



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, August 11, 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 July 14, 2016 meeting.
 - B. Action on final resolutions to levy special assessments for 2016 Street Construction Projects.
 3. Discussion and possible action on a drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams (625 South 84th Avenue).
 4. Discussion and possible action on a State/Municipal Agreement regarding Grand Avenue intersections.
 5. Discussion and possible action regarding street lighting along Thomas Street.
 6. Discussion and possible action on the designation of handicap parking stalls in front of City Hall.
 7. Discussion and possible action on the designation of three on-street handicap parking stalls on East Randolph Street (300-400 block).
 8. Discussion and possible action on East Riverfront multi-use trail railroad crossing.
 9. 2017 CIP Summary.
 10. Review of traffic, speed and intersection sight distance at Northwestern Avenue and Gold Ridge Way.
 11. Update on the Thomas Street Project.
 12. Update on 2016 Street Construction Projects.
 13. Future agenda items for consideration.
- Adjourn.

The next regular meeting is scheduled for September 8, 2016.

GARY GISSELMAN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: August 4, 2016 at 3:30 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, Police Department, Daily Herald, City Pages, Wausau School District, Wausau Area Events, Becher-Hoppe Associates, AECOM, Mi-Tech, REL, Glenn Speich, Judy Bayba, Scholfield Group, Evergreen Civil Engineering, Clark Dietz, Inc.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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

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

Also Present: Mayor Mielke, Lindman, 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.

Public Comment for matters not appearing on the agenda

No one came forward to offer public comment.

CONSENT AGENDA

- 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**
-

Rasmussen moved to approve the consent agenda items. McElhaney seconded and the motion carried unanimously 5-0.

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

Lindman stated the City purchased approximately 200 acres in the Town of Stettin for future expansion of the west side of the Business Campus which will make a connection to County Highway O.

Rasmussen moved to approve the petition for annexation from the Town of Stettin at Highland Drive and County Road O. Kellbach seconded.

Abitz questioned if there are any concerns with sewer, water, wires or ground contamination in this area. Lindman explained that prior to the purchase of the land, a Phase 1 environmental study was done and no concerns were found. Rasmussen said the Economic Development Committee has authorized a RFP for a master plan of this area. Part of the master plan is to install sewer and water that will support business growth. Abitz has heard through the grapevine that someone is interested in the property for development.

There being a motion and a second, motion to approve the petition for annexation from the Town of Stettin at Highland Drive and County Road O carried unanimously 5-0.

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

Wesolowski indicated the Wausau School District is improving several facilities. As part of these improvements, the school district has proposed street improvements to facilitate bus drop off areas. Rasmussen asked if the travel lane width of Randolph Street would be narrowed. Wesolowski replied no and explained the sidewalk would be moved back to create a lane for buses to pull into.

Larry Cihlar, Wausau School District, explained that at all three locations the sidewalk would be moved in to get buses out of the traffic lanes. Rasmussen asked if the sidewalk will be moved off of right-of-way and onto school district property. Cihlar indicated an easement may have to be obtained. Wesolowski stated the sidewalk in front of Thomas Jefferson would remain on the existing right-of-way and an easement would not be needed. The existing boulevard area will be lost and a 6' sidewalk will be installed at the back of the curb. Rasmussen feels that Thomas Jefferson has long needed bus accommodations and believes this is a good plan. Wesolowski noted that the school district will be paying for these improvements. Rasmussen is glad to see these improvements as the bus traffic will increase with the building expansion. Cihlar noted that parent drop off will be improved with the acquisition of the adjacent property. Rasmussen added that parents picking kids up tend to show up early to get a parking spot on Randolph Street. The south side of Randolph has been posted with no parking during school hours. This committee may need to consider signage for the other side of the street to keep people out of the bus area. Cihlar indicated there will be a strong communication component from the school to the parents before school starts. Abitz said the parking lot at Newman High School is set up for pick up and drop off. She questioned if Thomas Jefferson's lot is set up this way to divert traffic from Randolph Street. Cihlar indicated with the new parking lot, parents will come in off of 3rd Avenue and exit onto Randolph. Rasmussen noted that currently there is an entry and exit driveway off of Randolph. She asked if the entry driveway on Randolph would be closed. Cihlar replied there will be a point of entry for the staff to enter the parking lot and a point of exit for the parent drop off. There will be an educational component to the parents to ensure they do not use the parking lot to drop children off. The school district would like to avoid signage, especially along Randolph, so sweepers can clear the sidewalk without leaving piles around signs. Rasmussen said this could be approved with the understanding that if issues arise and signage needs to be installed, the school district can work with DPW and the Police Department without further committee approval.

Discussion turned to improvements at GD Jones. Abitz wants to make sure the buses know a left hand turn will not be allowed from 12th Avenue onto Thomas Street once Thomas Street is reconstructed. Cihlar indicated the only difference between last year and what is proposed is the bump in. The buses will not be using a difference entrance. Abitz just wants to be sure the traffic flow relating to Thomas Street is kept in mind. Wesolowski indicated sidewalk will be moved off the existing right-of-way at GD Jones and John Marshall. Staff will work with the school district on easements.

Rasmussen moved to approve the installation of curb bump outs at Thomas Jefferson Elementary School, GD Jones Elementary School and John Marshall Elementary School as proposed. Abitz seconded.

Gisselman asked if trees would be affected at any of the three sites. Cihlar stated the trees at John Marshall are only a year or two old. They are looking at moving the trees to the inside of the sidewalk since the boulevard will be eliminated. In the cases of mature trees, the school district is looking at replacing them within the playground or near vicinity. The school district will follow any guidance from the Park Department. This would also be done at the school district's expense.

There being a motion and a second, motion to approve the installation of curb bump outs at Thomas Jefferson Elementary School, GD Jones Elementary School and John Marshall Elementary School carried unanimously 5-0.

Discussion and possible action on a preliminary resolution for paving the alley bounded by Lincoln Avenue, Humboldt Avenue, 8th Street and 9th Street

Wesolowski stated a petition was received to pave the alley bounded by Lincoln, Humboldt, 8th Street and

9th Street. Past practice has been for this committee to recommend moving forward with a public hearing to levy special assessments. The Board of Public Works would hold the public hearing with results considered by CISM. If approved, money would be budgeted for 2017 construction. Abitz asked if the property owners are aware they would be responsible for plowing the alley. Wesolowski stated any winter maintenance is the responsibility of the property owners; however, they would not be required to plow the alley. Abitz noted an alley near Krist where the owners thought the City would plow it after the alley was paved. Wesolowski indicated letters will be sent out for the public hearing and a statement regarding plowing the alley can be included in that notice.

Rasmussen moved to approve the preliminary resolution for paving the alley bounded by Lincoln Avenue, Humboldt Avenue, 8th Street and 9th Street. Kellbach seconded and the motion carried unanimously 5-0.

Update on 2016 Street Construction Projects

Wesolowski stated business meetings are held every Thursday regarding 2nd Avenue between Stewart Avenue and Elm. There have not been a lot of issues on this project. The underground work will be completed by the middle of next week. One block has been graded with base course. Installation of curb and gutter should begin next week. Completion of the project is scheduled for the middle of September. Temporary signals have been placed at 1st Avenue and 3rd Avenue for the Stewart Avenue project. This project is slightly behind as there were issues with getting railroad flaggers coordinated. The outside lanes will be closed beginning Monday. There will be one lane of traffic in each direction. The intersection of Scott Street and 1st Street will be congested. West bound traffic on Scott Street approaching 1st Street will be narrowed down to one lane. This will continue for a three month period. There are not a lot of alternate routes so congestion is expected. This may shift more traffic to Bridge Street or Thomas Street. The intersection of 1st Street and Scott Street will be upgraded to add a left hand turn lane on 1st Street. Abitz asked if new traffic signals would be installed. Wesolowski confirmed that new signal heads would be installed along with pavement markings. No overhead signs are planned at this time. Abitz asked if there would be any special notification regarding Stewart Avenue construction for visitors coming to Wausau for the fair or if no parking signs would be placed on Stewart. Wesolowski stated the outside lanes will be closed once construction starts. There are special provisions in the contract that the contractor has to keep the intersections open during the fair. There will be full access into the park during the fair.

Gehin indicated the west half of the Chicago Avenue project has been completed, with the exception of landscape touchup work. Starting Monday, 7th Street will be closed from Bridge Street to Humboldt Avenue to allow the contractor to continue east on the project. Once the residents are set up on temporary water, the contractor will continue with utility work. Curb and gutter will be poured on the west half of the Kent Street project. Base course was finished prior to the Balloon Rally. The underground work on the east half of the project will begin this week. Both projects are a week or two behind due to the amount of rain in June. Community Development Block Grant funds were approved to be used for a sidewalk repair project in low to moderate income areas. The bid opening for this project is July 26 with a completion date of mid-October. With the use of these funds, approximately 16,000 square feet of sidewalk will be repaired. Abitz asked if this project includes repair of sidewalk that was damaged in a recent storm. Gehin stated we will do our best to repair storm damaged walk in low to moderate income areas. The Sanitary Sewer Repair Project will begin advertising on Monday. A number of spot repairs will be made to sanitary sewer that has failed or is in poor condition. The cost of this work is estimated at \$135,000. Bids will be opened on August 9 with completion in mid-October.

Future agenda items for consideration

Abitz would like an update on the Thomas Street Project.

