



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, September 8, 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 August 11, 2016 meeting.
 - B. Action on Stormwater Maintenance Agreement for Elder Sanctuary, LLC at 215 East Thomas Street.
 3. Discussion and possible action on design alternatives for South 1st Avenue from Thomas Street to Stewart Avenue.
 4. Discussion and possible action on second revision to the State/Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue.
 5. Discussion and possible action on second revision to the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive.
 6. Discussion and possible action on initial resolution to hold a public hearing to vacate the right-of-way located at Single Avenue and Prospect Avenue.
 7. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the north side of Randolph Street from a point 66 feet west of North 4th Avenue to 386 feet west of North 4th Avenue.
 8. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of South 12th Avenue from a point 84 feet south of Rosecrans Street to 356 feet south of Rosecrans Street.
 9. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of Lamont Street from a point 116 feet north of Broadway Avenue to 400 feet north of Broadway Avenue.
 10. Discussion and possible action on repeal of ordinance designating no parking on the north side of Broadway Avenue from a point 240 feet west of its intersection with Lamont Street, to Lamont Street during school hours.
 11. Establish assessment rates for 2017 construction projects.
 12. Update on compiling information on electrical usage to provide to a solar energy expert.
 13. Update on 2016 Street Construction Projects.
 14. Future agenda items for consideration.
- Adjourn.

The next regular meeting is scheduled for October 13, 2016.

GARY GISSELMAN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: September 2, 2016 at 8:30 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, Clark Dietz, Inc.



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

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

Date/Time: Thursday, September 8, 2016, at 5:30 p.m.

ADDENDUM

15. Discussion and possible action on the installation of an event sign on the 400 Block at the corner of 3rd Street and Scott Street.

Adjourn.

The next regular meeting is scheduled for October 13, 2016

GARY GISSELMAN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: September 2, 2016 at 2:30 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.

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CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: August 11, 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 July 14, 2016 meeting

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

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

Discussion and possible action on drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams (625 South 84th Avenue)

Gehin explained this is for creation of a drainage easement that would serve the Canteen development and Sherwin Williams. The drainage way would convey and collect stormwater runoff from Canteen and Sherwin Williams, and prevent water from draining north and becoming an issue to City-owned property.

Rasmussen moved to approve the stormwater drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams. Abitz seconded and the motion carried unanimously 5-0.

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

Wesolowski stated a State/Municipal agreement is proposed as Grand Avenue is a connecting highway. In accordance with the proposed agreement, the City would be responsible for 25% of the design costs, which is \$75,000 of the \$300,000 estimated engineering costs. The DOT would be responsible for 100% of real estate costs and 100% of construction costs. The City would be responsible for the costs to move any utilities. This agreement includes the intersections of Thomas Street and Grand Avenue, Townline Road and Grand Avenue, and Sturgeon Eddy and Grand Avenue. This section of roadway was recently overlaid by the DOT. During that process the Federal Highway Department determined these intersections had encroachments, meaning that some lighting and signal poles are too close and without the proper clearance. The DOT was given permission to complete the overlay project with the understanding that the encroachments would be resolved. This agreement will study placing new signals at the intersections. Along with that will be an analysis of the existing signals and lane configurations. He noted that the agreement at this point is vague because the exact amount of work is unknown. Once into the design phase, there may be amendments to the agreement. Future amendments would be brought back to the committee.

Rasmussen moved to approve the State/Municipal Agreement regarding Grand Avenue intersections. Abitz seconded.

Abitz has had to sit through signal changes on several occasions and questioned if a turn lane would be looked at for Grand Avenue and Thomas Street, specifically a turn arrow for northbound traffic. Wesolowski replied the entire intersection and turn movements would be analyzed as part of the design.

Abitz asked if the existing island at Sturgeon Eddy is needed as people riding bikes get confused with who has the right-of-way at this corner. Wesolowski said all items associated with the intersection will be looked at and the design would come to this committee for review. He believes it would be a minimum of four to five years before construction would take place as DOT design and construction can be a lengthy process. Abitz just wants to make sure these items are looked at because traffic will increase once Thomas Street is reconstructed. Wesolowski feels this is positive for the DOT to look at these intersections and hopefully correct inefficiencies and address issues. Rasmussen also feels this is positive. She feels the way Thomas Street dovetails into Grand Avenue will not only be looked at through this process but through our design process of Thomas Street. As things move forward, all these items can be taken into account but if we do not enter into this agreement we cannot get underway to solving anything.

There being a motion and a second, motion to approve the State/Municipal Agreement regarding Grand Avenue intersections carried unanimously 5-0.

Discussion and possible action regarding street lighting along Thomas Street

Wesolowski provided examples of existing street lights in the City; the standard downtown decorative light with LED fixture; the 40' light poles on Grand Avenue that have a standard aluminum finish; and the standard poles found on Stewart Avenue, Sherman Street and Bridge Street that are painted brown to provide a decorative look.

