



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: Gary Gisselman (C), Sherry Abitz, Karen Kellbach, Lisa Rasmussen, Rebecca McElhaney.

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

Date/Time: Thursday, July 14, 2016, at 5:30 p.m.

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1. Public Comment for matters not appearing on the agenda. (Comments relating to an agenda item will be allowed when the specific item is considered.)
 2. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approve minutes of the June 9, 2016 meeting.
 - B. Action on a Stormwater Maintenance Agreement for Cloverbelt Credit Union at 110 McIndoe Street.
 - C. Action on a Stormwater Maintenance Agreement for S.C. Swiderski, LLC at 1550 Westwood Drive.
 3. Discussion and possible action on petition for annexation from the Town of Stettin: City of Wausau (petitioner) – Highland Drive and County Road O.
 4. Discussion and possible action on the installation of curb bump outs at Thomas Jefferson Elementary School, GD Jones Elementary School and John Marshall Elementary School.
 5. Discussion and possible action on a preliminary resolution for paving the alley bounded by Lincoln Avenue, Humboldt Avenue, 8th Street and 9th Street.
 6. Update on 2016 Street Construction Projects.
 7. Future agenda items for consideration.

Adjourn.

The next regular meeting is scheduled for August 11, 2016.

GARY GISSELMAN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: July 1, 2016 at 8:00 a.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, Police Department, Daily Herald, City Pages, Wausau School District, Wausau Area Events, Becher-Hoppe Associates, AECOM, Mi-Tech, REI, Glenn Speich, Judy Bayba, Scholfield Group, Evergreen Civil Engineering, Schoen Engineering Solutions, Clark Dietz, Inc., Town of Stettin.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: June 9, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, McElhaney, Rasmussen

Also Present: Mayor Mielke, Lindman, Lenz, Wesolowski, Sean 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. Chairman Gisselman called the meeting to order.

Approve minutes of the May 12, 2016 meeting

Kellbach moved to approve the minutes of the May 12, 2016 meeting. Rasmussen seconded and the motion carried unanimously 4-0.

Discussion and possible action on road improvements and extensions for the Frantz Development (Fulton Street)

This item was taken out of agenda order.

Lindman stated staff met with Frantz in regard to progression of the project. The preliminary site plans and concepts for the buildings have been vetted through. Staff has met with Ayres regarding moving forward to the final design. A development agreement is being drafted and includes the City constructing the roadways and installing water, sewer and storm sewer. The last cost estimate received for the civil side of work was April 1 and will be updated in the near future. The infrastructure cost is slightly over \$2 million. The project is proposed to be done in three phases and the developer is hoping to begin construction on phase one this fall, with two townhouses and an apartment building.

Rasmussen stated that preliminary improvements need to be completed for the road extension to get the development project moving on its targeted schedule. When we originally looked at the potential list of street projects for 2017, obviously this street was not on there. She believes it would behoove us to include this street as a 2017 project to at least get the extension done with road base so the development project can get started. Lindman said that initially we talked about grading Fulton Street for access to the site, but staff feels there is access on the north side. Rather than having any cash outlay on Fulton Street this year, trucks could use the other access point. Rasmussen feels that another street could be delayed for a year to accommodate Fulton Street and keep the riverfront project moving.

A representative from Frantz clarified that there will be six townhouses on 1st Street in two buildings and an apartment building as part of the first phase. Rasmussen stated if access becomes a problem we may have to change course. She again indicated that another street could be delayed next year to make way for Fulton Street if needed.

Lindman pointed out that the reason this is before CISM is because it was undetermined whether the roadways would be constructed by the City and become public roadways or if the developer would construct the roads. It has now been determined that the roads will remain public. Rasmussen feels they should remain public as the goal was to maintain public access to the area.

Wesolowski does not know if the funding has been clarified. Rasmussen replied the project falls within TID 3. Wesolowski noted that Ayres has been asked to break the costs into phases that may occur over a couple of years.

For the purpose of the street extensions remaining public thoroughfares, Rasmussen moved to direct staff to proceed as recommended with the understanding that the project list or the schedule for next year will be brought back to committee if changes are needed. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action on a traffic study for Northwestern Avenue

Lenz reminded the committee that Northwestern Avenue came up in discussion at Council when talking about the proposed multi-family development along Northwestern Avenue. Most of the concerns were not necessary with the private development but with Northwestern Avenue itself and how the private development would affect Northwestern Avenue. It was suggested that the zoning be postponed and sent back to committee for CISM to look at the street itself. Lenz explained an issue brought forward was visibility from the new development and driveways along Northwestern as there are curves and hills that do make it difficult to see oncoming traffic. It was suggested to potentially complete a traffic study of Northwestern Avenue. Lindman stated that there is not enough engineering data to support a full traffic study at this point. Staff is proposing to look at the existing site distance at Gold Ridge Way and install traffic counters which would provide an idea of the speed of traffic. This would give data on whether anything needs to be done. Staff is proposing the developer complete their own site distance analysis depending upon where they will connect to Northwestern Avenue. This would be a part of the Precise Implementation Plan that will be brought back to Plan Commission.

Rasmussen said her and Wagner had serious concerns with the original proposal. As we go forward she does not know that a full scale study of Northwestern Avenue is necessarily needed at this time. Clearly there a number of concerns out there and as Northwestern takes off there will be more cars, more traffic and more people. She would support undertaking some of the research internally by using in-house tools. As far as the first recommendation which tasks the developer with site distances, she recommends the developer consult with professional services for any research that is technical in nature. She added that the developer has an agenda with development of the parcel and we want credible information from objective professionals. Lenz explained that Gold Ridge Way, which is a road into a subdivision, was a cause for concern among the neighbors living in the subdivision. It is not necessarily a part of the development and it may be a stretch to make the developer complete too much analysis there. Staff had suggested doing a site distance study from that particular street and from there set the example which could be applied to the developer's driveway locations. Rasmussen said this has been a significant delay for the developer, but the project needs to be done right as there has been constant conflict with the neighbors for several years. She just wants to make sure that whatever the developer does will not negatively impact the area to the point where there is no turning back. Lindman indicated that staff will review any analysis provided by the developer.

The committee agreed by consensus to direct staff to have the developer complete an analysis of where they will connect to Northwestern and provide the analysis to staff for review. Gehin noted that traffic counters were placed on Northwestern Avenue this morning. Gisselman added that Camp Phillips Road is under construction so a lot of traffic is using Northwestern, which may affect the traffic counters. Gehin explained that counters are typically left out for a week and a half. They will be removed the week of June 20 and could be placed back out after construction on Camp Phillips has been completed. Rasmussen feels that is a good idea and would provide a well-rounded analysis.

Discussion and possible recommendations on installing an additional railing on the Bridge Street Bridge

Lenz explained that this area consists of a guardrail of average height for a car but there is no railing on top of the guardrail. The guardrail is at the knee of a person on a bicycle and the potential of going over the guardrail is there. The Bicycle and Pedestrian Committee meets on a monthly basis and is always looking for improvements to our system for bikes and pedestrians. This is a problem area that has been talked about before. Adding a railing to the existing guardrail has been suggested. On the other side of the bridge, where there is a sidewalk, a railing is located on top of the guardrail. The thought was to explore the idea and see if it would be feasible to add to a future year's budget.

Gehin stated the bridge is roughly 815' long and the cost of a railing would be approximately \$150,000. He used DOT average prices to obtain the estimate. The railing itself would be approximately \$125,000 for material and installation with an additional \$25,000 for temporary traffic control and mobilization. Rasmussen questioned the life span of the bridge. Gehin believes the bridge was built in 1988. Wesolowski added that a bridge survey was done and it is in good shape. Some maintenance is needed on the joints but the bridge is not close to the end of its life.

Gisselman feels this is a potential for a CIP request for 2017 as it is an essential part of bike safety on a key bridge. Rasmussen believes it is a good idea to submit as a CIP project but staff should also keep an eye open for potential grant funding. Lenz stated there was talk about looking for alternative funding sources as DOT grants are extremely competitive. Another option would be a local foundation.