Mayor Mielke stated he has been contacted regarding handicap parking in front of City Hall. A handicap ramp is present; however, there is not designated handicap parking. The handicap parking spot is located at the back of City Hall. The back parking area is planned to be revamped this summer with one spot for handicap parking and hopefully two to three spots for employees coming in and out for an hour or so. However, two handicap spots have been requested in front of City Hall. Gisselman stated there are similar situations throughout the community that may be considered in the future as this does involve major work regarding the curb.

Wesolowski stated a State/Municipal Agreement regarding the intersections of Sturgeon Eddy, Townline Road and Thomas Street on Grand Avenue. This would include the design phase to revamp the intersections by possibly adding lanes and new signals. It is proposed as a 25% cost share for design costs. Abitz would like the intersection of Thomas and Grand looked at. There is no left turn signal to turn onto Grand. She has sat through two cycles before she could make a left hand turn. Wesolowski stated this would be looked at during the design process; however, construction would not take place until five years at the earliest. Improvements done prior to the DOT process would be entirely the City's responsibility.

Adjourn

Kellbach moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:05 p.m.

Agenda Item No.

2B

STAFF REPORT TO CISM COMMITTEE – August 11, 2016

AGENDA ITEM

Action on final resolutions to levy special assessments for 2016 Street Construction Projects

BACKGROUND

In the fall of each year, the Common Council adopts resolutions to levy special assessment for street construction projects. Special assessment for 2016 street construction projects to be levied this year include the following:

2nd Avenue from Stewart Avenue to Elm Street
Kent Street from Grand Avenue to Zimmerman Street
Chicago Avenue from 2nd Street to 10th Street

FISCAL IMPACT

Estimated special assessments:

2 nd Avenue:	\$27,000
Kent Street:	\$116,340
Chicago Avenue:	\$81,900

STAFF RECOMMENDATION

Staff recommends the resolutions be forwarded to the Common Council to levy the special assessments for the various projects.

Staff contact: Allen Wesolowski 715-261-6762

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

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

Levying Special Assessments for the 2016 Street Construction Project of Kent Street from Grand Avenue to Zimmerman Street

Committee Action:

Fiscal Impact: Estimated construction cost \$1,381,727; estimated special assessments \$116,340

File Number: 16-0105

Date Introduced: September 13, 2016

FISCAL IMPACT SUMMARY

COSTS	<i>Budget Neutral</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,381,727</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
SOURCE	<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 checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,381,727 Annual Retirement</i>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue <input type="checkbox"/> Debt <input checked="" type="checkbox"/> Funds on Hand <input type="checkbox"/> Interfund Loan <input type="checkbox"/></i>		

RESOLUTION

WHEREAS, on January 12, 2016, a preliminary resolution was adopted for the proposed public street construction project which included the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches, installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary, on the following street during 2016:

Kent Street from Grand Avenue to Zimmerman Street

WHEREAS, the Engineer's report was filed in the office of the City Clerk; a public hearing was held February 8, 2016 for the project; and the Board of Public Works reported upon the hearing to the Capital Improvements and Street Maintenance Committee regarding the comments of those who appeared at said hearing and

WHEREAS, the Capital Improvements and Street Maintenance Committee did recommend to the Common Council that the project be constructed during 2016, and the Common Council accepted the Committee's report at its meeting of February 23, 2016 and ordered that the project be advertised for bid; and

WHEREAS, bids were received by the Board of Public Works and the low bidder was awarded the street construction projects and

WHEREAS, the street construction project special assessments for each property affected are attached hereto and made a part hereof;

NOW THEREFORE, BE IT RESOLVED,

1. That payment for said public improvements shall be made through an assessment against the real estate property described above.
2. That the assessments be and are hereby levied in the amount set forth above.
3. That such levy is made by the exercise of the City's police powers.
4. That the assessments are hereby determined to be fair and equitable, allocated amongst the property on a reasonable basis, and are in the public interest.
5. That any interested property owner may contest all or any part of such assessment in the manner provided in Section 3.24.020 of the Wausau Municipal Code.
6. That the special assessments shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2016, the special assessment will be placed on the 2016 real estate tax bill and be due in full on or before January 31, 2017. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for a payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2016, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2016 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2016 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2016, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2016 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2016 real estate taxes without interest. The remaining balance is paid in equal installments on

the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31). Regardless of how real estate taxes are paid, special assessments must be paid on or before January 31, 2017. No payments can be applied to real estate taxes if special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states that if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) general property taxes.

BE IT FURTHER RESOLVED that this final assessment resolution shall be published as a Class I notice in the official City newspaper; and

BE IT FURTHER RESOLVED, the Clerk shall cause to be mailed a copy of this resolution and a statement of the final assessment against the property to every property owner whose name appears on the assessment roll, whose post office address is known or can with reasonable diligence be ascertained.

Approved:

Robert B. Mielke, Mayor

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Levying Special Assessments for the 2016 Street Construction Project of Chicago Avenue from 2 nd Street Avenue to 10 th Street	
Committee Action:	
Fiscal Impact:	Estimated construction cost \$1,217,341; estimated special assessments \$81,900
File Number:	16-0105
Date Introduced:	September 13, 2016

FISCAL IMPACT SUMMARY			
COSTS	<i>Budget Neutral</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,217,341</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
SOURCE	<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 checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,217,341 Annual Retirement</i>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue <input type="checkbox"/> Debt <input checked="" type="checkbox"/> Funds on Hand <input type="checkbox"/> Interfund Loan <input type="checkbox"/></i>		

RESOLUTION

WHEREAS, on January 12, 2016, a preliminary resolution was adopted for the proposed public street construction project which included the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches, installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary, on the following street during 2016:

Chicago Avenue from 2nd Street to 10th Street

WHEREAS, the Engineer's report was filed in the office of the City Clerk; a public hearing was held February 4, 2016 for the project; and the Board of Public Works reported upon the hearing to the Capital Improvements and Street Maintenance Committee regarding the comments of those who appeared at said hearing and

WHEREAS, the Capital Improvements and Street Maintenance Committee did recommend to the Common Council that the project be constructed during 2016, and the Common Council accepted the Committee's report at its meeting of February 23, 2016 and ordered that the project be advertised for bid; and

WHEREAS, bids were received by the Board of Public Works and the low bidder was awarded the street construction projects and

WHEREAS, the street construction project special assessments for each property affected are attached hereto and made a part hereof;

NOW THEREFORE, BE IT RESOLVED,

1. That payment for said public improvements shall be made through an assessment against the real estate property described above.
2. That the assessments be and are hereby levied in the amount set forth above.
3. That such levy is made by the exercise of the City's police powers.
4. That the assessments are hereby determined to be fair and equitable, allocated amongst the property on a reasonable basis, and are in the public interest.
5. That any interested property owner may contest all or any part of such assessment in the manner provided in Section 3.24.020 of the Wausau Municipal Code.
6. That the special assessments shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2016, the special assessment will be placed on the 2016 real estate tax bill and be due in full on or before January 31, 2017. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for a payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2016, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2016 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2016 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2016, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

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the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31). Regardless of how real estate taxes are paid, special assessments must be paid on or before January 31, 2017. No payments can be applied to real estate taxes if special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states that if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) general property taxes.

BE IT FURTHER RESOLVED that this final assessment resolution shall be published as a Class I notice in the official City newspaper; and

BE IT FURTHER RESOLVED, the Clerk shall cause to be mailed a copy of this resolution and a statement of the final assessment against the property to every property owner whose name appears on the assessment roll, whose post office address is known or can with reasonable diligence be ascertained.

Approved:

Robert B. Mielke, Mayor

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Levying Special Assessments for the 2016 Street Construction Project of 2 nd Avenue from Stewart Avenue to Elm Street	
Committee Action:	
Fiscal Impact:	Estimated construction cost \$1,348,741; estimated special assessments \$27,000
File Number:	15-0105
Date Introduced:	September 13, 2016

FISCAL IMPACT SUMMARY			
COSTS	<i>Budget Neutral</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,348,741</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
SOURCE	<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: Annual Retirement</i>
	<i>TID Financed:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$1,348,741</i>
	<i>TID Source: Increment Revenue <input type="checkbox"/> Debt <input checked="" type="checkbox"/> Funds on Hand <input type="checkbox"/> Interfund Loan <input type="checkbox"/></i>		

RESOLUTION

WHEREAS, on January 12, 2016, a preliminary resolution was adopted for the proposed public street construction project which included the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches, installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary, on the following street during 2016:

2nd Avenue from Stewart Avenue to Elm Street

WHEREAS, the Engineer's report was filed in the office of the City Clerk; a public hearing was held May 4, 2015 for the project; and the Board of Public Works reported upon the hearing to the Capital Improvements and Street Maintenance Committee regarding the comments of those who appeared at said hearing and

WHEREAS, the Capital Improvements and Street Maintenance Committee did recommend to the Common Council that the project be constructed during 2016, and the Common Council accepted the Committee's report at its meeting of February 23, 2016 and ordered that the project be advertised for bid; and

WHEREAS, bids were received by the Board of Public Works and the low bidder was awarded the street construction projects and

WHEREAS, the street construction project special assessments for each property affected are attached hereto and made a part hereof;

NOW THEREFORE, BE IT RESOLVED,

1. That payment for said public improvements shall be made through an assessment against the real estate property described above.
2. That the assessments be and are hereby levied in the amount set forth above.
3. That such levy is made by the exercise of the City's police powers.
4. That the assessments are hereby determined to be fair and equitable, allocated amongst the property on a reasonable basis, and are in the public interest.
5. That any interested property owner may contest all or any part of such assessment in the manner provided in Section 3.24.020 of the Wausau Municipal Code.
6. That the special assessments shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2016, the special assessment will be placed on the 2016 real estate tax bill and be due in full on or before January 31, 2017. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for a payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2016, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2016 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2016 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2016, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2016 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2016 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2016 real estate taxes without interest. The remaining balance is paid in equal installments on

the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% (the 2015 rate was 2.88%) beginning February 1, 2017, on the unpaid balance. The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31). Regardless of how real estate taxes are paid, special assessments must be paid on or before January 31, 2017. No payments can be applied to real estate taxes if special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states that if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) general property taxes.