Abitz is not in favor of the downtown decorative lighting for Thomas Street and feels there is a need for more overhead lighting. She has not been able to get in touch with the neighborhood group for their opinion. For Thomas Street, Abitz prefers the style that is located along Stewart Avenue. She believes this style takes up less space on the roadway and feels having the lighting located in the median is a better idea as there will be a narrow sidewalk on the north side. Lindman had brought up street lighting at the last neighborhood meeting he attended, but has not received any feedback. Abitz stated their concern is to have the correct lighting so that there are no dark spots. Gehin noted that at each end of the project there is standard lighting. On busier roadways there are standards for lighting that should be met and are recommended by the DOT. Decorative lights would require more poles and are expensive. Abitz feels decorative lighting is more for business districts or private neighborhoods promoted for historical purposes. Rasmussen also likes the Stewart Avenue example with standards placed in the middle. When Thomas Street was redesigned, the right-of-way was narrowed but that does not mean there has not been acquisitions that would allow for flexibility if in the future it is determined that the street needs to be widened. If the light fixtures are installed along the edges, they may potentially have to be removed. If the lights remain in the middle and the street needs to be widened, there would not necessarily be a need to remove or replace all of the lighting. Decorative lamp posts are nice looking but we need to look at suitability and appropriateness.

Bruce Gerland, AECOM, stated there is enough flexibility down the center of the road to allow for the placement of street lights. The median is 10' wide in most places. For lighting levels, there may be certain intersections where we want to have the lighting on the outside. Rasmussen said accommodations

can be made where needed. For the broad spectrum, the lights should be placed in the median wherever possible. This would also be easier for snow removal and snow storage. Gisselman questioned if it would be possible to have a mix of lighting on both the median and outside as appropriate. Gerland stated if directed to place the lights down the median, most would be placed there. However, there may be some locations where the lights are placed on the outside. Gisselman questioned the height of the poles. Gerland replied the higher the light and the larger the luminaire allows for larger spacing in between. Wesolowski believes the lights on Stewart are 30' and there are some on Grand Avenue that are 40'. Rasmussen added that we want to be able to move large vehicles underneath them without issues. Abitz wants to make sure there is enough lighting on both sides of the street as some large trees will remain. Wesolowski noted this will be part of the design. Thomas Street currently has lighting only at the intersections. This design will include mid-block lighting to provide uniform lighting throughout the corridor.

Abitz moved to approve the shoe-box style lighting in the median with exceptions were needed per AECOM's discretion. Rasmussen seconded and the motion carried unanimously 5-0.

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

Wesolowski indicated that Mayor Mielke had requested looking at adding handicap parking stalls in front of City Hall. Staff feels that a section of curb could be removed to create a bump in to allow a handicap person to get out of the passenger side in an area that is the same elevation as the pavement. It is more complicated than putting out signs and pavement markings as a space needs to be provided to exit the vehicle and a ramp needs to be provided to the elevation. The spot also should be closest to the accessible route, meaning the stalls should line up as close as possible to the handicap ramp for the building. Rasmussen indicated the condition of Grant Street is not perfect. There is concrete deterioration at the curb line and she questioned when repavement of the street is planned. If a project is coming up she would like to see the parking done at the same time. Wesolowski explained that pavement rehab was recently completed on Grant Street. Curb replacement may be needed but there is still life in the pavement. Discussion followed on completing the work in conjunction with a future concrete pavement repair project. McElhanehy feels this should be done this year if we are not handicap compliant. Rasmussen added that there is a handicap stall in the parking lot, so it is not that there is no handicap parking. It is just inconveniently located as persons have to come around the corner to the ramp at the front of the building.

Mayor Mielke stated that work has begun in the back parking lot to create additional parking spots for City staff, particularly IT. He indicated he received another call this week and if possible he would like the handicap parking added out front this year. He questioned the number of proposed spots. Wesolowski replied that staff is looking for direction but thought two spots. Rasmussen feels the volume of use needs to be considered as once spots are marked for handicap they cannot be used by others. During high volume periods, such as tax time, that parking is heavily utilized. She noted that there are entire city blocks where there is one spot on the corner for handicap parking, such as 3rd Street. Rasmussen asked why IT needs parking in the back lot when other employees cannot. Mayor Mielke is in talks with Gerry Klein regarding this. Mayor Mielke understands the concern of taking up two spots but believes we may be in arrears. Rasmussen believes we may be able to get by with one space. Abitz added that the Transit Commission may be meeting at City Hall. There is a resident who is active in these meetings that uses a wheelchair. This resident also uses the bus. Using the first spot may be an issue with the bus stop. Rasmussen said if the committee member arrives by bus and gets off at the bus stop, the public corner is already handicap friendly. Abitz added there may be issues with the bus letting people off if there is a vehicle parked in the first spot. Rasmussen replied it would be a problem that occurs once every month or every other month. She stated one spot certainly makes sense but is unsure if

there would be enough utilization for two stalls. If one spot is approved, Gisselman questioned how difficult it would be to create an additional spot if the need is determined in the future.

McElhaney is the mom of a disabled child and pleaded with the committee not to discount the need for handicap parking. People may decide not to come to City Hall because they cannot get around. She feels an able person walking across the street to get to City Hall is better than a handicap person not being able to park here at all. Rasmussen agrees but is unsure if two stalls would be needed. Mayor Mielke feels City Hall should be the example. Gehin noted that handicap parking can be placed at the other end to avoid the bus stop area. Rasmussen believes Engineering can work out the logistics on where it sits but since there are entire city blocks with just one designated handicap spot, she feels it would be fair to designate one stall. This is similar to accommodations in the rest of the downtown area.

Rasmussen moved to approve creation of one handicap parking stall with Engineering staff determining the location. Abitz seconded.

