999-03-81):</b>					
Roadway, cat 0010:	\$ 308,050	\$ 308,050	100%	\$ -	0%
Utility adjustments, cat 0020:	\$ 6,050	\$ -	0%	\$ 6,050	100%
<sup>2</sup> Bench installation (CSS), cat 0030:	\$ 750	\$ 750	Max	\$ -	bal
Local traffic signal upgrades, cat 0040:	\$ 18,450	\$ -	0%	\$ 18,450	100%
<b>subtotal 6999-03-81:</b>	<b>\$ 333,300</b>	<b>\$ 308,800</b>		<b>\$ 24,500</b>	
<b>Total Cost Distribution</b>	<b>\$ 3,403,850</b>	<b>\$ 3,240,637</b>		<b>\$ 163,213</b>	

1. Estimate includes construction engineering.
2. See number 9 of terms and conditions about Community Sensitive Solutions (CSS).

This request is subject to the terms and conditions that follow (pages 3 – 8) 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 the <b>city of Wausau</b> (please sign in blue ink)		
Name (print)	Title	Date
Signature		
Signed for and in behalf of the <b>State</b> (please sign in blue ink)		
Name <b>Brian Gaber</b>	Title <b>WisDOT North Central Region Planning Chief</b>	Date
Signature		

## **TERMS AND CONDITIONS:**

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table that show Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
3. Funding of each project Phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Real Estate necessitated for the improvement.
  - (c) Compensable utility adjustment and railroad force work necessitated for the project.
  - (d) The grading, base, pavement, curb and gutter and bridge costs to State standards, excluding the cost of parking areas.
  - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
  - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking and testing of sanitary sewer and water main.
  - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
  - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
  - (i) Replacement of existing driveways, in kind, necessitated by the project.
  - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other Utility or Facility Owner includes the following items:
  - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
  - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
  - (c) Roadway and Bridge width in excess of standards.
  - (d) Construction inspection, staking and material testing and acceptance for construction of sanitary sewer and water main.
  - (e) Parking lane costs.
  - (f) Coordinate, clean up, and fund any hazardous materials encountered during construction. All

hazardous material cleanup work shall be performed in accordance to state and federal regulations.

- (g) Damages to abutting property due to change in street or sidewalk widths, grades or drainage.
  - (h) Conditioning, if required and maintenance of detour routes.
  - (i) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
  6. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
  7. The work will be administered by the State and may include items not eligible for Federal/State participation.
  8. The Municipality shall at its own cost and expense:
    - (a) Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements to include, but not limited to, snow and ice removal from sidewalks, in a manner satisfactory to the State and shall make ample provision for such maintenance each year. This agreement does not remove the current municipal maintenance responsibility.
    - (b) Maintain all items outside the travel lane along the project, to include but not limited to parking lanes, curb and gutter, drainage facilities, sidewalks, multi-use paths, retaining walls, pedestrian refuge islands, landscaping features and amenities funded by community sensitive solutions.
    - (c) The Municipality will maintain the storm sewer in conjunction with this improvement project at their own expense. This maintenance will include the following items:
      1. Street Sweeping Program: Sweeping operations should be scheduled at least twice per year (once in April and once in November) to help prevent the accumulation of dirt, sand, leaves, paper, or other clogging debris. Damage to curb and gutter areas that could affect the efficiency of flow should be reported to the State.
      2. Spring Cleaning and Inspection of Inlets, Catch Basins, Manholes, Pipes and Outfalls: The overall desire is to maintain a free flow condition throughout the life of the facility. Vacuum equipment is recommended for cleaning inlets, catch basins, and manholes. Clean the inlets and outlets of pipes and outfall areas from blockages due to weed growth, siltation, debris from the roadway or slope and activity of animals. It may be necessary to flush using large quantities of clean water. Replace broken or malfunctioning castings, grates or covers. During the spring cleaning and inspections; perform routine mortar repairs such as tuck pointing and plastering to the inlets, catch basins, and manholes; document and report any non-routine maintenance required to the storm system. Report these findings to the State.
    - (d) Maintain and accept responsibility for the energy, operation, maintenance, repair and replacement of the lighting system.
    - (e) Regulate and prohibit parking along the highway.
    - (f) Use the WisDOT Utility Accommodation Policy unless the Municipality adopts a policy which has equal or more restrictive controls.