Aaron Ruff stated he has ridden the area several times and all it would take is a sideswipe to send a bicyclist over the edge. He has heard that other bicyclists tread lightly and try to avoid the area. This is the only spot in the City of Wausau without a guardrail. Rasmussen said this may be a product of a change that was made because at one point bikes were confined to the sidewalk on this bridge and the sidewalk is on the railing side. The bridge was striped with bike lanes on the north side, which may have created the situation.

Rasmussen moved to include the installation of an additional railing on the Bridge Street Bridge in the 2017 CIP ranking list. McElhaney seconded.

Deb Ryan, 702 Elm Street, happened to do this pedestrian crossing this winter of the south side of Bridge Street. She is 5'6" which is average height for a woman. The railing was to her chest and she was uncomfortable. She cannot image someone trying to ride their bicycle as well. Compared to the average adult size, she feels the railing on the south side is a little low. Gehin explained by code a 42" to 54" high railing is required. Roughly two feet would have to be added to the top of the concrete parapet on the north side to meet the standard. The south side meets the requirement.

There being a motion and a second, motion to include the installation of an additional railing on the Bridge Street Bridge in the 2017 CIP ranking list carried unanimously 4-0.

Discussion and possible recommendations on downtown bicycle improvements

Lenz stated that the Bike and Ped Committee often talks about the downtown. Bike parking has been added and it is an area where a lot of people do bicycle. The committee looks for ways to improve, along with making it safer and more accessible. One of the things that come up every year is how people disobey the rules, especially regarding riding on sidewalks. Business owners complain that people exiting their businesses are buzzed by bicycles. Bicycles are supposed to be ridden in the street going the

same direction of traffic. The Bike and Ped Committee wants to encourage this as much as possible and have taken steps in the past; however, it remains to be a continuous problem. The main issue is that the bikes are on the sidewalk. While some people do not know this is not allowed, others do and willing violate the rules. Signs were added a couple of years ago to assist in educating the public. Signs are okay when looking up but when you are biking sometimes you are looking down at the sidewalk. One idea which may be more effective was to place a marking on the pavement either stating walk your bike or ride in the street. An idea from Main Street was to look at a program to add some sidewalk stencils on a temporary trial basis. Main Street is willing to undertake such a pilot program with the City's permission.

Rasmussen feels this is a great idea. The existing signs have made some impact, but maybe not enough. If Main Street is willing to do a pilot project and it works, we would certainly be willing to paint them permanent. She feels this should be tried for the summer along with sharrows.

Rasmussen moved to direct staff to move forward with sharrows and temporary stencils on sidewalks.

McElhaney questioned if the sharrows would be on 3rd Street from the mall to Grant Street. Lenz confirmed and stated one of the problems is some bicyclists go on the sidewalk where the street turns into one way so they are not traveling in the wrong direction on the street. The thought was the sharrows have arrows pointing in the direction that you are supposed to be riding. McElhaney noted there is on-street diagonal parking and asked where the sharrows would be placed. Gisselman replied the sharrows would be in the middle of the traffic lane. Lenz explained that right now people do not really know where to ride. If they are on the street, they ride close to the back bumpers of the cars, which is dangerous if someone is backing out. Gisselman said the sharrows would indicate to cars and bicyclists that bicyclist have the right to be in the middle of the road.

Aaron Ruff, 627 Bertha Street, stated he is the chair of the Bike and Ped Committee. He stated that the other reason why sharrows would work here is that it is a very low speed road with many intersections where the bikes and cars are going almost the same speed. This would be a good way to direct both bicyclists and motorists the best place for bicyclists. He added that for this short stretch there would not be any impacts as far as speed.

Kellbach seconded Rasmussen's motion to direct staff to move forward with sharrows and temporary stencils on sidewalks.

Deb Ryan, 702 Elm Street, stated she is a bike owner with a semi recumbent bike. She is in the process of making it electrified, which will cost \$1,000. Brand new bikes that are electric can go 20-22 MPH and are being sold for \$3,000 to \$4,000. For her, living on the hills, it is an advantage. She is not willing to put her bike a block or two away from her with that kind of investment. She feels the City should be thinking about one bicycle rack per business and that electrical bicycles are the trend of people not replacing their cars. Having that type of investment and having her bike that far away from her does not attract her to businesses that do not have bike racks right outside. Gisselman stated the bicycle racks are a continual item on Bike and Ped Committee agendas. Ruff added that this is another reason why 3rd Street is a great candidate for sharrows. All of the student designed racks are on each of those blocks on 3rd Street. Rasmussen said as we are able to going forward, we should conduct design contests as the schools loved it and we could use more. Gisselman noted that the Bike and Ped Committee is looking at the need for racks in the community.

There being a motion and a second, motion to direct staff to move forward with sharrows and temporary stencils on sidewalks carried unanimously 4-0.

Update on the recent evaluation of the City's local street pavements

Gehin explained that last fall the local streets were rated using the DOT PASER rating. Roadways are rated from 1 to 10 with 1 being poor and 10 excellent. He provided a map showing the condition of roadways. There is no maintenance proposed for streets rated in excellent condition. The streets rated in good condition are streets that staff would like to sealcoat. The streets in fair condition warrant asphalt overlay, depending upon the condition of the underground utilities. The streets in poor condition should be reconstructed. Roughly 65% of the roads in Wausau are in good condition with 25% in fair condition.

Rasmussen said the lack of streets in poor condition is a good thing as for a while we were barely holding our own on infrastructure. Given the fact that we have had to cut a little every year one would expect to see more streets in poor condition. The best thing is to prolong the life of the streets in good condition. Streets that are in the need of overlay or reconstruction cost ten times more than the cost of sealcoating. She feels as we move forward through the budget process we should look at sealcoating as a significant component for next summer. Gehin agreed and stated it is critical at this point to maintain the streets in good condition because once they fall to fair or poor it is extremely costly.

Discussion and possible action on proposed 2017 Street Construction Projects

Wesolowski stated staff is in the process of putting together street projects for budget proposes for 2017. Washington Street, 2nd Street and Callon Street were proposed last year but eliminated from the budget, and will be proposed for 2017. East Wausau Avenue from the railroad tracks to 3rd Street was not on the radar until the street was looked at on how it ties in with 2nd Street. Plaza Drive from 28th Avenue to Pine Ridge Boulevard is also proposed for 2017. This street was looked at for a possible overlay project, but the watermain needs attention. The streets total approximately \$2.25 million but when storm sewer is added in there may be a need to cut a street. Rasmussen believes we would be well served to approve the list as provided. Plaza Drive came to her attention recently as it serves two medical clinics, traffic is higher than expected, and it is in rough shape.

Rasmussen moved to approve the list of 2017 Street Construction Projects as proposed. McElhaney seconded.

Ryan mentioned Clark Street from 2nd Street to 1st Street. She spoke with Arden Emmerich last week and with TIF funding he was hoping that the overhead lines would be converted as part of reconstruction of Clark Street. He is looking at some potential major investments on the near west side which depend upon the lines being buried. Rasmussen thought underground utilities are part of the 2nd Avenue project. Wesolowski stated the overhead utilities are being buried as part of the 2nd Avenue project. Emmerich was at one of the business meetings for 2nd Avenue and Wesolowski believes the lines he is referring to are located within the alley and private area, which was not included in the 2nd Avenue project. Rasmussen added that Emmerich was present when the area of 2nd Avenue was walked with the stakeholders and also present at other stakeholder meetings. Wesolowski reminded the committee that Clark Street was originally proposed with 2nd Avenue, but was pushed back because of the uncertainty of the Emmerich properties and how they would develop. Wesolowski does not believe Emmerich is ready to propose any development, which is why Clark Street was not proposed for 2017. Rasmussen believes he has a number of different ideas that he can go with but none are concrete yet. Ideally, Wesolowski would like to propose Clark Street from 1st Avenue to 3rd Avenue someday but at this point it is not ready. Ryan believes Emmerich thought this would be part of Clark Street from 2nd Avenue to 1st Avenue, which she thought was going to be proposed for next year. Emmerich is concerned he is running out of time and is looking for the City to step up so he can proceed.