Graham explained that staff is running into signage issues from the last meeting. Under current rules, our ordinance decisions need to be approved by committee before going to Council. If a specific spot is not delineated, staff would be making an ordinance decision that was not necessarily approved by committee unless the committee chooses to waive the rules. The intent of Rasmussen's motion was to approve one stall and delegate the authority to staff to place the location, similar to what was done with the taxi spots downtown. This would minimize the amount of time coming back to committee for ministerial decisions that can be made internally as staff has the skill set. If we know we want a space or two and are willing to give the professional trust to place where it would be most effective, she feels the ordinance should be changed to allow that without having to keep coming back to committee. Graham said in the future we may want to address issues of delegating authority. Currently, Council will have to waive the rules with respect to committee approval. Rasmussen feels the resolution can be written that indicates the committee has authorized approval with staff given authorization for determining placement. Graham replied the ordinance indicates the specific stall. The rules are being broken since this committee is not being specific and delegating the decision to staff unless the rules are waived. Rasmussen feels the rules should be adjusted because it is managing a process that is small and can be handled by staff. Graham noted that staff will research what is needed with respect to changing the rules.

There being a motion and a second, motion to approve one stall with Engineering staff determining the location carried unanimously 5-0.

Discussion and possible action on the designation of three on-street handicap parking stalls on East Randolph Street (300-400 block)

Lenz was approached by Regal Beloit who is looking for three spots on Randolph Street for employees who have disabled stickers. Staff discussed if we should reserve spots on the street for them and should they be marked for handicap parking. It is Regal Beloit's preference that the spots are marked disabled. This would be specifically for the private business as they do not necessarily have visitors from the public. There may be some challenges with a bump in and a ramp. Staff feels there may be other options on their property as they have a parking lot on Randolph Street. They may need to rearrange their off-street parking but it could potentially be accommodated without the City doing it for them. Abitz questioned if this area was only an employee entrance. Lenz confirmed. Rasmussen said very few people park there. She noted that a fire hydrant is located there and asked if they offered to cost share. Lenz indicated that Regal Beloit did not think they would be contributing to this. Rasmussen is also concerned because the future of Regal Beloit in Wausau is unknown. She thinks we need to look at what accommodations we are willing to make without participation from the private sector as they would be the only core user. If there is a way they can modify their existing parking lot it would eliminate the

public from using the space and would save money if they are not willing to cost share. Abitz asked if there was another entrance with a ramp for their employees to use. Rasmussen pointed out the area on the map where their parking lot begins. Lenz indicated they have multiple parking lots. Randolph Street was their preferred location for the spots. They do have other off-street options but they are not nearly as convenient. Rasmussen noted that the bump in areas for the schools was paid for by the school district. This is a private sector business asking for an accommodation and expecting the City to pay for it. She recalled that a few months ago a property owner requested modifications made to 5th Street for tenant parking. His request was denied and she feels we need to be consistent. If Regal was willing to cost share it could be looked at differently, but since they are not it does not make sense to move this project forward when a similar request was denied to a landlord. Duncanson does not believe that the City would want to encourage handicap individuals to enter and exit their vehicle in traffic lanes.

The committee agreed by consensus to direct staff to notify Regal Beloit that they are welcome to modify their own site as they see fit but at this point without a cost share and some guarantee that there would be a safe harbor for people to exit their vehicles, the City is not in favor.

Discussion and possible action on East Riverfront multi-use trail railroad crossing

Gehin explained that staff, with insight from Planning and Parks, has begun to prepare a trail that would connect the 3rd Street neighborhood to the River Edge Trail and the East Riverfront development. This trail would require a permitted railroad crossing. The Engineering Department has laid out the needed traffic control, pavement markings, signs, and looked at needed sight distances. It has been determined that there is enough site distance to safely get people across the crossing without making any major changes to the topography. For the new crossing, a petition would have to be filed with the office of the Commissioner of Railroads. This process has been started by Duncanson and Lenz. Rasmussen said this has been on the horizon for a long time as we have been looking to expand the trail and obtain access to public amenities planned along the river.

Abitz asked if an arm would come down before the crossing to prevent pedestrians from crossing if a train is approaching. Duncanson said there are formulations that are worked out having to do with site distance, train speed and visibility. Safety factors are built in based on the site distance, train speed, and frequency of trains. Work done at this point indicates that cross arms would most likely not be required at this location. Abitz questioned the number of trains traveling in this area. Gehin has requested this information from the railroad but has not received a response. The trains that Duncanson is aware of which cross this area do so during times when there is little pedestrian traffic. These trains also travel at relatively slow speeds. Abitz is on the County Railroad Committee. That committee has come across a lot of safety issues. She wants to make sure there is correct lighting, enough room for pedestrians, and that all requirements are met. Gehin stated the Wisconsin Supplement to the MUTCD was followed. Rasmussen feels this would enhance safety. Every day there are people who cross railroad tracks where there are no controls. It makes sense to have a designated area where the train can expect to see people.

Gisselman said this would be an improvement in this area. This will be a main artery between the 2nd Street area, the Bridge Street area, Trolley Quarter area and the river area. This will provide a safe, direct path across the track. Duncanson added that if you come across the Bridge Street Bridge wanting to get on the River Edge Trail, your options for crossing at current legal crossings take you 2,060' to the north to East Wausau Avenue, or 3,190' to the south to cross at 3rd Street. There are goat paths from the public using a shorter route.

Rasmussen moved to approve submitting a petition to the office of Commissioner of Railroads. Kellbach seconded and the motion carried unanimously 5-0.

2017 CIP Summary

Wesolowski provided a detail analysis of the proposed 2017 CIP projects. He highlighted the DOT projects and noted the Grand Avenue State Municipal Agreement would have to be increased from \$50,000 to \$75,000. DOT right-of-way acquisitions may also need to be added. Street projects may be eliminated as we go through the budget process. Lindman stated he spoke at Finance about having the infrastructure budget up to \$3.8 million to assist with a maintenance program and then up to \$4.2 million annually over the next few years. The proposed projects for 2017 are just under \$3.7 million. Lindman feels this is a good step. Rasmussen added that commentary on the news regarding the wheel tax was that the roads are terrible and needed immediate attention.