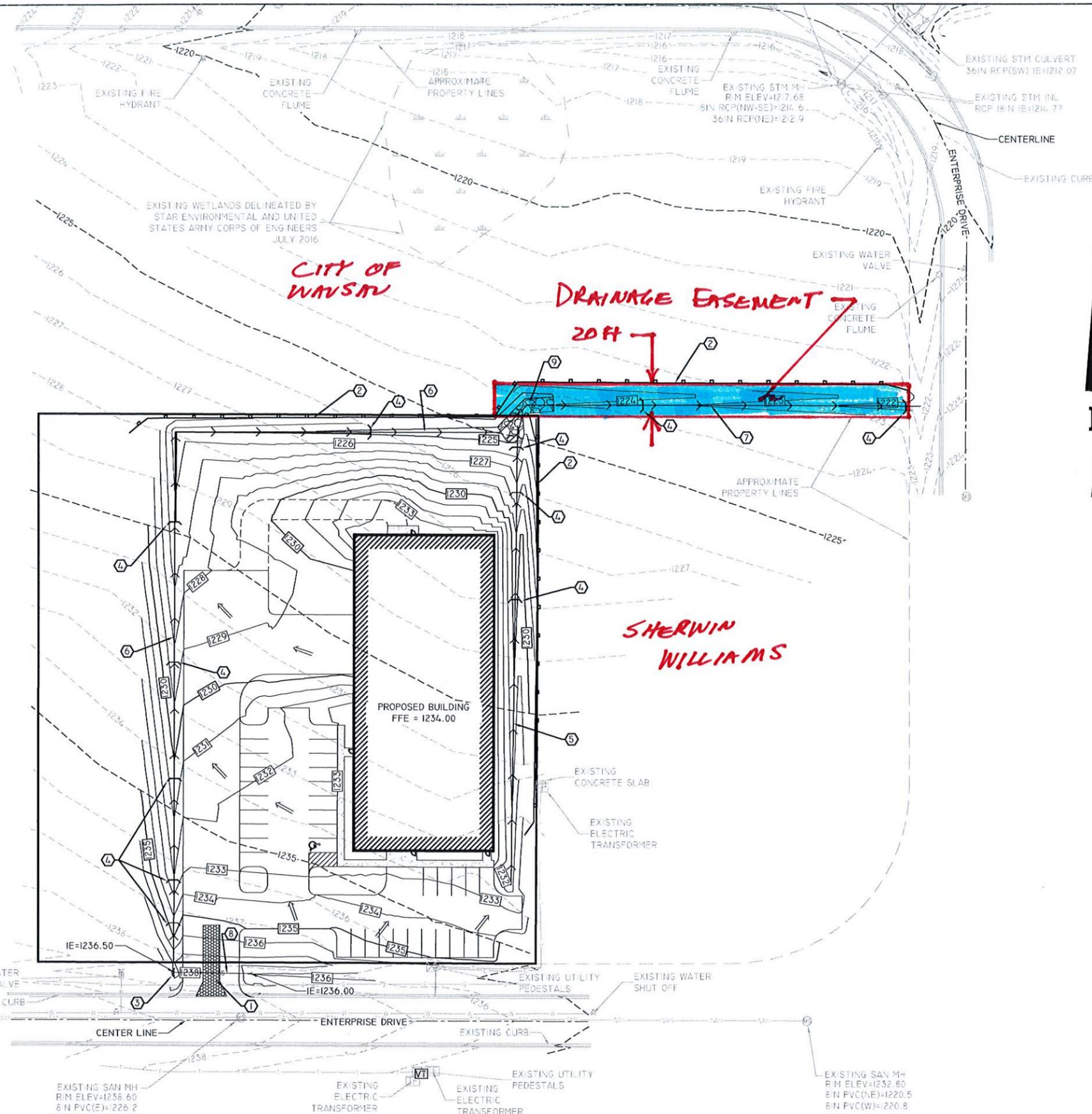
BE IT FURTHER RESOLVED that this final assessment resolution shall be published as a Class I notice in the official City newspaper; and

BE IT FURTHER RESOLVED, the Clerk shall cause to be mailed a copy of this resolution and a statement of the final assessment against the property to every property owner whose name appears on the assessment roll, whose post office address is known or can with reasonable diligence be ascertained.

Approved:

Robert B. Mielke, Mayor

AGENDA ITEM
Discussion and possible action on a drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams (625 South 84 th Avenue)
BACKGROUND
Canteen Vending Services is in the process of constructing a 22,400 sf building with associated parking lot and driveway off of Enterprise Drive in the City’s Business Campus. Due to the existing topography, a majority of the 3-acre development will drain north away from the roadside ditching. To avoid creating a drainage nuisance to the abutting property directly north and avoid creating additional wetlands, a 20-foot wide drainage easement is being proposed to carry the stormwater runoff directly east into roadside ditching. See exhibit. The proposed swale will also redirect stormwater runoff from the Sherwin Williams property to the east. Canteen has agreed to construct the swale under their construction project. A stormwater pond to the northeast regionally provides the needed stormwater management for the businesses along Enterprise Drive.
FISCAL IMPACT
The swale would be owned and maintained by the City.
STAFF RECOMMENDATION
Staff recommends approval of the stormwater drainage easement.
Staff contact: Sean Gehin 715-261-6748



KEYED NOTES

1. TEMPORARY CONSTRUCTION ENTRANCE/EXIT. SEE DETAIL A/C2.1.
2. INSTALL SILT FENCE. SEE DETAIL B/C2.1.
3. PROVIDE CULVERT PROTECTION. SEE DETAIL C/C2.1.
4. INSTALL DITCH CHECKS. SEE DETAIL F/C2.1.
5. INSTALL V-SHAPED SWALE. SEE DETAIL D/C2.1.
6. INSTALL 1-FT SWALE. SEE DETAIL E/C2.1.
7. INSTALL 1-FT WIDE SWALE @ 1.0% LONGITUDINAL SLOPE. SEE DETAIL G/C2.1.
8. INSTALL 12"-DIAMETER CULVERT PIPE.
9. INSTALL LIGHT RIPRAP ON TYPE R GEOTEXTILE FABRIC. SEE DETAIL H/C2.1

NOTES:

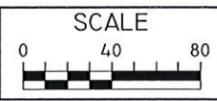
- (A) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.
- (B) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.
- (C) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.
- (D) WETLAND DELINEATION COMPLETED BY STAR ENVIRONMENTAL AND USACE ON JULY 7, 2016. NO WETLAND DISTURBANCE IS INTENDED WITH THIS PROJECT.
- (E) INSTALL EROSION MAT ON ALL REVEGETATED SLOPES 4:1 OR GREATER AND WITHIN SWALE BOTTOMS.
- (F) CONTRACTOR SHALL ABIDE BY THE WDNR CONSERVATION PRACTICE STANDARDS FOR INSTALLATION AND MAINTENANCE OF EROSION CONTROL.
- (G) GRADING CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE BETWEEN PROPOSED IMPROVEMENTS AND EXISTING CONTOURS.
- (H) IN AREAS WHERE THE PARKING LOT DRAINS ONTO ADJACENT GRASS AREAS, MAINTAIN ASPHALT 1" ABOVE GRASS.

SUGGESTED SEQUENCING:

- PROVIDE CONSTRUCTION ACCESS.
- INSTALL SILT FENCE AND DRIVEWAY CULVERT WITH CULVERT PROTECTION
- SUBGRADE CORRECTION (IF APPLICABLE)
- ROUGH GRADING
- INSTALL DITCH CHECKS IN SWALES
- BUILDING CONSTRUCTION
- SITE UTILITY INSTALLATION
- FINISH GRADING
- PAVING
- FINAL STABILIZATION

DRAWING FILE: P:\7346-7346-URBAN CONSTRUCTION - CANTEN - SITE\DWG\LANDMARK\7346-C2 GRADING-EC.DWG LAYOUT: C2 PLOTTED: 08/15/2016 10:25AM PLOTTED BY: GREON

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: GSW	CHECKED BY: JJB
SURVEYED BY: JJM, SJR	APPROVED BY: JJB
DRAWN BY: GSW	DATE: 6/21/2016

GRADING & EROSION CONTROL PLAN
 LANDMARK LEASING LLC - CANTEN
 8220 ENTERPRISE DRIVE
 WAUSAU, WISCONSIN

REI
 REI No. 7346
 SHEET C2

AGENDA ITEM

Discussion and possible action on State/Municipal Agreement regarding Grand Avenue intersections

BACKGROUND

The WDOT is proposing to begin design on the intersections of Grand Avenue and Thomas Street, Grand Avenue and Townline Road, and Grand Avenue and Sturgeon Eddy Road. WDOT staff has been invited to the meeting to discuss the project and answer questions about the project. The exact extents of the project are not known. It will not be known if additional lanes will be constructed at the intersections until further design is completed. It is common for State/Municipal Agreements to be amended as the project develops and the exact extents are known.