- (g) Provide complete plans, specifications and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions or claims resulting from the sanitary sewer and water system construction.
- (h) Maintain all community sensitive solutions and/or enhancement funded items.
- (i) Coordinate with the state on changes to highway access within the project limits.
- (j) 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 projects.

9. Basis for local participation:

(a) Preliminary Engineering – Project ID 6999-03-09:

In accordance with the State’s Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 25% of the preliminary engineering costs for improvement projects on a connecting highway.

(b) Real Estate – Project ID 6999-03-28:

It shall be the responsibility of the Municipality to provide all of the real estate work and payments necessary to acquire the rights, interests, and/or releases for this project. However, in accordance with the Program Management Manual, the State is responsible for all costs associated with the acquisition of the necessary real estate thereof.

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

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

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

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

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

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

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

(c) Railroad Forcework – Project ID 6999-03-59:

In accordance with the State’s Local Cost Sharing Policy of the Program Management Manual, the State is responsible for rail forcework costs necessitated for improvement projects on a connecting highway. The Municipality acquired safety funding for the traffic signal upgrades at STH 52 and 1<sup>st</sup> Avenue; however, were unsuccessful in obtaining safety funding to upgrade the rail warning devices. Since the traffic signals need to be interconnected with the rail warning devices, the state agrees to pay 100% of the costs for the rail warning devices.

(d) Participating Construction – Project ID 6999-03-79:

This highway is connecting highway and the municipality is responsible for maintenance of this highway. The state has determined that the proposed resurfacing work (joint repair and asphaltic overlay plus other work) is an improvement project that is eligible for state/federal funds and the state and municipality agree to participate as defined below.

Roadway Items (Category 010): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the usual items of roadway construction (base patching, milling, paving, etc.), which are an integral part of the construction project.

The municipality has asked that the state adjust the project to accommodate bicycles in front of the Marathon County Park and in front of John Muir Middle School. The state has estimated that it will cost \$225,000 to cut the pavement at the curb and gutter, widen the roadway and place new curb and gutter in order to provide on-street bicycle accommodations. These areas are defined for the eastbound traffic from the beginning of the project to existing parking (near 8<sup>th</sup> Avenue) and for the westbound traffic from 12<sup>th</sup> Avenue to the end of project. The municipality agrees to remove existing parking along STH 52 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue to provide bicycle accommodations. The municipality agrees to pay a lump sum of \$45,000 and the state agrees to pay the balance.

- i) Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, when replacement driveways are necessitated by roadway construction and there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk is 100% eligible for federal/State funding. When there is no sidewalk, replacement in kind beyond the curb is 100% eligible for Federal/State funding. New driveways are not eligible for Federal/State funding.
- ii) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits are 100% eligible for Federal/State funding.

Utility adjustments (Category 0020): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with 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.

HSIP Traffic Signal Upgrades (Category 0030): This category is funded through the state's Highway Safety Improvement Program (HSIP). The State agrees to pay 90% of costs up to a maximum of \$315,087.30 and the Municipality agrees to pay 10% of costs plus the balance.

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

(e) Participating Construction – Project ID 6999-03-80:

Roadway Items (Category 010): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the usual items of roadway construction (base patching, milling, paving,, etc.), which are an integral part of the construction project.

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(f) Participating Construction – Project ID 6999-03-81:

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Local Traffic Signal Upgrades (Category 0040): The Municipality has requested to add protected northbound left turn phases at 1<sup>st</sup> Street and Scott Street as part of this project. The adjustment to the traffic signals will improve operation on the local street and therefore, the municipality agrees to pay 100% of the costs for this installation.