Rasmussen moved to approve the 2017 CIP list as presented. Kellbach seconded. Wesolowski indicated this item was brought forward to inform the committee. The list will move through the budget process and a motion is not needed. Rasmussen withdrew her motion.

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

Gisselman explained this is coming back from various discussions at Council with regard to a proposed development and traffic on Northwestern. Gehin stated in June traffic counters were placed on Northwestern near Gold Ridge Way. The reports generated found that roughly 3,000 vehicles per day use Northwestern Avenue. The 85th percentile speed was 43 MPH with the average speed at 38 MPH. Graham reviewed accidents at this intersection for the time period of August 2011 to August 2016. There were zero intersection-related accidents, meaning an accident resulting from an activity, behavior or traffic control which effects a unit's movement in relation to an intersection. Eight crashes occurred within 20' and .5 miles from the intersection. These included 3 crashes with a deer, 3 crashes involving vehicles traveling too fast for conditions, 1 crash involving a vehicle failing to have control, and 1 rear-end collision near the top of the hill where the driver said there was glare from the sun.

Gehin said after looking at the intersection sight distance, there is not enough sight distance to the south to turn right or left from the side road. The posted speed limit on Northwestern is 35 MPH. However, it was determined that there is enough sight distance to accommodate a posted speed limit of 30 MPH. Staff can look at ways to mitigate issues with vision. Rasmussen said going forward we should keep an eye on this as speed was a factor in a number of the accidents. If necessary, we may have to look at a speed reduction along with aggressive enforcement if we cannot redesign something to clear up the problem.

Abitz and Lindman observed traffic in this area. There is a definite blind spot when turning left off of Gold Ridge Way. In order to have clear vision, Abitz feels the road would have to be straightened out and bushes removed as it is too late once you see the cars coming around the corner. She added that rear end collisions would be likely at the intersection where the proposed development would be unless the entrance is moved further east or a left turn lane is added. Rasmussen said that given what has been found there should be some recommendations given to the developer with how traffic would move in and out of their proposed development. The developer needs to make every effort to ensure safe ingress and egress. Abitz questioned if a blind spot ahead sign could be installed for the time being.

Lenz will be meeting with the developer early next week to relay this information. Depending upon where his driveways are, it may slow traffic. This intersection is outside of his particular project and if there are further concerns it may have to be addressed separately. Rasmussen noted that the developer also needs to address the berm, which was not addressed by this committee but would be a part of the

Council discussion. Lenz indicated that the developer mentioned building a berm, but it was not shown on his plans. Staff has been encouraging the developer to show more detail on his plans.

Abitz asked if a blind intersection sign could be installed or if it would need committee approval. Lindman wants to make sure this falls within the Uniform Traffic Code. Graham noted it is an advisory sign and would not need committee approval.

Update on the Thomas Street Project

Lindman provided maps and an outline regarding property acquisitions. Gerland indicated that the utility companies are still working on plans and AECOM has provided them with additional CAD files. Gerland stated the street lighting design needs to be provided to the utility company. Now that a decision has been made, AECOM will move forward and complete that design. The preliminary water, sanitary sewer and storm sewer layouts have been completed. AECOM is approximately 80% done with the roadway plans, which will come to CISM in October. Lindman stated the main concern from the neighborhood group is the detour and he would like to provide the detour route to them ahead of time. Abitz added that the residents would like to make sure truck traffic does not come down Bopf Street.

Abitz has received copies of code violations for properties on Thomas Street. She noted the residents are concerned with who will maintain the properties for grass cutting and snow removal. Lindman replied the property owner is responsible until the City purchases the property. At that time the City would be responsible for property maintenance.

Update on 2016 Street Construction Projects

Gehin stated the west half of the Chicago Avenue project has been completed. The contractor continues to work on the east half of the project from 6th Street to 9th Street. At this time they are extending underground utilities between 7th Street and 8th Street. Most of the work on the west half of the Kent Street project has been completed. American Asphalt will place the lower layer of asphalt next week and the landscaping will begin in the boulevard areas. On the east half of the project, the contractor has placed sanitary sewer and watermain to Grand Avenue. Next week the contractor will begin on the services. The Sidewalk Repair Project was recently awarded to S.D. Ellenbecker and the work has not started yet. Bids were opened this week for the Sewer Repair Project. This project was awarded to Wood Sewer and Excavating.

Wesolowski stated that the underground work on 2nd Avenue has been completed and most of the curb and gutter has been completed. Next week will continue with sidewalk and electrical work. The DOT Stewart Avenue project is moving ahead slowly. Curb has been placed in front of Marathon Park and base patching of concrete pavement is taking place. New storm sewer inlets have been placed where needed. Bids were opened for the Asphalt Paving Project this week with the project awarded to American Asphalt. Gehin indicated staff is working on the Pavement Marking Project with the hopes to have the project out next week.

Future agenda items for consideration

There were no items offered for future consideration.

Adjourn

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

Agenda Item No.