FISCAL IMPACT

From the SMA the City is responsible for 25% of the design costs and 100% of any utility adjustment costs. The WDOT will be 100% responsible for construction and real estate costs.

STAFF RECOMMENDATION

Staff recommends approving the SMA.

Staff contact: Allen Wesolowski 715-261-6762



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

Date: July 1, 2016
 I.D.: 6999-02-09/28/79
 Road Name: BUS 51
 Title: Wausau, Grand Avenue
 Limits: Kent Street to Division Street
 County: Marathon
 Roadway Length: 1.56 miles

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

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

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Grand Avenue is a four lane undivided urban roadway located within the connecting street limits in the city of Wausau. The intersections of Sturgeon Eddy Road and Grand Avenue, Townline Road and Grand Avenue, and East Thomas Road and Grand Avenues have impediments located within the roadway lateral clearance.

Proposed Improvement - Nature of work: The proposed improvement is to complete the necessary work to remove the lateral clearance issues.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan).

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering (6999-02-09): Plan Development	\$ 300,000	\$ 225,000	75%	\$ 75,000	25%
Real Estate (6999-02-28):	\$ 100,000	\$ 100,000	100%	\$ -	0%
¹ Participating Construction (6999-02-79): Roadway, (cat 10)	\$ 2,325,000	\$ 2,325,000	100%	\$ -	0%
¹ Non-Participating City Utilities	\$ 10,000		0%	\$ 10,000	100%
subtotal 6999-02-79	\$ 2,335,000	\$ 2,325,000		\$ 10,000	
Total Cost Distribution	\$ 2,735,000	\$ 2,650,000		\$ 85,000	

1. Estimate includes construction engineering.

This request is subject to the terms and conditions that follow (pages 2 – 6) 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 City of Wausau (please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the State (please sign in blue ink)	
Name Brian Gaber	Title WisDOT North Central Region Planning Chief
Signature	Date

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 exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from 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 (CSS).
 - (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) Prohibit angle parking.
- (f) Regulate parking along the highway. The Municipality will file a no parking declaration with the State.
- (g) Use the WisDOT Utility Accommodation Policy unless the Municipality adopts a policy which has equal or more restrictive controls.
- (h) 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.
- (i) Maintain all special or enhancement funded items.
- (j) Coordinate with the State on changes to highway access within the project limits.
- (k) Assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.

9. Basis for local participation:

- (a) **Preliminary Engineering - 6999-02-09:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 75% and the Municipality is responsible for 25% of all design engineering costs necessary for State construction projects on a connecting highway.
- (b) **Real Estate Acquisition - 6999-02-28:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for all costs associated with the acquisition of necessary real estate. However, it shall be the responsibility of the Municipality to provide all of the real estate work and payments necessary to acquire the rights, interests, and/or releases for this project.

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

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

The Municipality will be given a direct cash reimbursement for the approved real estate costs of this project.

Reimbursement will be limited to one payment request for the total real estate expenditures when all real estate activities have been completed.

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

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

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

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

- (c) **Roadway Construction** – **6999-02-79 (Cat 10):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% for the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per this agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 80% and the Municipality is responsible for 20% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per this agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 50% and the Municipality agrees to pay 50% of continuous new street lighting costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per this agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the ratio of estimated costs for trunk line sewers and laterals needed to accommodate the water naturally flowing from the street only. The needed size is based on the runoff generated by a specific rainfall event, determined in Chapter 13 of the WisDOT Facilities Development Manual. The Municipality is responsible 100% for over-sizing costs to accommodate local storm water.

Landscaping: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 80% and the Municipality agrees to pay 20% of landscaping costs when placement is in the right-of-way or when the Municipality arranges for placement on private property in cases where there is insufficient space in the right-of-way. Landscaping may be designed as part of the roadway project provided the Municipality or property owner accepts responsibility for the maintenance of the landscaping items. Where possible, landscaping design should be consistent with the communities landscaping practices.

Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

- (d) **Non-Participating Construction Local Utilities** – (cat 20) or ID 6999-02-XX (if over \$50k): In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with new installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities.

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 regarding street lighting along Thomas Street

BACKGROUND

The design for Thomas Street is progressing. One aspect of the design which staff would like to discuss with the committee is the lighting design. Staff would like general direction on the expectations of the committee on the overall lighting design. Included are several pictures of different types of lighting fixtures around the City. In general, the lighting can be broken into 3 categories:

- The lighting design can be decorative, which is represented by the first photo of a fixture on 3rd Street.
- The lighting could be more standard overhead which is represented by the photo of the fixtures recently installed on Grand Avenue.
- Or, the lighting can be a mix of the standard overhead and decorative as is shown in the third photo of the lighting on Stewart Avenue.

FISCAL IMPACT

Lighting costs were included in the initial estimates for the project. Lighting costs for decorative lights as shown on the 3rd Street photo can be as much as twice the expense of standard lighting due to the increased density of the lighting and fixture/pole costs.

STAFF RECOMMENDATION

Staff recommends CISM members review the photos and provide staff and AECOM direction. Staff will take these recommendations and move ahead to provide final design and cost estimates.

Staff contact: Allen Wesolowski 715-261-6762

80

Standard Decorative light.
Holophane pole and LED fixture.
Typical in downtown street.

808 3rd St Suite 100
715-298-2626

MEXICAN STORE
3 HERMANOS
Abarrotes y Semillas
Frutas y Verduras
808 3rd St Suite 100
Tel 715-298-2626



Grand Avenue
Lighting.



330 GRAND AVE
SPACE FOR RENT
715-571-2121
SECURITY FINANCE
FINANCIAL PLANNING
INVESTMENT CENTER
Beltone
HEARING SOLUTIONS INC.

UNLEADED 2.22 9/10
E-85 1.69 9/10
DIESEL 2.35 9/10

GROUND BEEF \$1.99 /LB
73% Lean

SECURITY FINANCE

Beltone
HEARING SOLUTIONS INC.

Stewart Avenue
(17th Avenue - 1st
Avenue) Brown
'Shoe box' Style
lights.



Agenda Item No.

6

STAFF REPORT TO CISM COMMITTEE – August 11, 2016

AGENDA ITEM

Discussion and possible action on the designation of handicap parking stalls in front of City Hall

BACKGROUND

At the last CISM meeting, Mayor Mielke requested this item be discussed at a future meeting. Staff has provided a photo of the parking stalls in front of City Hall for consideration. Presently, there are 9 parking stalls on Grant Street in front of City Hall, all designated for 15 minute parking. None of the stalls are currently marked for handicap parking. A handicap parking stall is marked on the east side of City Hall in the parking lot off 5th Street.

FISCAL IMPACT

Fiscal impact will vary depending upon CISM action.

STAFF RECOMMENDATION

Staff recommends either marking a stall or two on either end of the block. This would enable handicap individuals to utilize the existing ramps at the intersection. An alternate would be to mark a stall or two directly north of the building in closer proximity to the front doors. If this option is chosen, staff would highly recommend additional pavement marking and alteration of the existing curb to create a handicap accessible ramp.

Staff contact: Allen Wesolowski 715-261-6762



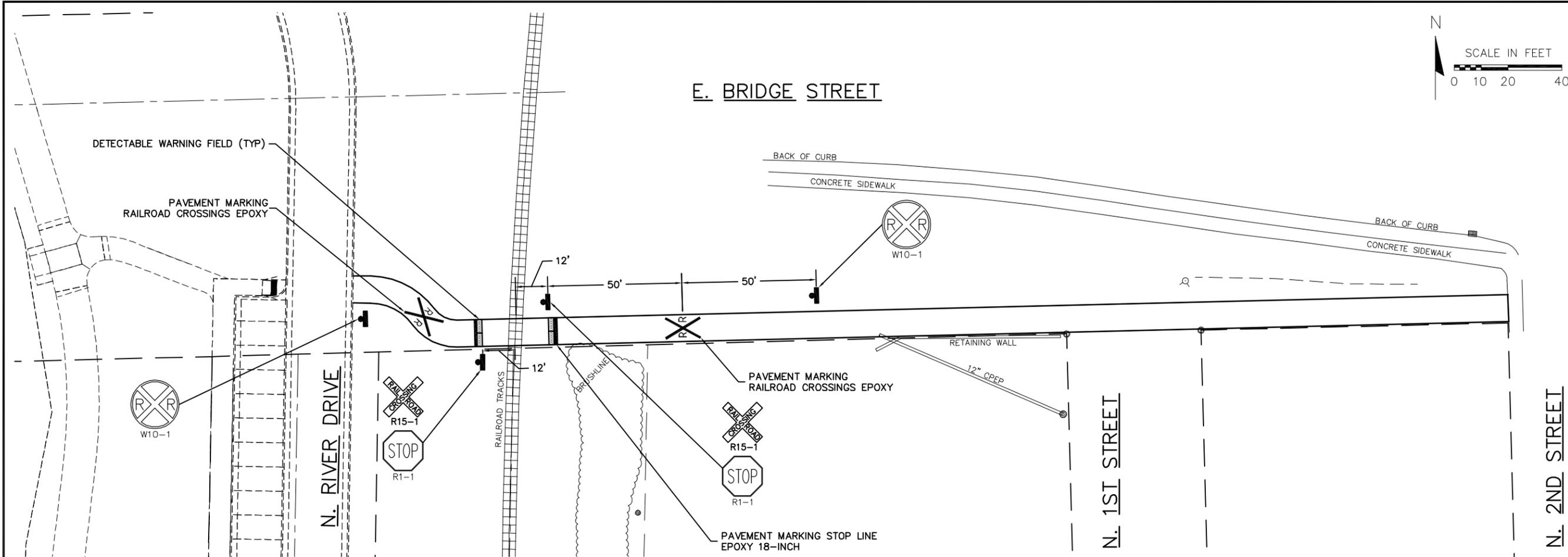
AGENDA ITEM
Discussion and possible action on the designation of three on-street handicap parking stalls on East Randolph Street (300-400 block)
BACKGROUND
Regal Beloit is requesting the designation of three (3) disabled parking spaces on the south side of Randolph Street near an entrance to the north side of their building. See attached aerial photo for approximate locations. The stalls would be located adjacent to a no-parking zone for a fire hydrant. The existing off-street parking spaces for the business are not conveniently located for several employees who have mobility issues. If the stalls are to be designated, improvements may be needed to provide access, such as: curb ramps with truncated domes; new paint for marking curbs and pavement; and new signage.
FISCAL IMPACT
Improvements may be able to be completed with in-kind services and within existing budgets.
STAFF RECOMMENDATION
None.
Staff contact: Brad Lenz 715-261-6753