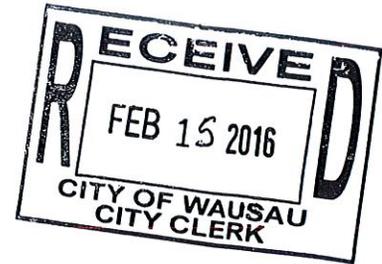
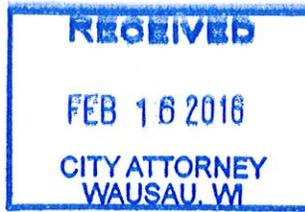
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Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of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

<b>AGENDA ITEM</b>
Discussion and possible action on petition for annexation from the Town of Maine*: Niemeyer (petitioner) – Territory bounded by W. Cassidy Drive, N. 4 <sup>th</sup> Avenue and Decator Drive
<b>BACKGROUND</b>
A petition has been received to annex the territory bounded by W. Cassidy Drive, N. 4 <sup>th</sup> Avenue and Decator Drive. The petition and annexation map are attached for your reference.
<b>FISCAL IMPACT</b>
The City will pay the Town of Maine* for a period of five years an amount equal to the value of the town taxes received from the annexation area at the time the annexation petition is final.
<b>STAFF RECOMMENDATION</b>
Staff recommends approval of the annexation
Staff contact: Eric Lindman 715-261-6745

\*We are advised by the Department of Administration that the incorporation of the Town occurred on December 11, 2015. The validity of that incorporation remains subject to challenge. For purposes of this document, reference to the Town of Maine is used.

ASSESSOR  
ATTORNEY  
ENGINEERING  
GIS  
CITY PLANNER  
INSPECTIONS  
Water Works  
CHERYL @ WA. Police Dept



726 Greenfield Avenue  
Wausau WI 54401

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

~~Toni Rayala, Clerk~~  
City of Wausau  
407 Grant Street  
Wausau, WI 54403

Tina Meverden, Clerk  
Town of Maine\*  
4200 N. 44<sup>th</sup> Avenue  
Wausau, WI 54401

Yvonne Henning, Clerk  
Wausau School District  
415 Seymour Street  
P.O. Box 359  
Wausau, WI 54402-0359

Mr. Erich Schmidtke  
Division of Intergovernmental Relations  
Municipal Boundary Review  
Wisconsin Department of Administration  
101 East Wilson Street, 10th Floor  
Madison, WI 53702-0001

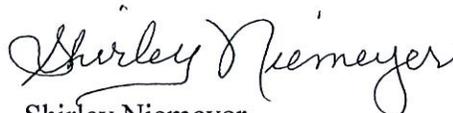
Re: Annexation- Territory bounded by W. Cassidy Drive, N. 4<sup>th</sup> Avenue and Decator Drive

Ladies/Gentlemen:

Enclosed to each of you please find copy of a petition for direct annexation of territory in the Town of Maine\* to the City of Wausau, pursuant to Chapter 66, Wisconsin Statutes. Also enclosed is a scale map of the real estate which is located in the Town of Maine,\* Marathon County, Wisconsin. The petition contains the signatures of the sole owners of the territory; there are no electors residing within the territory.

At this time I am also submitting to the Department of Administration a completed "Request for Annexation Review" form and check payable to the Department of Administration totaling \$1,350 for their review fee.

Sincerely,

  
Shirley Niemeyer

Enclosures

Ms. Rayala, To you I enclose the original, signed petition for filing.

\*We are advised by the Department of Administration that the incorporation of the Town occurred on December 11, 2015. The validity of that incorporation remains subject to challenge. For purposes of this document, reference to the Town of Maine is used.

PETITION FOR ANNEXATION

The undersigned, constituting 100 percent of the owners of the following-described property located in the Town of Maine\*, Marathon County, Wisconsin, lying contiguous to the City of Wausau, there being no electors residing therein, petition the Honorable Mayor and Common Council of said city to annex the territory described below and shown upon the attached scale map, as permitted by Chapter 66 of the Wisconsin Statutes, to the City of Wausau, Marathon County, Wisconsin:

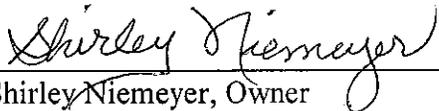
SEE ATTACHED MAP AND LEGAL DESCRIPTION

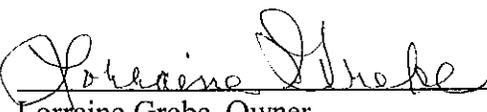
There are no persons residing in the territory

Dated this 15<sup>th</sup> day of February, 2016.