2B

STAFF REPORT TO CISM COMMITTEE – September 8, 2016

AGENDA ITEM

Action on Stormwater Maintenance Agreement for Elder Sanctuary, LLC at 215 East Thomas Street

BACKGROUND

Elder Sanctuary is in the process of improving their parking lot located behind their building at 215 E. Thomas Street. A proposed swale north and parallel to Edwards Street will collect, store and treat stormwater runoff from the parking lots prior to discharging into City storm sewer. To ensure properly functioning post-construction 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

**AGREEMENT FOR THE MANAGEMENT AND
MAINTENANCE OF A STORMWATER FACILITY**

THIS AGREEMENT made this ___ day of May, 2014, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Elder Sanctuary, LLC, 215 E. Thomas Street, Wausau, WI 54401, a limited liability company organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

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

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

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

NOW, THEREFORE, the parties hereto agree as follows:

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

Recording Area

Name and Return Address

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

PIN:

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

OWNER: _____
 By: [Signature]
 By: _____

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

STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this 20 day of May, 2014, the above-named Lamont Thao and _____ of Elder Sanctuary, LLC, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

[Signature: Kelly Bradford]
 Notary Public, Wisconsin
 My commission: 12-18-16

KELLY BRADFORD
 Notary Public
 State of Wisconsin

STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2014, the above-named James E. Tipple, Mayor, and Toni Rayala, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

 Notary Public, Wisconsin
 My commission: _____

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

EXHIBIT B
AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE
OF A STORM WATER FACILITY
Elder Sanctuary, LLC - 215 E. Thomas Street, Wausau, WI

Storm Water Facilities

Storm water facilities are identified on Exhibit A.

Storm Water Facility Maintenance Schedule and Procedures

The Owner, Elder Sanctuary, LLC, will be responsible for the inspection and maintenance of the following structural and non-structural measures:

- **Dry-Bottom Detention Pond/Vegetated Swale** - remove accumulated debris from the pond and outlet structure. Mow to the extent that soil moisture conditions allow. Maintain the side slopes of the pond. Maintain landscape vegetation planted within pond limits.
- **Emergency Overflow Spillways** at entrances to parking lot from Edward Street: maintain free drainage. Remove obstacles that block drainage via the Emergency Overflow Spillway in the event that the main outlet pipe is blocked or damaged.
- **Eight-inch culvert** between pond sections: keep clear of debris, vegetation, and mowed grass. Clear debris if it becomes plugged.
- **Outlet structure and 12-inch diameter outlet pipe** from pond: Remove debris and inspect condition. Carefully inspect the orifice plate in the outlet structure - remove debris and repair observed damage. Inspect the visible portions of the pipe for damage or deterioration and repair or replace as needed.
- **Area drain in alley and outlet pipe**: keep clear of debris; remove debris that accumulates.
- **Remove debris** from site and system as it accumulates to maintain functionality and aesthetics.

The above inspection and repair measures shall be performed after any major storm exceeding one inch of rainfall and at minimum semi-annually in early spring and autumn.

AGENDA ITEM

Discussion and possible action on design alternatives for South 1st Avenue from Thomas Street to Stewart Avenue

BACKGROUND

1st Avenue from Thomas Street to Stewart Avenue is currently being designed by Ayres Associates. Eric Sorenson from Ayres will be at the meeting to discuss the design alternatives and potential impacts. The following items will be discussed:

Presentation/Discussion

- Review existing facility
- Review existing constraints
 - o Available r/w, 4(f) issue
 - o Historic parcels
 - o WPS transmission poles
 - o Steep slopes/geotechnical stability issues
 - Needs to be addressed as part of project
 - Geosynthetic stabilization – not a good long-term solution due to existing utilities
 - Sheet pile wall – placement in relation to sanitary line is key, costly
 - 2:1 slopes – challenges with permitting for filling into WI River
- Review Safety Concerns
 - o High crash rate compared to similar facilities
 - o Existing roadway is over designed for volumes leading to speeding, drifting and sideswipe crashes
 - o Motorists turning left from right lane in front of vehicles in left lane
- Identify desired roadway elements (keep in mind potential associated costs due to various constraints)
 - o Sidewalk Required? If so, on both sides for the entire length?
 - o On-street bike accommodations Required? If so, provide the entire length?
 - o On-street parking Required? If so, identify limits
 - o Number of through lanes Interested in considering single lane option?
 - If so, it is recommended for the entire length of project
- Request formal comment from CISM
- Moving forward
 - o Plan to attend October or November meeting to present alignment, profile, impacts, and associated estimated cost to achieve desired typical section(s)

A safety analysis memo and Alternatives memo is attached for your review prior to the meeting.

FISCAL IMPACT

The project costs are based upon the cost sharing breakdowns in the State/Municipal agreement. This project is receiving STP Urban funding from the WDOT.

STAFF RECOMMENDATION

Staff will assist Ayres Associates in the presentation and provide feedback and recommendations during the meeting.

Staff contact: Allen Wesolowski 715-261-6762

MEMORANDUM

To: City of Wausau

From: Ken Voigt, P.E., Alexandria Motl, EIT

Date: July 13, 2016

Project No.: 6999-18-00

Re: Safety Analysis Technical Memorandum for South 1st Avenue

The City of Wausau will be reconstructing the segment of South 1st Avenue from Thomas Street to Stewart Avenue. As part of that project, the following traffic safety analysis was conducted. This technical memorandum identifies existing traffic safety concerns and provides recommendations for mitigating those concerns as part of the reconstructed project.