Figure 1. Aerial photo of E. Randolph Street (oriented South)



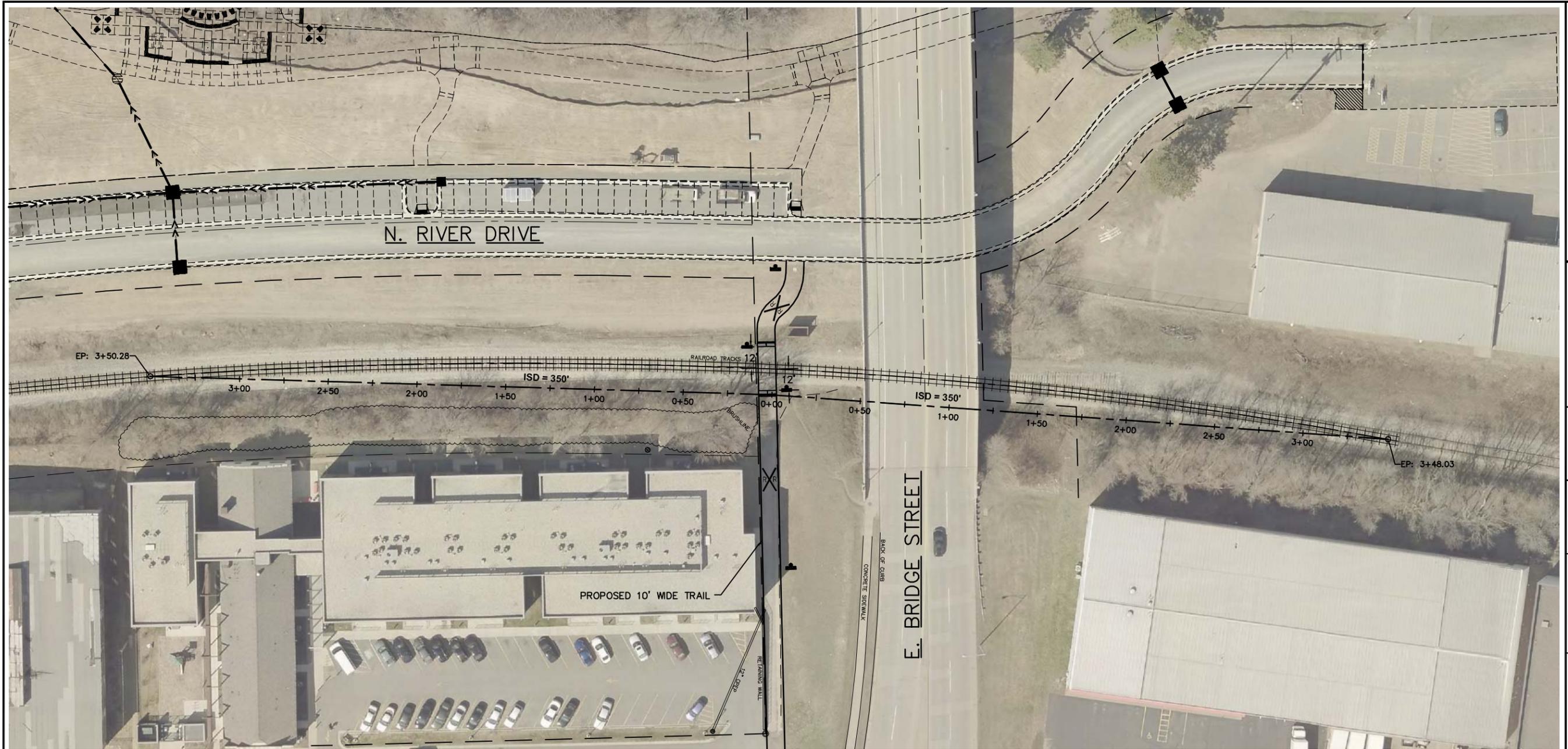
AGENDA ITEM
Discussion and possible action on East Riverfront multi-use trail railroad crossing
BACKGROUND
<p>When completed the East Riverfront Redevelopment will consist of many exciting land uses that will include residential, commercial, and recreational uses (parks, trails and boating). These new developments will hopefully attract and draw many to the riverfront.</p> <p>To safely provide access to the attractions along the river that include a multi-use trail, City staff is proposing a trail connection that would extend from the River Edge Trail and the new park east to 2nd Street along the south side of the Bridge Street bridge embankment. This connection, which includes a new railroad crossing, will provide a safe access point to pedestrians and bicyclists traveling to and from the adjacent neighborhoods directly to the east and also to and from the west side of the river traveling across the bridge street bridge.</p> <p>City staff is currently reviewing the sight distances at the rail crossing and needed traffic control (advance signage and markings) to protect CN Railroad and pedestrians.</p> <p>The new railroad crossing will require approval from the Wisconsin office of Commissioner of Railroads (OCR). City staff is currently preparing a formal petition to the OCR for the installation of the rail crossing. Obtaining a new rail crossing can be challenging and take years to achieve.</p>
FISCAL IMPACT
None.
STAFF RECOMMENDATION
Staff recommends approving the petition to OCR for a new trail crossing.
Staff contact: Sean Gehin 715-261-6748

DWG FILE NAME: O:\Engineering\DWG\PROJ\0969\DWG\0969_TrolleyFlats_TPO.dwg, 8/8/2016 7:48:05 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



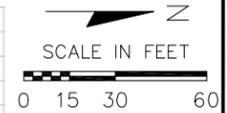
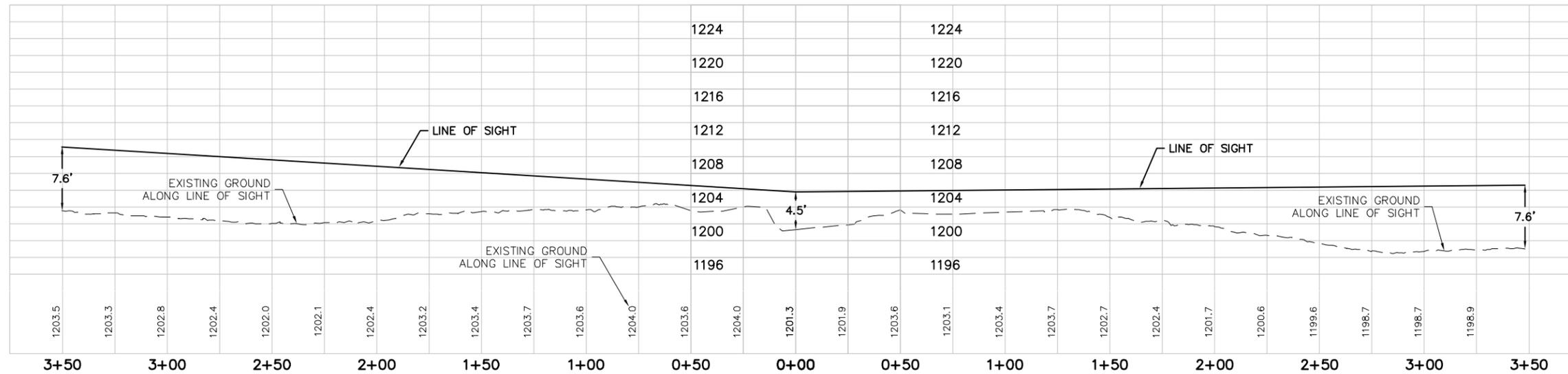
<p>TROLLEY QUARTERS FLATS N. 1ST STREET TO E. BRIDGE STREET</p>		<p>CITY OF WAUSAU Engineering Department 407 GRANT STREET WAUSAU, WI. 54403-4788 (715) 261-6740 FAX (715) 261-6759</p>	
<p>EROSION CONTROL & PAVEMENT MARKING</p>		<p>ISSUED FOR: <input checked="" type="checkbox"/> PRELIMINARY <input type="checkbox"/> REVIEW/APPROVAL <input type="checkbox"/> BIDDING/CONST. <input type="checkbox"/> REC. REF. DWG. <input type="checkbox"/> OFFICE USE</p>	
<p>DATE: 08/05/2016</p>		<p>REVISIONS: J.D.VANBOXEL</p>	
<p>SHEET NO. 1</p>		<p>DESIGNED BY: S.J.OEHIN DRAWN BY: J.D.VANBOXEL APPROVED BY: ERIC LINDMAN POINT FILE:</p>	
<p>OF 1 SHEETS</p>		<p>FILE NUMBER: 16-04-05</p>	