There being a motion and a second, motion to approve the list of 2017 Street Construction Projects as proposed carried unanimously 4-0.

Update on 2016 Street Construction Projects

Wesolowski stated that 2nd Avenue started on Monday. The street has been removed and they are working on underground utilities. They are holding weekly business coordination meetings. There are always some concerns, but things seem to be moving well. Signage will be installed to direct traffic to the businesses. The Riverfront Project is moving along with work beginning on the wharf. The Concrete Pavement Repair Project has been completed. An Asphalt Overlay Project is yet to be bid out.

Gehin stated work on North 5th Street has been completed. The majority of the work on Chicago Avenue is taking place between 2nd Street and 6th Street with most of the utility work completed. Curb and gutter has been placed between 2nd and 5th Streets. 3rd and Chicago is being paved and 3rd Street will be opened tomorrow. With 3rd Street being opened, 5th Street will be closed on Monday. The contractor anticipates the work between 2nd and 6th Streets to be done in early July and then the contractor will move to the east half of the project.

At this time Rasmussen left the meeting.

Gehin indicated that the contractor is working on the west half of the Kent Street Project. The watermain and sanitary sewer have been installed. Gisselman appreciates the efforts of getting 1st Street and 3rd Street open before the opening of the baseball season at Athletic Park.

Ryan was at the business meeting today and noted the City has proposed a raised tabletop for 2nd Avenue and Clark Street. One business indicated the curb is so low now that people drive on the sidewalk to get around. If the proposed tabletop is installed there is no curb. If a curb was there at least a drunk driver would know there is a curb. As it is now there are people driving on the sidewalk in the daylight. She wants to be an advocate for projects, but she is glad she is not living on Kent Street. She is quite disappointed with 2nd Avenue as healthy looking trees were removed without input from the stakeholders. The neighbors will not be around in 50 years to see the new trees grow to an average height for shade. Lindman said there were a number of public input meetings with the 2nd Avenue Project. All the stakeholders had input in not only the street project but the professional landscaping aspects. Ryan replied the public input was three years ago and one meeting. Mayor Mielke stated there were numerous meetings with stakeholders. He added that a great amount of money is being spent on new trees and the grating around them.

Adjourn

Kellbach moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 3-0. Meeting adjourned at approximately 6:20 p.m.

Agenda Item No.

2B

STAFF REPORT TO CISM COMMITTEE - July 14, 2016

AGENDA ITEM

Action on a Stormwater Maintenance Agreement for Cloverbelt Credit Union at 110 McIndoe Street

BACKGROUND

Becher-Hoppe Associates Inc. has developed site plans for the construction of a new Cloverbelt Credit Union building and parking located at its present location (110 McIndoe Street). Construction of catch basins with 2-foot sumps, water quality swale, on-site storm sewer, and placement of riprap at outfalls will assist the site in meeting the City and DNR stormwater requirements. To ensure properly functioning post-stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a 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

Document No.

AGREEMENT

Document Title

AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 16th day of June, 2016, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Cloverbelt Credit Union, 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 including storm sewer pipe, structures, flumes, and swales, here-in referred to as storm water management features which is the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water management features in accordance with the following 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 storm water management features, 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.

Recording Area

Name and Return Address
City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

EXHIBIT A

See the attached Exhibit.

EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

**CLOVERBELT CREDIT UNION
110 MCINDOE STREET
WAUSAU, WI 54403**

**NW ¼ OF THE SW ¼ OF SECTION 25 T29N R07E
MCINDOE & SHUTERS ADD LOT 1
OF CSM VOL 83 PG 21(17364)
DOC #1711924**

The Land Owner, Cloverbelt Credit Union, their successors, and assigns, shall inspect and maintain the following structural and/or non-structural storm water treatment measures. Maintenance inspections by the Owner shall take place at a minimum of twice per year, typically spring and fall, following the Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed within the storm sewer pipes, structures, flumes, riprap, and swales.

Maintenance at this location shall consist of the following tasks:

1. **Debris:** Removal of trash and debris should be done on a regular basis to maintain storm sewer pipes, structures, flumes, riprap, and swales.
2. **Storm Sewer Pipes and Structures:** Remove accumulated sediment and/or debris from parking lot gutters, inlets, pipes, and sumps.
3. **Riprap at Flumes:** Inspect riprap and repair/replace as needed to protect from erosion and maintain function of riprap.
4. **Mowing:** Mow the swales to promote drainage, aesthetics, and control weed growth. Do not allow brush to accumulate or woody vegetation to grow within swale areas.
5. **Swales:** Maintain free-drainage and free-flow within the swales on the site. This will likely be accomplished with mowing and debris removal. Repair any ruts, depressions, or erosion occurring in the swales.
6. **Sedimentation:** Remove accumulated sediment from the engineered water quality swales once sediment interferes with the functionality of the swales.

Agenda Item No.

2C

STAFF REPORT TO CISM COMMITTEE – July 14, 2016

AGENDA ITEM

Action on a Stormwater Maintenance Agreement for S.C. Swiderski, LLC at 1550 Westwood Drive

BACKGROUND

Point of Beginning has developed site plans for the construction of a new apartment complex located at 1550 Westwood Drive. The proposed development will consist of four (4) 8-unit complexes and twelve (12) 4-unit complexes. A private main entrance roadway will be constructed off of Westwood Drive to serve the entire development. In addition to the apartments, the site will include paved parking areas and driveways, drainage swales, storm sewer, wet detention basins, and riprap spillways. Due to the size of the site, this project required on-site post-stormwater facilities (i.e. drainage swale, wet detention basins, storm sewer and riprap). To ensure properly functioning post-stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a 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

Document No.	AGREEMENT Document Title
<p style="text-align: center;">AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY</p> <p>THIS AGREEMENT made this <u>24th</u> day of <u>MARCH</u>, 2016, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and <u>S.C. Swiderski, LLC</u>, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";</p> <p>WITNESSETH:</p> <p>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</p> <p>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</p>	
Recording Area	
Name and Return Address City of Wausau Engineering Dept. 407 Grant Street Wausau, WI 54403	
PIN: 291-2907-222-0976	

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 "detention ponds" which is the subject of this agreement.
2. OWNER specifically agrees to maintain the detention ponds 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 ponds, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.
5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

EXHIBIT A
PROPERTY DESCRIPTION & STORM WATER FACILITY MAP

Property Description

Being Lot 1 of Certified Survey Map #17052, located in the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 22, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin.

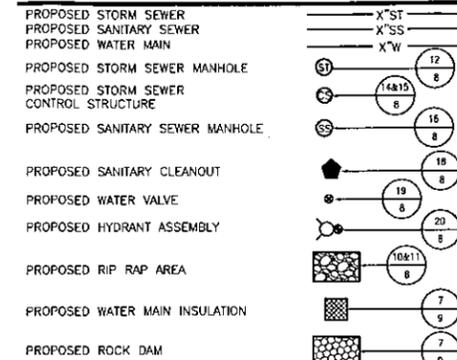
Storm Water Facility Map

See Following Map

GENERAL NOTES:

- CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
- GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR.
- REFER TO THE PROPOSED BUILDING MECHANICAL/PLUMBING PLANS FOR EXACT CONNECTION LOCATIONS AND VERIFY SANITARY SEWER LATERAL.
- COORDINATE ALL UTILITY WORK WITH GAS, ELECTRICAL, (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE) CABLE AND TELEPHONE CONSTRUCTION AND RESPECTIVE TRADES RESPONSIBLE FOR INSTALLATION OF SAID UTILITIES.
- COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAY WITH THE LOCAL MUNICIPALITY.
- ALL INSTALLATION, TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SPS 382.21.
- THE PROPOSED WATER MAIN SHALL HAVE A MINIMUM COVER OF 7'-0" TO THE TOP OF PIPE FROM THE PROPOSED FINISHED GRADES. SEE SHEET 3 FOR PROPOSED GRADES.
- THE MUNICIPALITY SHALL BE CONTACTED PRIOR TO ANY EXCAVATION IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL HAVE HIS TRAFFIC CONTROL PLAN APPROVED PRIOR TO WORK COMMENCING. THE MUNICIPALITY SHALL OPERATE ALL EXISTING WATER VALVES IF NEEDED.
- CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, INSTALLATION, PERMITTING OF THE WELL.
- FIELD VERIFY THE SANITARY LATERAL CONNECTION INVERT ELEVATION PRIOR TO THE START OF WORK.
- PROVIDE RIP RAP AT ALL ENDWALL STRUCTURES OF THE PROPOSED CULVERTS TO PREVENT WASHOUT AND EROSION.
- RIP RAP SHALL HAVE FILTER FABRIC PLACED BENEATH.