Existing Conditions

South 1st Avenue is a two-lane, one-way northbound urban street, with on-street parking on the left side of the street. The project segment length is approximately 0.80 miles, with six street intersections located along the segment. All of the intersections are three-leg intersections with the cross-street extending to the west, with the exceptions of Sherman Street and Rosecrans Street, which are both four-leg intersections. The 2016 AADT between Thomas Street and Sherman Street is 2,700 vehicles and the AADT between Sherman Street and Stewart Avenue is 4,500 vehicles. The street curves along the Wisconsin River, which is located along the east side of the street between Sherman Street and Stewart Avenue. Picnic Island Park and Riverside Park are also located on the east side of the street, near the river. Train tracks run along the east side of South 1st Avenue and cross South 1st Avenue just north of Sherman Street. A 3M industrial development occupies the blocks between Sherman Street and Thomas Street. The west side of the street is residential. Sidewalks are located on both sides of the street from Thomas Street to West Street. From West Street to Stewart Avenue, sidewalk is only provided on the west side of the street.

Crash data for the five-year time period from 2011 to 2015 was obtained from the WisDOT Traffic Operations and Safety (TOPS) Lab. Over the five-year period, 23 crashes occurred on the study segment between Thomas Street and Stewart Avenue. Additionally, over the five-year period, 20 crashes were reported at the Thomas Street intersection and 50 crashes were reported at the Stewart Avenue intersection. Because the Thomas Street and Stewart Avenue intersections are not included as part of the reconstruction project, the intersection crashes were not included in the analysis. The five-year average segment crash rate for South 1st Avenue, excluding crashes at the Thomas Street and Stewart Avenue intersections, is 382.83 crashes per 100 million vehicle miles traveled (HMVMT). This rate is based on the segment length of 0.80 miles and a weighted AADT of 4,000. For comparison purposes, the 2014 statewide average segment crash rate for a similar urban street is 332.33 crashes per HMVMT. This comparison indicates that the South 1st Avenue crash rate is slightly higher than the statewide average for similar urban streets.

Of the 23 crashes that occurred on the South 1st Avenue study segment, 12 involved property damage only crashes and 11 crashes involved injury. The most crashes to occur in a single year was eight. The

intersection with the most crashes was Porter Street, with seven crashes over the five-year time period. A review of collision patterns indicates that there were seven angle crashes and seven crashes involving vehicles striking fixed objects over the five-year period. A fixed object crash could involve a collision with a parked vehicle, a guardrail, tree, or utility pole. Additionally, there were five sideswipe crashes reported on the segment over the study period. Table 1 and Table 2 below provide statistics on crash severity, frequency, and collision patterns by year and intersection for all crashes on the South 1st Avenue study segment.

Table 1: Crash Severity and Frequency by Year

Street	Crash Severity			Year					Total
	PDO	Injury	Fatality	2011	2012	2013	2014	2015	
Stewart Place	4	1	0	0	1	2	2	0	5
2nd St/Garfield	0	0	0	0	0	0	0	0	0
Porter Street	3	4	0	3	0	1	1	2	7
West Street	3	0	0	2	0	0	0	1	3
Sherman Street	0	4	0	2	0	0	1	1	4
Rosecrans Street	2	2	0	1	2	0	0	1	4
Total	12	11	0	8	3	3	4	5	23

Table 2: Collision Pattern by Intersection

Street	Collision Patterns				
	Rear-End	Right Angle	Fixed Object	Sideswipe	Bike/Ped
Stewart Place	1	1	2	1	0
2nd St/Garfield	0	0	0	0	0
Porter Street	1	2	1	3	0
West Street	1	1	1	0	0
Sherman Street	0	3	1	0	0
Rosecrans Street	0	0	2	1	1
Total	3	7	7	5	1

Although the frequency of crashes along the segment is fairly low, with no intersection experiencing more than three crashes in a single year, the crash rate for South 1st Avenue is slightly higher than the statewide five-year crash average, primarily because of its relatively low AADT. Furthermore, because this is a one-way street, fewer crashes should be expected, given that there are fewer conflict points between vehicles. The crash reports were reviewed to determine if any trends appear that might explain the number of crashes. Table 3 shows the crashes that occurred at each intersection, along with possible factors contributing to the crash types.

Table 3: Contributing Factors for Crashes by Intersection

Location	Number & Severity of Crashes				Possible Factors Contributing to Crashes
	Fatal	Injury	Property	Total	
Stewart Place	0	1	4	5	Failure to stop/yield at stop sign, failure to stay in lane
Porter Street	0	4	3	7	Drivers turning left from right lane on a one-way
West Street	0	0	3	3	Failure to navigate curve
Sherman Street	0	4	0	4	Failure to stop/yield at stop sign
Rosecrans Street	0	2	2	4	Failure to stay in lane

From the police descriptions of each crash in the MV4000 crash report forms, several trends emerged. The primary factor was a failure to stay in the lane. Drivers were reported to drift out of their travel lane, whether on a straight or curved section of the corridor. This resulted in crashes with parked vehicles, the guardrail on the east side of the street, or with other vehicles that might be in the adjacent

lane. At times, inclement weather contributed to a vehicle leaving a traffic lane. Another common trend, particularly at the Porter Street intersection, involved vehicles attempting to make a northbound left turn from the right lane. Drivers claimed they forgot or did not realize that it was a one-way street. These incidents resulted in either angle or sideswipe crashes. The last trend involved vehicles on a cross-street failing to yield right of way to northbound vehicles on South 1st Avenue. At the Sherman Street intersection, three of the four crashes involved right angle crashes during which the driver on Sherman failed to yield to the driver on South 1st Avenue. In each crash, the Sherman Street driver was eastbound.