DWG FILE NAME: O:\Engineering\DWG\PROJ\0969\DWG\0969_TrolleyFlats_TPO.dwg, 8/8/2016 7:46:58 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



WESTBOUND - LOOKING SOUTH

WESTBOUND - LOOKING NORTH



NOTE:
APRIL, 2016 AERIAL
PHOTO SHOWN

AGENDA ITEM
2017 CIP Summary
BACKGROUND
Staff has prepared a 2017 infrastructure budget for consideration. Staff will review the budget and discuss the needs during the CISM meeting.
FISCAL IMPACT
As can be seen from the attachment, staff is requesting a \$3,674,000 budget for 2017.
STAFF RECOMMENDATION
Staff recommends CISM support the proposed infrastructure budget in the 2017 budget.
Staff contact: Allen Wesolowski 715-261-6762

**CITY OF WAUSAU CAPITAL BUDGET
DETAIL ANALYSIS OF 2017 INFRASTRUCTURE PROJECTS**

	ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL REQUEST	Special Funding	DEFERRED TO FUTURE YEAR	2017 BUDGET
LAND ACQUISITION						
Thomas Street Widening		CO balance				-
Stewart Avenue		CO balance				-
TOTAL LAND ACQUISITION			<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
DOT PROJECTS						
Stewart Avenue, 1st to 17th Avenue Design		CO balance				-
Stewart Ave, 1st to 12th Ave Construction		CO balance				-
1st Avenue, Thomas to Stewart Design		CO balance				-
Townline Rd, Grand to Easthill Design Review		CO balance				-
County Highway U design/construction		CO balance				-
Grand Avenue Intersection			50,000			50,000
TOTAL DOT PROJECTS			<u>\$ 50,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 50,000</u>
STREET IMPROVEMENTS						
	150 232098230					
2nd Street, Bridge Street to East Wausau Avenue			\$ 335,775			\$ 335,775
Washington Street, RR tracks to 13th Street			546,065			546,065
Plaza Drive, Pine Ridge Blvd to 28th Avenue			339,385			339,385
East Wausau Avenue, RR tracks to 3rd Street			110,725			110,725
Thomas Street, 4th Avenue to 17th Avenue		TID #6	3,340,000	3,340,000		-
Fulton Street Extension (Frantz Development)		TID #3	2,500,000	2,500,000		-
TOTAL STREET IMPROVEMENTS			<u>\$ 7,171,950</u>	<u>\$ 5,840,000</u>	<u>\$ -</u>	<u>\$ 1,331,950</u>
BOULEVARD TREES & LANDSCAPING						
	150 232098237					
For 2017 project streets and subdivisions		CO balance				\$ -
			<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
THOMAS STREET						
	144 344998212					
Thomas Street Design		CO balance				\$ -
			<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
ASPHALT OVERLAY AND ALLEY PAVING						
	150 232698230					
Asphalt Paving			\$ 500,000	250,000		\$ 250,000
Alley Paving	150 232698236		40,000			40,000
TOTAL ASPHALT OVERLAY AND ALLEY PAVING			<u>\$ 540,000</u>	<u>\$ 250,000</u>	<u>\$ -</u>	<u>\$ 290,000</u>
SIDEWALKS						
	150 233098240					
Annual Sidewalk Replacement Contract			300,000	100,000		\$ 200,000
TOTAL SIDEWALKS			<u>\$ 300,000</u>	<u>\$ 100,000</u>	<u>\$ -</u>	<u>\$ 200,000</u>
STREET LIGHTING						
2nd Street, Bridge St to East Wausau Ave			\$ 190,000			190,000
TOTAL STREET LIGHTING			<u>\$ 190,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 190,000</u>
BRIDGE MAINTENANCE						
Expansion Joints			150,000			\$ 150,000
Concrete Repair			\$ 25,000			25,000
TOTAL BRIDGE MAINTENANCE			<u>\$ 175,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 175,000</u>

**CITY OF WAUSAU CAPITAL BUDGET
DETAIL ANALYSIS OF 2017 INFRASTRUCTURE PROJECTS**

	ACCT NO.	SPECIAL FUNDING SOURCE	TOTAL REQUEST	Special Funding	DEFERRED TO FUTURE YEAR	2017 BUDGET
STORM SEWER						
	150 236198250					
2nd Street, Bridge Street to East Wausau Avenue			\$ 120,000		\$ -	\$ 120,000
Washington Street, RR tracks to 13th Street			160,000			160,000
Thomas Street, 4th Ave to 17th Ave (TID 6)			500,000	500,000		-
Consultant Design and Study Fees			65,000			65,000
Maintenance of Stormwater BMP's			100,000			100,000
BMP Construction/Modification			-			-
Stormwater Coalition Membership			1,500			1,500
Wetland Delineation Studies			10,000			10,000
Other Costs - DNR fees, Outreach Program, Training			11,000			11,000
TOTAL STORM SEWER			\$ 967,500	\$ 500,000	\$ -	\$ 467,500
OTHER PROFESSIONAL SERVICES						
	150 236592190					
Unanticipated Engineering Studies	CO balance & budget to equal \$200,000		\$ 50,000	-		50,000
TOTAL OTHER PROFESSIONAL SERVICES			\$ 50,000	\$ -	\$ -	\$ 50,000
OTHER CAPITAL EXPENDITURES						
	150 236598290					
Concrete Pavement Repairs (joints/cracks)			\$ 300,000			\$ 300,000
Pavement Markings			100,000			100,000
Curb Replacement			20,000			20,000
TOTAL OTHER CAPITAL REPAIRS			\$ 420,000	\$ -	\$ -	\$ 420,000
PARKING RAMP CAPITAL EXPENDITURES						
	150 237598437					
Annual Maintenance/repairs			\$ 500,000			\$ 500,000
TOTAL RAMP CAPITAL EXPENDITURES			\$ 500,000	\$ -	\$ -	\$ 500,000
INDUSTRIAL PARK						
					\$ -	\$ -
TOTAL INDUSTRIAL PARK			\$ -	\$ -	\$ -	\$ -
WATERMAINS						
2nd Street, Bridge Street to East Wausau Avenue		Utility	\$ 150,000	150,000	\$ -	\$ -
Washington Street, RR tracks to 13th Street		Utility	330,000	330,000	\$ -	-
Plaza Drive, Pine Ridge Blvd to 28th Avenue		Utility	125,000	125,000		-
East Wausau Ave, RR tracks to 3rd Street		Utility	30,000	30,000		-
Thomas Street, 4th Avenue to 17th Avenue (TID 6)		Utility	650,000	650,000		-
TOTAL WATER MAINS			\$ 1,285,000	\$ 1,285,000	\$ -	\$ -
SANITARY SEWER						
2nd Street, Bridge Street to East Wausau Avenue		Utility	110,000	110,000		-
Washington Street, RR tracks to 13th Street		Utility	255,000	255,000		-
Plaza Drive, Pine Ridge Blvd to 28th Avenue		Utility	10,000	10,000		-
East Wausau Avenue, RR tracks to 3rd Street		Utility	30,000	30,000		-
Thomas Street, 4th Avenue to 17th Avenue (TID 6)		Utility	380,000	380,000		-
TOTAL SANITARY SEWER			\$ 785,000	\$ 785,000	\$ -	\$ -
GRAND TOTAL			\$ 12,434,450	\$ 8,760,000	\$ -	\$ 3,674,450

AGENDA ITEM

Review of traffic, speed and intersection sight distance at Northwestern Avenue and Gold Ridge Way

BACKGROUND

As a result of the planned development on Northwestern Avenue, City staff has completed an abbreviated traffic study of Northwestern Avenue near the proposed development. City staff have collected, measured and analyzed the following:

- Visibility to/from Gold Ridge Way
- Speed of cars along Northwestern Ave
- Number of existing cars on Northwestern Ave

The results of the traffic study along with an exhibit showing the sight distance at Gold Ridge Way are attached for your review.

In summary the average week day traffic on Northwestern is roughly 3,000 vehicles per day with AM and PM peak hours of 7 am and 4 pm respectively. In addition, the speed study indicates a majority of the vehicles drive at or below 43 mph, exceeding the 35 mph posted speed limit. However, based on the existing rural setting and existing roadway conditions (gentle grade and straight alignment) the collected speeds are of no surprise and unlikely high enough to warrant enforcement.

As somewhat expected, the sight distance available to the south along Northwestern is less than the recommended required to turn right or left onto Northwestern Avenue from Gold Ridge Way. The intersection's close proximity to the curve and topography to the south limit available sight distance. The Police Department is currently reviewing their records to determine if there is a history of accidents at the intersection.