UTILITY LEGEND:



STORM MANHOLE / INLET SCHEDULE:

ST#	ST#2	ST#3	ST#4
ST#1 RIM 1298.00 INV. E 1278.43 INV. W 1279.03 INV. NW 1278.53 DEPTH 7.57' 60" I.D. PRECAST MANHOLE W/ NEEHAH R-1510-A CASTING SOLID COVER	ST#2 RIM 1285.65 INV. NE 1283.93 INV. SE 1280.53 INV. SW 1284.04 DEPTH 8.12' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE	ST#3 RIM NW 1289.23 INV. NE 1281.99 INV. SE 1281.19 DEPTH 8.04' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE	ST#4 RIM 1280.90 INV. NE 1282.39 INV. SE 1283.35 INV. SW 1282.21 DEPTH 8.59' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE
ST#5 RIM 1285.47 INV. NW 1282.75 INV. SW 1282.70 DEPTH 2.77' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3067 CASTING W/ TYPE R GRATE	ST#6 RIM 1285.47 INV. SE 1282.85 DEPTH 2.62' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3067 CASTING W/ TYPE R GRATE	ST#7 RIM 1287.00 INV. W 1284.00 DEPTH 3.00' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE	ST#8 RIM SW 1287.50 DEPTH 3.00' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE
ST#9 RIM 1283.50 INV. NW 1285.34 INV. SE 1288.84 DEPTH 6.66' 48" I.D. PRECAST MANHOLE W/ NEEHAH R-1510-A CASTING SOLID COVER	ST#10 RIM 1282.50 INV. NW 1288.27 INV. SE 1288.27 INV. SW 1288.27 INV. S 1288.17 DEPTH 4.33' 48" I.D. PRECAST MANHOLE W/ NEEHAH R-2540 CASTING TYPE "A" GRATE	ST#11 RIM 1282.50 INV. SE 1289.50 DEPTH 3.00' 30" I.D. PRECAST INLET W/ NEEHAH R-2540 CASTING TYPE "A" GRATE	ST#12 RIM NE 1314.20 DEPTH 3.00' 30" I.D. PRECAST INLET W/ NEEHAH R-2540 CASTING TYPE "A" GRATE
		ST#13 RIM 1312.71 INV. NW 1305.71 INV. SE 1309.61 DEPTH 3.00' 2'x3' PRECAST BOX INLET W/ NEEHAH R-3501-TB CASTING W/ TYPE L GRATE	ST#14 RIM 1314.45 INV. SE 1311.45 DEPTH 3.00' 30" I.D. PRECAST INLET W/ NEEHAH R-2540 CASTING TYPE "A" GRATE

CONTROL STRUCTURE #1 & #2

CS#	CS#2
CS#1 RIM 1297.50 INV. W 1284.00 INV. SW 1275.50 DEPTH 3.50' SEE DETAIL #14 ON SHEET 8	CS#2 RIM 1278.50 INV. N 1275.50 INV. SW 1275.50 DEPTH 3.00' SEE DETAIL #15 ON SHEET 8

BENCH MARK
 ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1
 CHISELED CROSS ON CONCRETE LIGHT POLE BASE, BEING THE FIRST LIGHT POLE SOUTH OF THE NORTHEAST CORNER OF THE SUBJECT PROPERTY ALONG THE EAST SIDE OF WESTWOOD DRIVE.
 ELEVATION = 1294.88

BENCHMARK #2
 CHISELED CROSS ON CONCRETE LIGHT POLE BASE, BEING THE THIRD LIGHT POLE SOUTH OF THE NORTHEAST CORNER OF THE SUBJECT PROPERTY ALONG THE EAST SIDE OF WESTWOOD DRIVE.
 ELEVATION = 1292.86

BENCHMARK #3
 CHISELED CROSS ON CONCRETE LIGHT POLE BASE, BEING THE FIFTH LIGHT POLE SOUTH OF THE NORTHEAST CORNER OF THE SUBJECT PROPERTY ALONG THE EAST SIDE OF WESTWOOD DRIVE.
 ELEVATION = 1283.01

BENCHMARK #4
 CHISELED CROSS ON CONCRETE LIGHT POLE BASE, BEING THE EIGHTH LIGHT POLE SOUTH OF THE NORTHEAST CORNER OF THE SUBJECT PROPERTY ALONG THE EAST SIDE OF WESTWOOD DRIVE.
 ELEVATION = 1274.85

STORM SEWER PLAN #1

S.C. SWIDERSKI, LLC
WESTWOOD DRIVE DEVELOPMENT
CITY OF WAUSAU
MARATHON COUNTY, WISCONSIN

Land Surveying
 Engineering
 Landscape Architecture
 5709 Windy Drive, Suite D
 Stevens Point, WI 54482
 715.344.9999 (Ph) 715.344.9922 (Fax)



POINT OF BEGINNING, INC. IS NOT IN THE BUSINESS OF CONSTRUCTION AND TO THESE PLANS, DRAWINGS AND DOCUMENTS, NO REPRESENTATION, COVENANTS, ALTERATION, MODIFICATION, TRACED, INCORPORATION INTO OTHER DOCUMENTS OR ASSIGNMENT OF THE SAME MAY OCCUR WITHOUT THE PRIOR WRITTEN PERMISSION OF POINT OF BEGINNING, INC.

EXHIBIT B.
STORMWATER FACILITIES MAINTENANCE PLAN
for
S.C. Swiderski, LLC – Westwood Drive Multi-Family Development
City of Wausau, Wisconsin

1.0 Location

Being Lot 1 of Certified Survey Map #17052, located in the Southeast ¼ of the Northwest ¼ of Section 22, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin.

2.0 Project Description

The proposed project consists of developing 16.5 acres of a wooded 28.2-acre parcel at 1550 Westwood Drive in the City of Wausau, Wisconsin. The proposed development will be privately owned by S.C. Swiderski, LLC and consists of four (4) 8-unit complexes and twelve (12) 4-unit complexes. A main entrance roadway will be constructed to serve the entire development off from Westwood Drive. Associated asphalt parking areas and driveways will be constructed with the development to serve the complexes. Sanitary sewer and water main will be constructed from public utilities at the southeast corner of the parcel at Westwood Drive to the proposed buildings. Additionally, site grading will be performed and storm sewer will be installed to convey storm water to two (2) storm water detention ponds for storm water management.

3.0 Long-term Operation and Maintenance

The OWNER of this project in the City of Wausau, Marathon County, Wisconsin, is directly responsible for the operation, inspection, and maintenance of all stormwater facilities located within the Westwood Drive Multi-Family Development site, as described below.

- **Wet Detention Ponds:**
Inspection: Measure and document the depth of water in basin. Look for damage to inlet and outlet pipes. Verify pond is draining properly and that the outlet orifice is not clogged. Inspect banks of ponds for erosion or damage.
Maintenance: Mowing of the pond slope embankments and berms is necessary to prevent woody growth vegetation. Accumulated sediment shall be dredged once there is less than 3.5' of average depth of the permanent pool remaining. Inspect and maintain any washouts / erosion to the riprap spillways. Remove any accumulated sediment and/or debris within the control structure (orifices), inlet and/or outlet pipes. Repair damaged pipes, if the damage is un-repairable then the pipe(s) shall be replaced. Repair pond banks if erosion or damage is identified.
- **Inlets, Storm Sewers, and Outfalls:**
Inspection: Accumulation of sediment and/or debris within inlets, storm sewer pipes, and/or outfalls. Look for damage to pipes, inlet structures, and outfalls.
Maintenance: Remove accumulated sediment and/or debris within the pipes, inlets, and/or within or near outfalls. Repair damaged to pipes, inlets, and/or outfalls. If the damage is un-repairable then the pipes, inlets, and/or outfalls shall be replaced.