Recommendations

Several crash mitigation actions can be made during the reconstruction of South 1st Avenue to address these safety concerns. The first action, a low-cost improvement, involves installing increased traffic control signage. This action includes additional installation of larger, more conspicuous one-way only signs on approaches to cross-streets. The current signs located on the east side of South 1st Avenue could easily be overlooked. “Northbound Traffic Does Not Stop” signs could also be installed on the cross-street approaches to South 1st Avenue. Speed limit signs and advanced curve warning signs could be placed on South 1st Avenue to help with traffic calming and prepare motorists for the curve. Reflectors could also be placed along the guardrail to guide drivers at night.

Another low cost improvement would be additional pavement markings. A dashed white line marking currently separates the two travel lanes, but there is no delineation between the left travel lane and the on-street parking. Adding a solid white edge of lane pavement marking or marking out on-street parking spaces would clarify to drivers where they should be within the travel lane, preventing them from colliding with parked vehicles, particularly near curves. Directional arrow pavement markings would also remind drivers that left turns must be initiated from the left lane, rather than the right lane.

A third crash mitigation action is to introduce a road diet street design as part of reconstructing the cross-section of South 1st Avenue, reducing the segment from two travel lanes to one. Given the relatively low AADT of the study segment, a single lane is expected to provide adequate capacity to maintain acceptable traffic operating conditions. The single lane design should reduce the number of sideswipe and angle crashes, as drivers would not drift into another vehicle’s travel lane, or turn in front of a vehicle while making a turning movement. The cross section, from left to right, could be marked with an 8-foot on-street parking lane, a 12-foot travel lane, a 3-foot bike lane buffer, a 5-foot bike lane, and a 2-foot gutter pan, for a 30-foot cross-section from face of curb to face of curb. The recommended design width for a travel lane is 12 feet, as any lane wider than 12 feet can encourage speeding and lane drifting. The 3-foot bike lane buffer will add an extra level of safety for the casual bicycle rider. A larger range of bicycle rider types should feel comfortable using a buffered bike lane to access downtown or one of the riverfront parks. Additionally, the bike lane buffer can provide additional clearance for any trucks associated with the 3M facility that can require more space to navigate turning movements. An example of a buffered bike lane is shown in Figure 1 and a rendering of the proposed road diet cross-section is shown in Figure 2. To reduce the potential for rear-end crashes between through movement and left-turn vehicles, the road diet concept could also include designated northbound left turn lanes. This would involve removing on-street parking spaces at the northbound approach of each intersection, allowing turning vehicles to move to the left to navigate a turning maneuver without impacting vehicles continuing straight through the intersection. Because vehicles turning left do not have to wait for gaps in on-coming traffic, these vehicles would most likely reduce their speed, rather than stop completely,

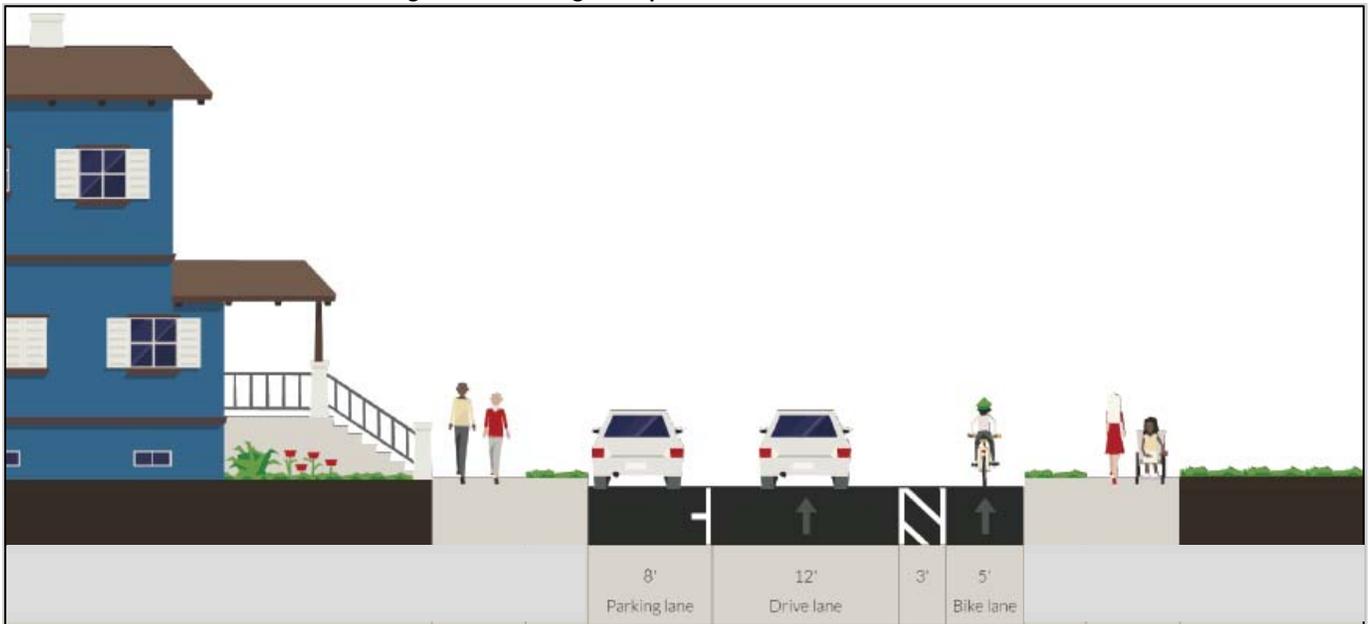
before turning, but in either scenario, separating the turning movements from the through movements could reduce the likelihood of rear-end crashes.