FISCAL IMPACT

Minimal – Placement of warning signs south of the intersection maybe warranted.

STAFF RECOMMENDATION

Staff recommends that the developer perform necessary site distance analysis for the proposed entrances to the development. This should be included in the precise implementation plan approval.

Staff contact: Sean Gehin 715-261-6748



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



Map Created: 5/26/2016
 133.33 0 133.33 Feet
 User_Defined_Lambert_Conformal_Conic

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Sean Gehin

From: Sean Gehin
Sent: Thursday, June 23, 2016 3:29 PM
To: Eric Lindman
Cc: Allen Wesolowski; Josh VanBoxel; Brad Lenz
Subject: Northwestern Avenue - Traffic Study

Eric,

Traveled speeds and traffic volumes were collected on Northwestern Avenue near Gold Ridge Way from June 13th to the 22nd using pneumatic road tubes connected to an electronic counter (MetroCount Vehicle Classifier System). The posted speed limit on this segment of Northwestern Avenue is 35 mph.

After the traffic data was collected, the data was analyzed to determine the 85th percentile speed, 50th percentile speed or median, 10 mph pace range and average daily traffic volumes.

85th percentile speed

The 85th percentile speed is the speed at or below which 85 percent of the observed traffic traveled. The 85th percentile speed represents the “reasonable” or “rational” speed chosen by most drivers. It’s also a key characteristic for voluntary compliance and studies have indicated that fewer accidents occur when motorists travel at approximately the 85th percentile speed. The selection of a posted speed limit should be set within 5 mph of this observed speed.

50th percentile speed

The 50th percentile speed or median speed is the speed at or below which 50 percent of the observed traffic traveled.

10 mph pace range

The 10 mph pace, is a ten-mile per hour range of speeds that covers the highest number of observations from the collected data. A normal pace would include approximately 70 percent of the observed vehicles.

Percentage of vehicles exceeding 35 mph posted speed limit (>PSL)

The percentage of observed travelers exceeding the 35 mph posted speed limit.

Summary of Traffic Data

June 13th thru the 22nd, 2016

Direction	Sampled Vehicles	Average Week Day	Average Weekend	Week Day AM Peak	Week Day PM Peak
Southbound	12000	1530	935	7-8/85	4-5/172
Northbound	11806	1474	940	7-8/156	5-6/135

Combined	23806	2977	1875	7-8/240	4-5/300
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Summary of Vehicle Speeds

June 13th thru the 22nd, 2016

Note: Headway of > 3 secs applied.

Direction	Sampled Vehicles	Max/Min mph	85% mph	50% mph	10 mph Pace	Vech. in Pace	>PSL 35 mph
Southbound	10694	64/8	41	37	32-42	81%	74%
Northbound	10333	62/8	44	39	34-44	76%	85%
Combined	21027	64/8	43	38	33-43	77%	79%

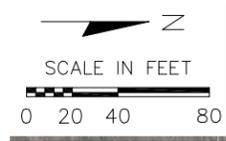
SUMMARY:

The average week day traffic on Northwestern is roughly 3000 vehicles per day with AM and PM peak hours of 7 am and 4 pm respectively. The weekend traffic is less at approximately 1900 vehicles per day. The traffic data also suggests that there are more vehicles traveling northbound in the morning and more traveling southbound in the late afternoon.

The speed study results indicate that the majority of the vehicles are exceeding the 35 mph posted speed limit. However, based on the existing rural setting and existing roadway conditions (gentle grade and straight alignment) the collected speeds are of no surprise. Increasing the speed limit to 40 mph along this segment of Northwestern may be appropriate if future development does not occur.

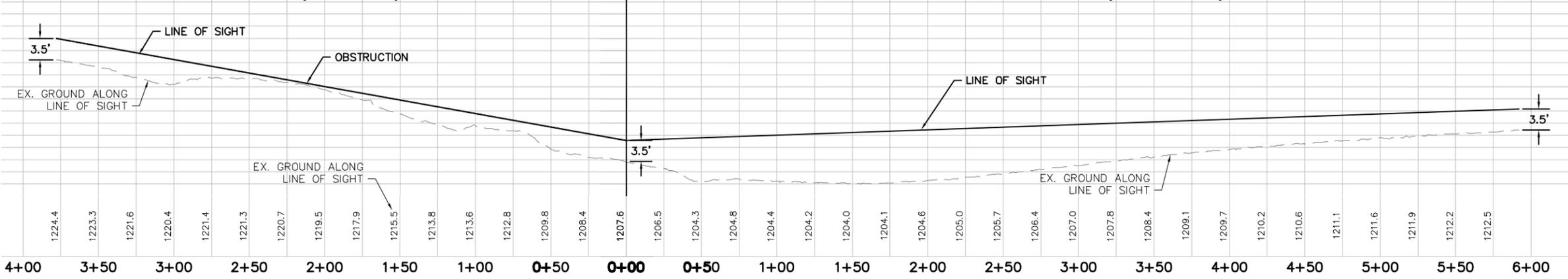
Sean J. Gehin, P.E.
 Project Engineer
 City of Wausau
 1-715-261-6748

DWG FILE NAME: O:\Engineering\MetroCount\Northwestern Ave\Northwestern_SightDistances\DWG\SightDistances.dwg, 8/4/2016 10:56:52 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel



RIGHT TURN (MINIMUM)

LEFT TURN (DESIRABLE)



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

Wausau
 Wisconsin

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

DATE: 08/02/2016

REVISIONS: J.D.VANBOXEL

SURVEYED BY: J.D.VANBOXEL
 FIELD BOOK NO. PG.
 DESIGNED BY: J.D.VANBOXEL
 DRAWN BY: J.D.VANBOXEL
 APPROVED BY: POINT FILE:

NORTHWESTERN AVENUE
SOUTH OF GOLD RIDGE WAY
SIGHT DISTANCES

SHEET NO. 1
 OF 1 SHEETS
 FILE NUMBER

AGENDA ITEM

Update on the Thomas Street Project

BACKGROUND

Overall update for Thomas Street acquisitions:

1. 20 of the 23 full takings have accepted offers. 12 of the 23 are currently owned by the City with the other 8 having closings scheduled.
2. Strip takings and TLE's, there are a total of 42. Currently 5 of the 42 have accepted offers.
3. We will be walking through the vacant buildings we own in August. We will be walking through these homes with a moving company and they will let us know if the home/building is adequate for moving. Homes and out buildings that are able to be moved will be sold and the buyers responsible for moving.
4. There are buildings with fixtures and appliances, these may be sold or we can take care of them during the demo. Typically the refrigerators and AC units have a cost due to the coolant recovery but many of the metal stoves can be dropped off for scrap.
5. Habitat for Humanity will also be contacted and they will be allowed to take what they can reuse.
6. Due to liability we will not be allowing the general public in to salvage from the homes.
7. Razing homes is anticipated to begin in October 2016.

Update on the design:

1. We will be finalizing the lighting design based on the decision of the committee regarding street lights.
2. I attended the SW Neighborhood Group meeting and provided an update on the Thomas Street Project and answered questions residents had related to the project.
3. The City is waiting on Utility (WPS, Charter, Frontier) designs for burying the overhead utility.
4. The project remains proposed for 2017 construction.
5. Detour routes were a major concern for the residents and these will be part of the design plans.
6. AECOM will be present to provide an update and answer questions related to the design.

FISCAL IMPACT

None at this time.

STAFF RECOMMENDATION

N/A

Staff contact: Eric Lindman 715-261-6745

City of Wausau



1 inch = 100 feet

Commercial relocation for roadway

Consider purchase for future development

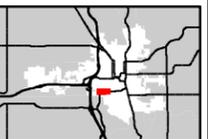
Residential relocation for roadway

Road (Paved)