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 of Wausau and/or Wisconsin Department of Natural Resources.

AGENDA ITEM

Discussion and possible action on petition for annexation from the Town of Stettin: City of Wausau (petitioner) – Highland Drive and County Road O

BACKGROUND

The City recently purchased over 200 acres of land directly west of the Business Campus. Please see the attached map. The land, which extends west to County Road O, will be used for an expansion of the Business Campus. A master plan will be developed detailing infrastructure and other improvements needed to facilitate future development. The land is currently vacant with a portion of it being used as farmland.

FISCAL IMPACT

The City will pay the Town of Stettin 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. Presently, the estimated assessed value of the annexation area is approximately \$188,000. Town tax on this land is approximately \$619 per year. The taxable value of the land will rise significantly when it is developed with commercial and industrial uses.

STAFF RECOMMENDATION

Staff recommends approval of the annexation.

Staff contact: Brad Lenz 715-261-6753

PETITION FOR ANNEXATION

The undersigned, constituting 100 percent of the owners of the following-described property located in the Town of Stettin, 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:

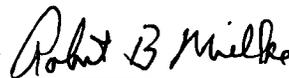
SEE ATTACHED MAP AND LEGAL DESCRIPTION

There are no persons residing in the territory.

Dated this 30th day of June, 2016.

CITY OF WAUSAU (Owner)

BY



Robert B. Mielke, Mayor
City Hall
407 Grant Street
Wausau WI 54403

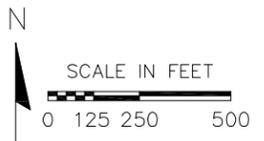
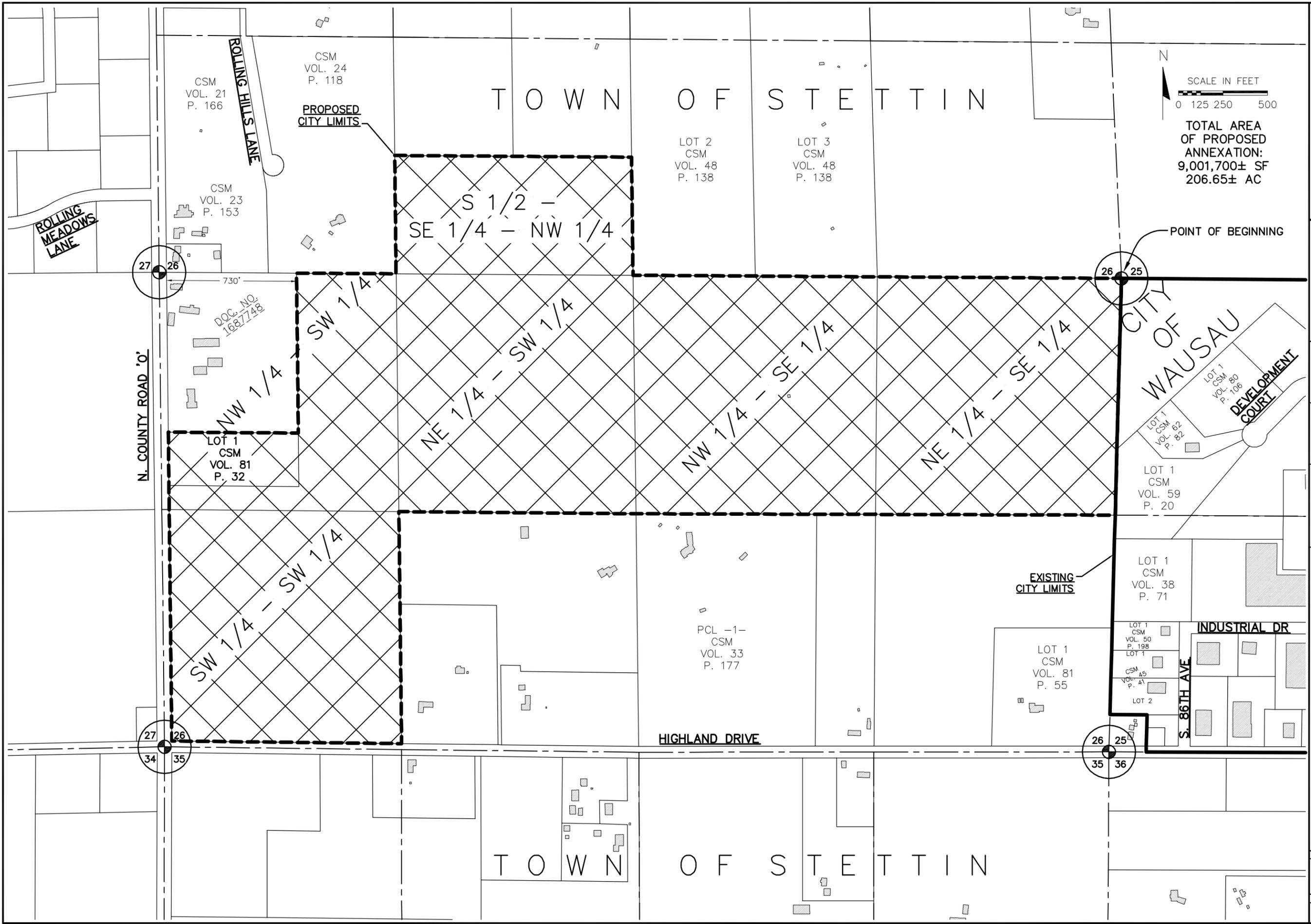
Legal Description for Proposed Annexation
City of Wausau

Lot 1 of Certified Survey Map No. 17100 recorded in Office of Register of Deeds for Marathon County in Volume 81 of Certified Survey Maps on Page 32, the Northwest $\frac{1}{4}$ and Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, the South $\frac{1}{2}$ of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, part of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, and part of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, all in Section 26, Township 29 North, Range 6 East, Town of Stettin, Marathon County, Wisconsin, described as follows:

Commencing at the East $\frac{1}{4}$ corner of said Section 26, said corner being on the existing boundary of the City of Wausau, the point of beginning;

Thence West, along the North lines of said Northwest $\frac{1}{4}$ and Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, to the East line of said South $\frac{1}{2}$ of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$; thence North, along said East line, to the North line of said South $\frac{1}{2}$; thence West, along said North line, to the West line of said South $\frac{1}{2}$; thence South, along said West line, to the North line of said Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$; thence West, along said North line, to the East line of the parcel described in Document Number 1687748 recorded in Office of Register of Deeds for Marathon County, said line being 730 feet East of and parallel with the East right-of-way of C.T.H. "O"; thence South, along said East line, to the Northeast corner of said Lot 1 of Certified Survey Map No. 17100; thence West, along the north line of said Lot 1, 730 feet to said East right-of-way of C.T.H. "O"; thence South, along said East right-of-way, to the North right-of-way of Highland Drive; thence East, along said North right-of-way, to the East line of said Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$; thence North, along said East line, to the South line of said Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$; thence East, along said South line and along the South lines of said Northwest $\frac{1}{4}$ and Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, to the East line of said Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ and said existing boundary of the City of Wausau; thence North, along said East line and along said existing boundary of the City of Wausau, to said East $\frac{1}{4}$ of Section 26, the point of beginning.