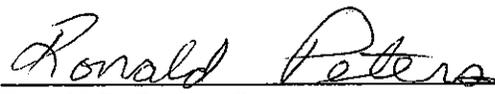
THE FRED AND SHIRLEY NIEMEYER  
REVOCABLE TRUST DATED  
DECEMBER 4, 2002 BY:

  
Fred Niemeyer, Owner  
726 Greenfield Avenue  
Wausau WI 54401

  
Shirley Niemeyer, Owner  
726 Greenfield Avenue  
Wausau WI 54401

  
Lorraine Grebe, Owner  
3104 Hilltop Avenue  
Wausau WI 54401

RONALD B. PETERS AND FAYE J. PETERS  
JOINT REVOCABLE TRUST DATED  
MARCH 19, 2008 BY:

  
Ronald B. Peters, Owner  
2802 Emery Drive  
Wausau WI 54401

*Faye Peters*

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Faye J. Peters, Owner  
2802 Emery Drive  
Wausau WI 54401

*Jacqueline L. Schnelle*

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Jacqueline L. Schnelle, Owner  
1406 W. Wausau Avenue  
Wausau WI 54401

*JoAnn Otto*

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JoAnn Otto, Owner  
5280 Falcon Drive  
Wausau WI 54401

\*We are advised by the Department of Administration that the incorporation of the Town occurred on December 11, 2015. The validity of that incorporation remains subject to challenge. For purposes of this document, reference to the Town of Maine is used.

**Legal Description for Proposed Annexation  
Niemeyer/Grebe/Peters/Schnelle/Otto**

Part of the East ½ of the Northwest ¼, Section 14, Township 29 North, Range 7 East,  
Town of Maine\*, Marathon County, Wisconsin, described as follows:

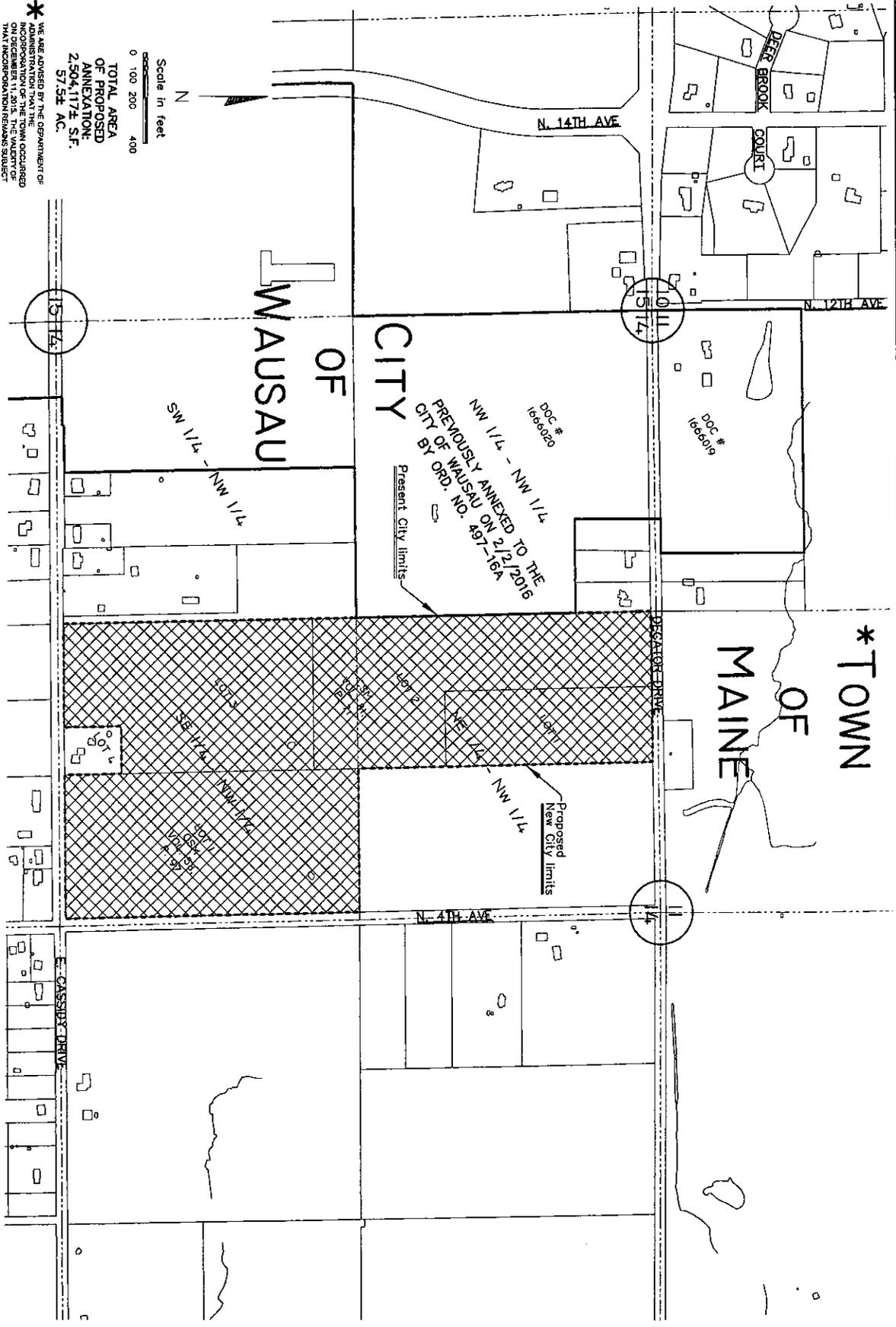
Lots 1, 2, and 3 of Certified Survey Map No. 17139 recorded in Office of Register of Deeds for Marathon County in Volume 81 of Certified Survey Maps on Page 71, and Lot 1 of Certified Survey Map No. 13350 recorded in Office of Register of Deeds for Marathon County in Volume 58 of Certified Survey Maps on Page 97.

\*We are advised by the Department of Administration that the incorporation of the Town occurred on December 11, 2015. The validity of that incorporation remains subject to challenge. For purposes of this document, reference to the Town of Maine is used.

O:\Engineering\Documents\Niemeyer-annex.docx  
February 11, 2016

WE ARE ADVISED BY THE DEPARTMENT OF ADMINISTRATION THAT THE INCORPORATION OF THE TOWN OCCURRED ON FEBRUARY 2, 1957. THE TOWN OF WAUSAU HAS THE RIGHT TO CHALLENGE, FOR PURPOSES OF THIS DOCUMENT, REFERENCE TO THE TOWN OF MAINE IS USED.

Scale in feet  
 0 100 200 400  
 TOTAL AREA OF PROPOSED ANNEXATION: 2,304,176 S.F.  
 57.56 AC.



Page 1 of 2 (See attached legal description)

16-02-10 SHEET NO. 2 SHEETS	<b>PROPOSED ANNEXATION MAP</b> AREA #15 (NIEMEYER/GREBE/PETERS/SCHNELLE/ZOTIO)		ISSUED FOR:	DATE: 02/10/2016	DESIGNED BY: J.D. VANBOXEL	DRAWN BY: J.D. VANBOXEL	
	ANNEXING TERRITORY FROM THE *TOWN OF MAINE TO THE CITY OF WAUSAU		PRELIMINARY: <input type="checkbox"/>	REVIEW/APPROVAL: <input type="checkbox"/>	CHECKED BY: D.F. HUENPFNER	INTRODUCED:	
			OTHER USE: <input type="checkbox"/>	FINAL RECORD: <input type="checkbox"/>	ADOPTED:	ORDINANCE NUMBER:	CITY OF WAUSAU Engineering Department 407 GRANT STREET WAUSAU, WI. 54985-4700 (715) 801-8760 FAX (715) 801-8708
					FILE NUMBER:		