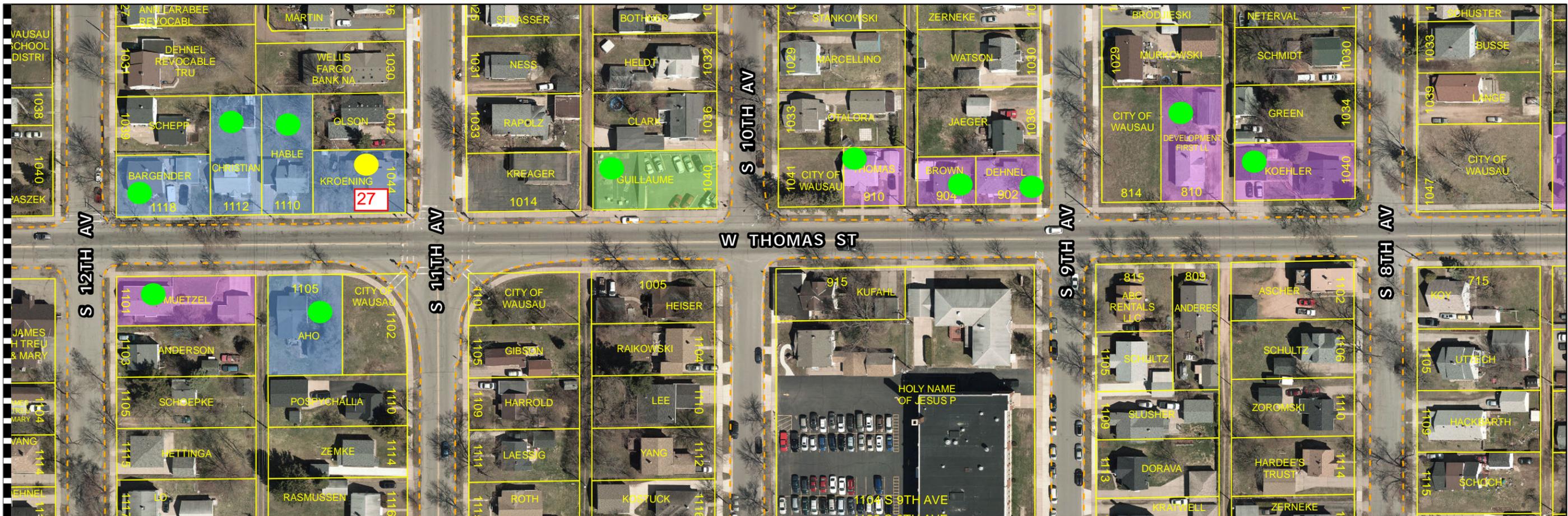
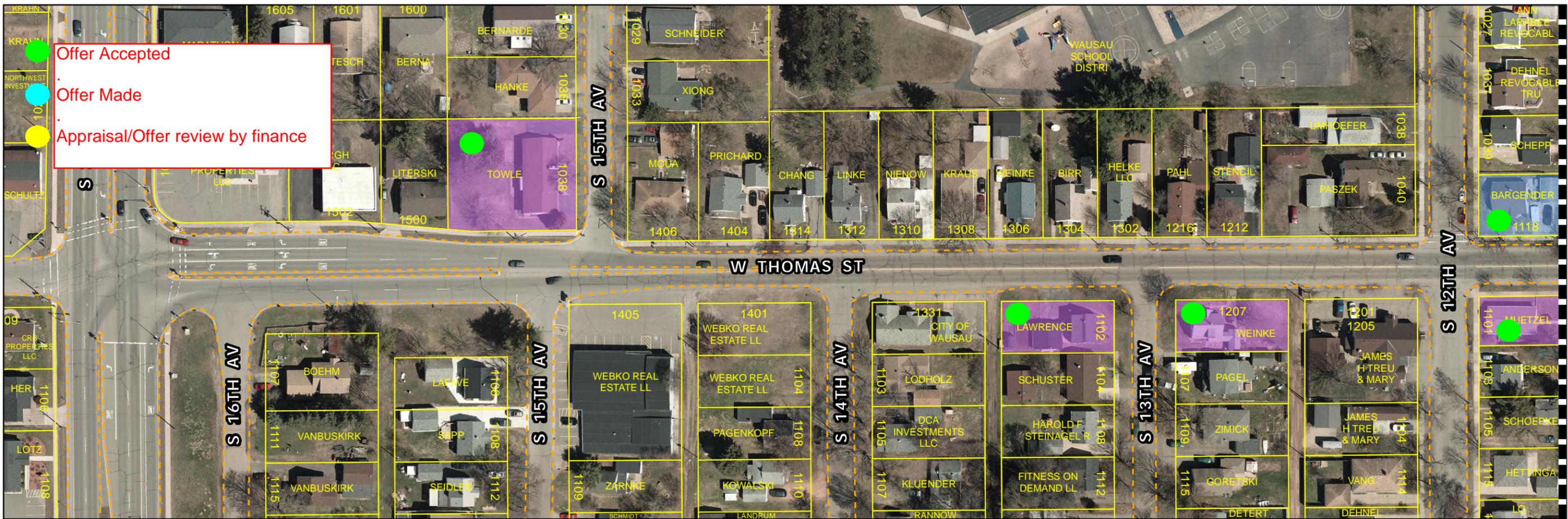
Parcel (LRS View)

- 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 IMAGERY WAS COLLECTED ON SUNDAY, MAY 4, 2014 WITH 2 INCH SPATIAL RESOLUTION.

Date: 05/09/2016



Page 1 of 2



City of Wausau



1 inch = 100 feet

Commercial relocation for roadway

Consider purchase for future development

Residential relocation for roadway

Road (Paved)

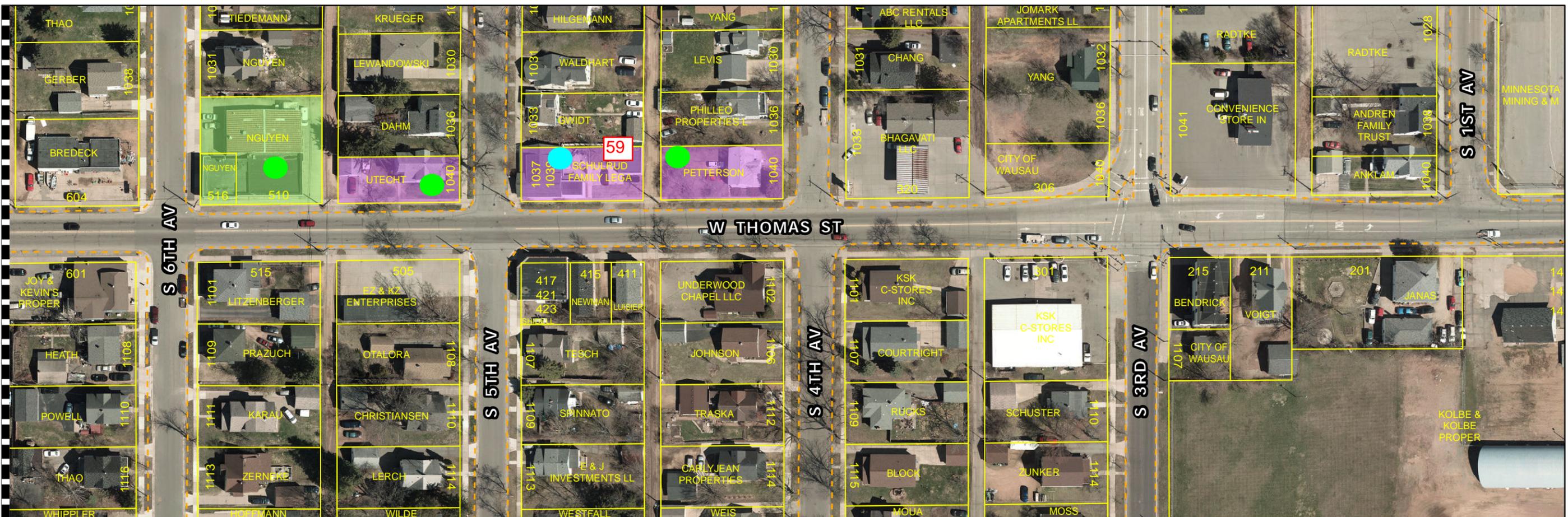
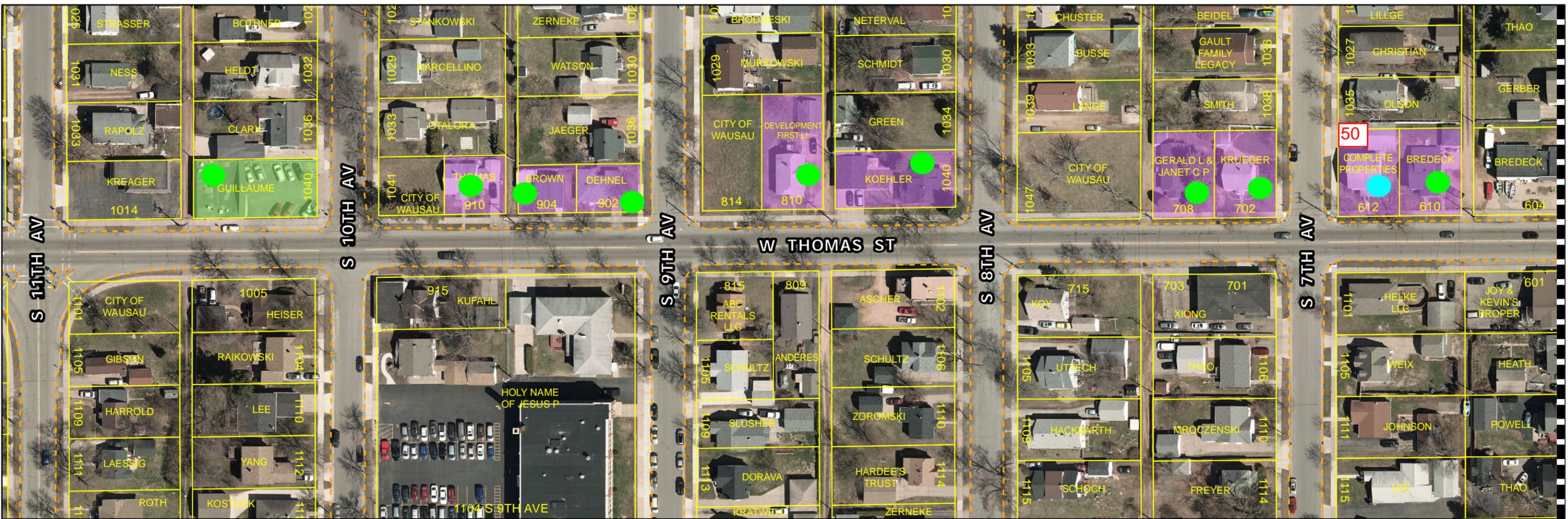
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Date: 05/09/2016



Page 2 of 2



Agenda Item No.

12

STAFF REPORT TO CISM COMMITTEE – August 11, 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