DWG FILE NAME: O:\Engineering\DWG\PROJ\0976\DWG\0976_Schmidt_Annexation.dwg, 6/29/2016 8:41:08 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



TOTAL AREA OF PROPOSED ANNEXATION:
9,001,700± SF
206.65± AC

CITY OF WAUSAU
Engineering Department
407 GRANT STREET WAUSAU, WI 54403-4783
(715) 261-6740 FAX (715) 261-6759

DRAWN BY: J.D.V. / D.F.H.
CHECKED BY: D.F. HUEMPNER
INTRODUCED:
ADOPTED:
ORDINANCE NUMBER:
FILE NUMBER:

REVISIONS
J.D. VANBOXEL

DATE
06/10/2016

ISSUED FOR
PRELIMINARY REVIEW/APPROVAL
BIDDING/CONST.
REC. REF. DWG.
OFFICE USE

PROPOSED ANNEXATION MAP
ARLON SCHMIDT ANNEXATION
ANNEXING TERRITORY FROM THE TOWN OF STETTIN TO THE CITY OF WAUSAU

SHEET NO.
1
OF 2 SHEETS
ORDINANCE NUMBER

AGENDA ITEM

Discussion and possible action on the installation of curb bumps outs at Thomas Jefferson Elementary School, GD Jones Elementary School and John Marshall Elementary School

BACKGROUND

The Wausau School District is doing significant upgrades to GD Jones Elementary School, Thomas Jefferson Elementary School, and John Marshall Elementary School. The District is asking to make changes to the existing streets to create bus drop off areas at each of these schools. Drawings of the proposed alterations are attached. The following is a summary of each:

GD Jones Elementary: Create an approximate 250 foot refuge for bus drop off on 12th Avenue between Rosecrans and Thomas Street. The drop off would include a 10 foot paved lane and 6 foot sidewalk directly behind the curb. Four boulevard trees would need to be removed. A portion of the sidewalk, approximately 2.5 feet, would be off City right-of-way. Staff would need to work with the school district to obtain an easement.

Thomas Jefferson: Create an approximate 275 foot refuge for bus drop off on Randolph Street. The drop off would include a 10 foot paved lane and a 6 foot sidewalk directly behind the curb. No trees would need to be removed. All sidewalk would remain within the road right-of-way.

John Marshall: Create an approximate 250 foot refuge for bus drop off on Lamont Street. The drop off would include a 10 foot paved lane and a 6 foot sidewalk directly behind the curb. Three boulevard trees would need to be removed. A portion of the sidewalk, approximately 3.5 feet, would be off City right-of-way. Staff would work with the school district to obtain an easement. Also as part of this project, approximately 400 feet of the grass boulevard on Broadway Avenue would be removed and replaced with concrete. This is being done to aid parents in student drop off. As a result, nine boulevard trees would need to be removed. School district staff will work with the Park Department to have the trees relocated behind the walkway in front of the existing fence.

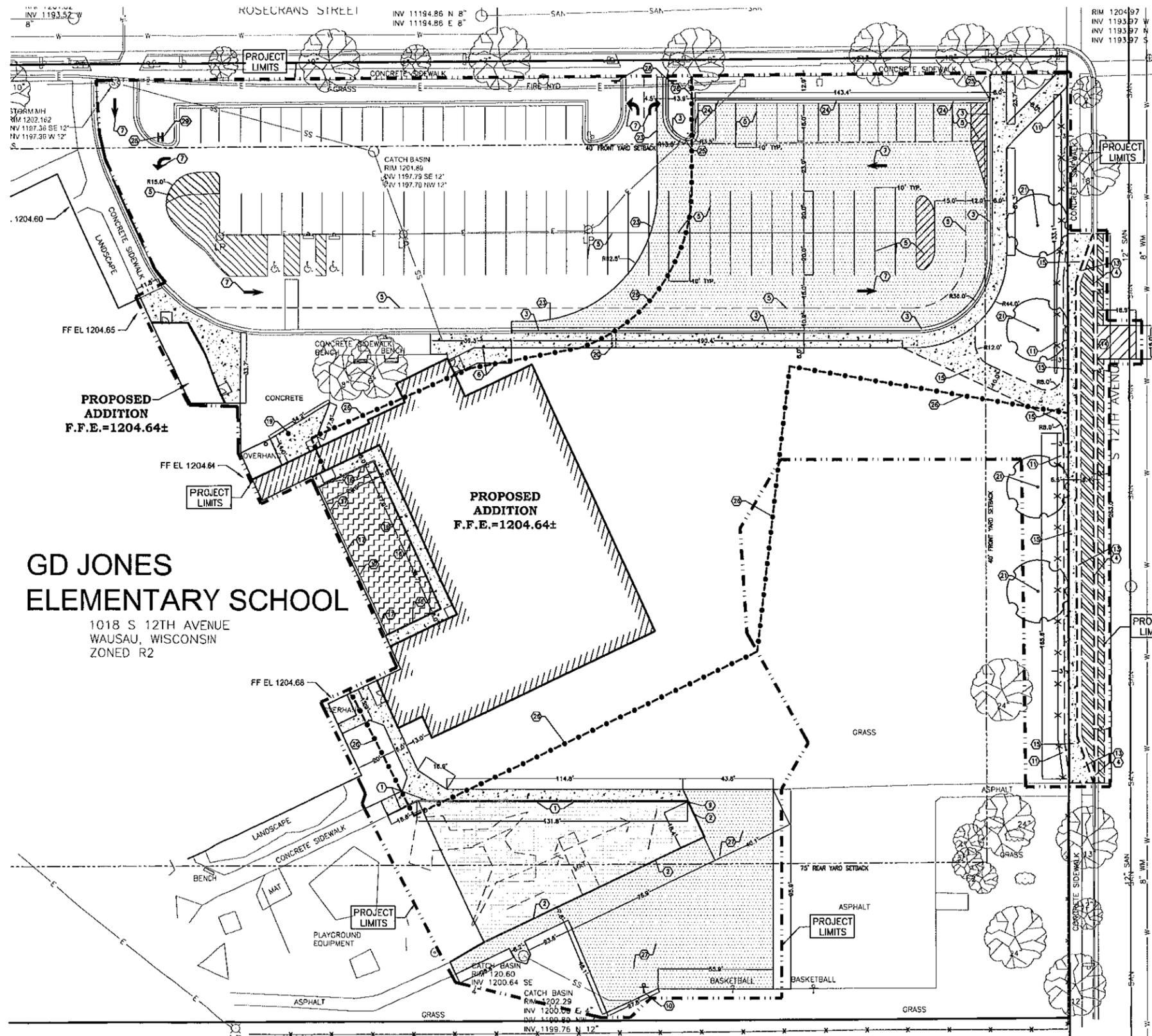
FISCAL IMPACT

The Wausau School District is proposing to fund the projects. The City would have the obligation for future maintenance and plowing of the drop off areas.

STAFF RECOMMENDATION

Staff recommends approving the plans as presented.

Staff contact: Allen Wesolowski 715-261-6762



**GD JONES
ELEMENTARY SCHOOL**
1018 S 12TH AVENUE
WAUSAU, WISCONSIN
ZONED R2

**PROPOSED
ADDITION
F.F.E.=1204.64±**

**PROPOSED
ADDITION
F.F.E.=1204.64±**

GENERAL NOTES:

- CONTACT OWNER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCES AND LOCAL AUTHORITIES.
- SEE SHEET C103 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
- ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE RESPONSIBILITY OF THE SITE GRADING CONTRACTOR AND INCLUDED IN THE BASE BID CONTRACT.
- VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- ALL BIDDERS PLACING ON SUBMITTING A BID SHALL VISIT THE SITE AND REVIEW THE EXISTING CONDITIONS PRIOR TO THE BID DATE.
- PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
- COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
- PROMOTE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
- ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
- ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDING IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
- REFER TO SITE ELECTRICAL PLANS FOR LIGHT POLE LOCATIONS.
- GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TEMPORARY ENCLOSURE IF THIS AREA IS CONSTRUCTED IN THE WINTER MONTHS.

KEYNOTES:

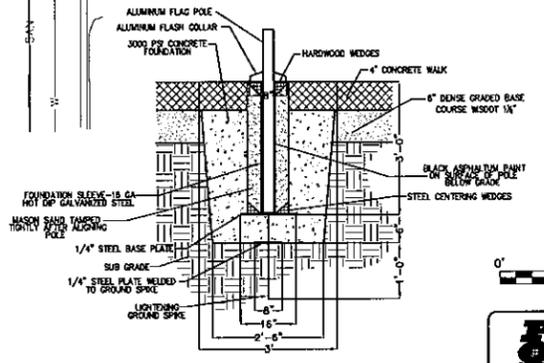
- | | |
|---|---|
| 1 PLAYGROUND AREA THICKENED EDGE WALK | 15 CONCRETE SIDEWALK (ALTERNATE) |
| 2 12"x12" PLAYGROUND AREA CURB | 16 COURTYARD THICKENED EDGE WALK - ADJACENT TO RUBBER SURFACE |
| 3 STANDARD ROLLED CONCRETE CURB & GUTTER (TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER) | 17 COURTYARD 12"x12" CONCRETE CURB - ADJACENT TO RUBBER SURFACE |
| 4 CONCRETE VALLEY GUTTER (ALTERNATE) | 18 |
| 5 PARKING LOT STRIPING | 19 REINSTALL SALVAGED FLAG POLE - VERIFY LOCATION W/OWNER PRIOR TO INSTALLATION |
| 6 CONCRETE RAMP | 20 SIDEWALK DRAIN |
| 7 DIRECTIONAL ARROW | 21 INSTALL DECIDUOUS TREE - TREE TO BE 2" CALIPER "FRONTIARD LINDEN" (TILIA AMERICANA "BALLYARD") (ALTERNATE) |
| 8 CONCRETE CURB & GUTTER TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER (IN PARKING LOT) | 22 |
| 9 THICKENED EDGE WALK TO 12" PLAY AREA CURB TRANSITION POINT | 23 SAWCUT CLEAN EDGE PRIOR TO PAVING |
| 10 RELOCATED BASKETBALL STANDARD/HOOP | 24 REJECT ROLLED CONCRETE CURB & GUTTER (TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER) |
| 11 REINSTALL RELOCATED FENCE (ALTERNATE) | 25 STANDARD TO REJECT ROLLED CURB & GUTTER TRANSITION POINT |
| 12 | 26 INSTALL TEMPORARY 6" CHAIN LINK SECURITY FENCE REMOVE AFTER CONSTRUCTION |
| 13 CONCRETE CURB & GUTTER (ALTERNATE) (TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER) | 27 ANY AREAS WHERE ASPHALT WAS REMOVED SHOULD BE PATCHED WITH GRAVEL UNTIL FINAL ASPHALT IS INSTALLED OVER ENTIRE AREA. |
| 14 REMOVE & REPLACE EXISTING PAVEMENT, CONCRETE CURB & GUTTER AS IS TO BE PROPOSED SANITARY SEWER | 28 "DO NOT ENTER" SIGN |
| | 29 "LEFT TURN ONLY" SIGN |

PAVEMENT HATCH PATTERNS:

- | | |
|--|---|
| PROPOSED 3.25" ASPHALTIC CONCRETE PAVEMENT W/9" BASE COURSE | 1 |
| PROPOSED 4" CONCRETE PAVEMENT W/6" BASE COURSE | 2 |
| REPLACE GRAVEL BASE AND PAVEMENT TO MATCH EXISTING THICKNESS. COORDINATE WITH CITY. (ALTERNATE) | 3 |
| PROPOSED 12" WOOD CHIPS (APPROVED FOR PLAYGROUND USE) W/FILTER FABRIC REMOVE EXISTING WOOD CHIPS | 4 |

INSTALLATION OF DENSE GRADED BASE, POURED IN PLACE RUBBER SURFACE & PLAY MODEL 1-30-89857-1) EQUIPMENT BY MILLER & ASSOCIATES. CONTACT PERSON: STEVE BARNETT (800-953-8700) THIS WORK IS TO BE INCLUDED IN BASE BID. SEE GENERAL NOTE #15.

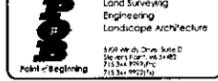
REPLACE GRAVEL BASE AND PAVEMENT TO MATCH EXISTING THICKNESS. COORDINATE WITH CITY. (ALTERNATE)



FLAG POLE BASE



Scale 1"=20'



bray architects
solid foundation. forward thinking.

Office Locations:
Milwaukee
173 North Broadway
Milwaukee, Wisconsin 53202
T: 414.226.0200

Sheboygan
1202A North 8th Street
PO Box 955
Sheboygan, Wisconsin 53082
T: 920.458.4200

www.brayarch.com

Project Title:
**WAUSAU SCHOOL DISTRICT
G.D. JONES ELEMENTARY SCHOOL
1018 SOUTH 12th AVENUE
WAUSAU, WI 54401**

Project Number:
3180

Issued For:
CONSTRUCTION DOCUMENTS

Issue Dates:
October 30, 2015

Revision Dates:
1 Addendum #1
November 12, 2015
2 March 18, 2016 P5 #6

Sheet Title:
Layout Plan

Sheet Number:
C101

GENERAL NOTES:

- CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCES AND LOCAL AUTHORITIES.
- SEE EROSION CONTROL PLAN FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
- VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
- ALL BIDDERS PLANNING ON SUBMITTING A BID SHALL VISIT THE SITE AND REVIEW THE EXISTING CONDITIONS PRIOR TO THE BID DATE.
- PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
- COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
- THE CONTRACTOR SHALL KEEP ALL CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE OUTSIDE OF THE BUFFER AREA AS SHOWN.
- ALL DIMENSIONS ARE REFERENCED PARALLEL OR PERPENDICULAR TO THE SITE ENTITIES SHOWN.
- PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
- SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
- ALL SANICUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
- ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDDED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
- GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TEMPORARY ENCLOSURE IF THIS AREA IS CONSTRUCTED IN THE WINTER MONTHS.

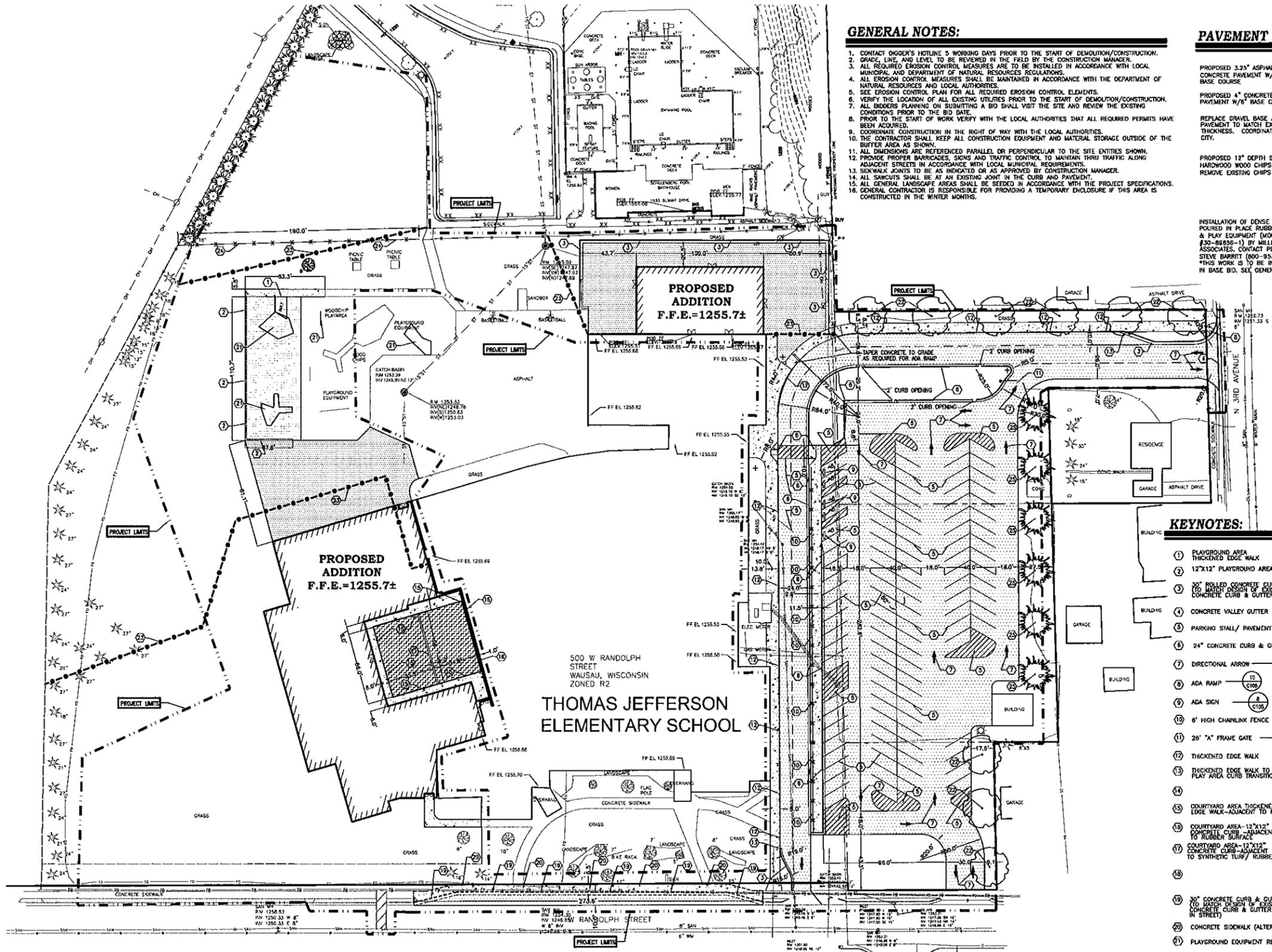
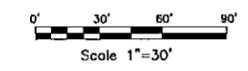
PAVEMENT HATCH PATTERNS:

- PROPOSED 3.25" ASPHALTIC CONCRETE PAVEMENT W/12" BASE COURSE
- PROPOSED 4" CONCRETE PAVEMENT W/6" BASE COURSE
- REPLACE GRAVEL BASE AND PAVEMENT TO MATCH EXISTING THICKNESS. COORDINATE WITH CITY.
- PROPOSED 12" DEPTH SHREDDED HARDWOOD WOOD CHIPS W/FABRIC REMOVE EXISTING CHIPS

INSTALLATION OF DENSE GRADED BASE, POURED IN PLACE RUBBER SURFACE & PLAY EQUIPMENT (WOODE) #30-88850-1) BY MILLER & ASSOCIATES, CONTACT PERSON: STEVE BARRITT (900-953-8700) *THIS WORK IS TO BE INCLUDED IN BASE BID. SEE GENERAL NOTE #18.

KEYNOTES:

- PLAYGROUND AREA THICKENED EDGE WALK
- 12"x12" PLAYGROUND AREA CURB
- 30" ROLLED CONCRETE CURB & GUTTER TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER
- CONCRETE VALLEY GUTTER
- PARKING STALL/ PAVEMENT STRIPING (TYP)
- 24" CONCRETE CURB & GUTTER
- DIRECTIONAL ARROW
- ADA RAMP
- ADA SIGN
- 6' HIGH CHAINLINK FENCE
- 26" "A" FRAME GATE
- THICKENED EDGE WALK
- THICKENED EDGE WALK TO 12" PLAY AREA CURB TRANSITION POINT
- COURTYARD AREA THICKENED EDGE WALK-ADJACENT TO RUBBER SURFACE
- COURTYARD AREA-12"x12" CONCRETE CURB-ADJACENT TO RUBBER SURFACE
- COURTYARD AREA-12"x12" CONCRETE CURB-ADJACENT TO SYNTHETIC TURF/ RUBBER SURFACE
- 30" CONCRETE CURB & GUTTER (ALTERNATE) TO MATCH DESIGN OF EXISTING CONCRETE CURB & GUTTER IN STREET
- CONCRETE SIDEWALK (ALTERNATE)
- PLAYGROUND EQUIPMENT RELOCATION BY OTHERS
- INSTALL DECIDUOUS TREE-TREE TO BE 2" CALIPER "FRONTIARD LINDEN" (LILIA AMERICANA "BALIYARD") (ALTERNATE)
- INSTALL TEMPORARY 6" CHAIN LINK SECURITY FENCE, REMOVE AFTER CONSTRUCTION
- 4' HIGH CHAINLINK FENCE
- INSTALL EVERGREEN TREE-TREE TO BE 4'-5' TALL "BLACK HILLS SPRUCE" (PICEA GLAUCA "DENSATA")



AGENDA ITEM
Discussion and possible action on a preliminary resolution for paving the alley bounded by Lincoln Avenue, Humboldt Avenue, 8 th Street and 9 th Street
BACKGROUND
A request has been received to pave the alley bounded by Lincoln Avenue, Humboldt Avenue, 8 th Street and 9 th Street.
FISCAL IMPACT
The estimated cost to pave this alley is \$10,000. Property owners would be assessed the cost of the asphalt, which is estimated at \$5.00 per foot. Funds would need to be budgeted for 2017 construction.
STAFF RECOMMENDATION
Staff recommends authorizing a public hearing to levy special assessment for paving this alley.
Staff contact: Allen Wesolowski 715-261-6762

Andrew Grundman
PETITION

TO THE MAYOR AND COMMON COUNCIL
 OF THE CITY OF WAUSAU, WISCONSIN

For Office Use

RECEIVED

6/10/16

City of Wausau

Date Filed with City Clerk 3

A Petition For:

- Alley Vacation Sanitary Sewer Storm Sewer Other as Follows:
 Blacktop Paving Street Light Watermain
 Curb and Gutter Street Vacation Zoning Change
- Alley Blacktop Paving

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

Alley Between Lincoln Ave and Humboldt Ave on the 800 Block be paved with black top to prevent erosion and to support the high level of traffic

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
	Andrew Grundman	819 1/2 Lincoln Ave	3-17-16
	MIKE NEWBERRY	1810 N 9th St	3-17-16
	Jody Newberry	1810 N 9th St	3-17-16
	DANA Newberry	1810 N. 9th St	4-13-16
	Lauretta Wagner	802 Humboldt Ave	4-13-16
	Britney Woodsworth	802 1/2 Humboldt Ave	4-13-16
	Chas Layman	801 Lincoln Ave	4-13-16
	Oran Layman	" " "	4-13-16
	Jessica Nell	816 Humboldt Ave	4-20-16
		828 1/2 Humboldt Ave	4/20/16
	Andrew Stefferle	828 Humboldt Ave	4/20/16
	Amber Hill	828 Humboldt A	4/20/16
	Gwendolyn Godfrey	822 Humboldt Ave	4/20/16
	Jen Kniers	818 Humboldt Ave	4/20/16
	MIKE LIENFELDER	815 LINCOLN AVE	4/20/16

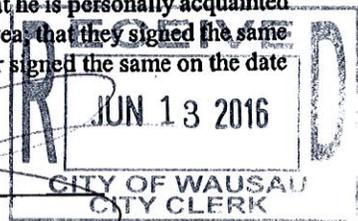
AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
 CITY OF WAUSAU
 Andrew Grundman being duly sworn deposes and says that he is a resident of the affected area, residing at 819 Lincoln Ave Wausau WI 54403 in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 10 day of June, 2016

Signature of City Clerk or designee
 cc: Engineering Dept.

(Signature of Circulator)
819 Lincoln Ave Wausau
 (Address of Circulator)
 WI 54403



Agenda Item No.

6

STAFF REPORT TO CISM COMMITTEE – July 14, 2016

AGENDA ITEM
Update on 2016 Street Construction Projects
BACKGROUND
The Engineering Department has several construction projects that are currently under way or will be shortly. Staff will give an update to the construction projects.
FISCAL IMPACT
None.
STAFF RECOMMENDATION
N/A
Staff contact: Allen Wesolowski 715-261-6762