Figure 1: Example of a Buffered Bike Lane



Source: Nacto Urban Bikeway Design Guide

Figure 2: Rendering of Proposed Road Diet Cross-Section



Finally, it is recommended that the preferred cross-section be implemented for the entire length of project segment. For consistency, a single cross-section should be maintained for the corridor, rather than adding a lane or dropping a lane mid-segment. Adding or dropping a lane could increase sideswipe or rear-end crashes at the location of the lane addition or drop. Furthermore, it could create driver

expectancy confusion. If specific areas of the project have more space to provide a larger cross-section, the space could instead be used for green space or additional sidewalk space.

Conclusions

The two-lane, one-way segment of South 1st Avenue from Thomas Street to Stewart Avenue experienced 23 crashes over the five-year period from 2011 to 2015. Although the frequency of crashes at any intersection along the corridor was relatively low, the segment crash rate for the five-year period was 382.83 crashes per HMVMT, compared to the 2014 statewide average crash rate of 332.33 crashes per HMVMT. Contributing factors to the crashes were reported as failing to stay in the travel lane, particularly while navigating curves, initiating turning movements from the wrong lane, and failing to yield the right of way. Low cost improvements, such as increased signing and pavement markings, could mitigate existing crash patterns. A road diet street reconstruction design reducing the existing two travel lanes to one travel lane could also reduce crashes. A proposed road diet cross-section, from left to right, includes an 8-foot on-street parking lane, a 12-foot travel lane, a 3-foot bike lane buffer, a 5-foot bike lane, and a 2-foot gutter pan. The 12-foot travel lane should promote traffic calming and reduce lane drifting and the 3-foot bike buffer should increase safety and comfort for a variety of bike lane users, while still providing adequate turning movement space for trucks. These safety mitigation actions are expected to improve traffic safety along the corridor, while still maintaining acceptable operation conditions.

MEMORANDUM

To: CISM Committee and Allen Wesolowski, PE

From: Eric Sorensen

Date: August 30, 2016

Project No.: 6999-18-03/73

Re: Wausau South 1st Avenue - Concept Alternative Review

Ayres Associates has evaluated available information for the development of concept alternatives for the reconstruction of South 1st Avenue from Thomas St. to Stewart Avenue within the City of Wausau. This memo serves as a summary of various design information and the current alternatives to aid the City in determining the desired roadway typical section(s) for the project.

Design Criteria

Roadway Classification: Principal Arterial
Urban Design Class: 2b (FDM 11-20, Attachment 1.1)
Design speed: 30 mph

2039 Design Year ADT: 3000 (Thomas St. to West St.)
5100 (West St. to Stewart Ave.)

Historic Investigation

Heritage Research has completed their field review and research for historic properties for the South 1st Avenue project and have identified two properties that require a Determination of Eligibility (DOE). These properties include the Anton Heinzen House (702/704 S. 1st Avenue) and the Wausau Hydroelectric Historic District which is the area east of the existing back of curb from West Street to the north.

Existing Crash Data Review and Improvement Recommendations

Existing crash data from 2011-2015 has been reviewed and summarized in a tech memo.

Bicycle and Pedestrian Considerations

Eric Sorensen spoke with Brad Lenz, City of Wausau Bike/Ped Committee, on June 21, 2016 inquiring about bike/ped considerations for the S. 1st Avenue project. Below is a summary of the discussion.

- MPO adopted bike/ped plan that recommends providing a bike lane along S. 1st Avenue
- There has been consideration in providing a MUP along the west side of the river but it is understood that there are some real challenges due to the steep slope between West St. and Porter St. and the dam. Because of this, it is desirable to have a bike lane on S. 1st Avenue.

- Would like to keep existing sidewalk where it is on both sides of the street (i.e. don't necessarily like idea of eliminating the existing sidewalk along the east side of the roadway to provide wider roadway section that accommodates parking, 2 travel lanes, and a bike lane).
- Would like to extend sidewalk to the north along east side of roadway but understands that it would be "a tight fit".
- Design could consider a "road diet" in reducing the number of travel lanes to 1 to allow for on-street bike lane and parking throughout.
 - Proposed bike/ped Coordination Schedule (with 30% plans due October 7th and the concepts alts begin submitted July 25th, it is anticipated that refined concepts for bike/ped committee review will be available for their August meeting and CISM will review during their September meeting.

Eric Sorensen spoke with Peter Knotek with Marathon County Parks Department regarding any special pedestrian considerations to access Riverside Park. Peter's response via a June 27, 2016 e-mail was as follows:

"Eric

I discussed the 1st Ave project with staff and we don't really have any concerns. As far as that old walkway that goes up from the park to 1st between West and Porter Streets we have no intention of rebuilding and would not mind if the remnants of the old trail were obliterated more than they are now."

Coordination with 3M Wausau

Eric Sorensen met with 3M Wausau representatives on May 24, 2016 to discuss the proposed project and identify any concerns they may have. Below is a summary of information provided by Dave and Grant regarding 3M Wausau's daily circulation and other items that are helpful to the design team.

General Truck Circulation

- 100-250 3M trucks per day (24 hours per day 6-7 days per week) typically travel south down 3rd Ave. then east on Rosecrans entering the plant. These trucks then exit the plant at Sherman St. and head north on S. 1st Avenue.
- 50-80 customer trucks enter plant from Thomas St. entrance and exit at Sherman St. and either head north on S. 1st Avenue or head west on Sherman St. These trucks come and go 6 days a week and typically peak at 6 a.m., 1 p.m., and 4 p.m.
- First 2 quarters of the year are the busiest with operations slowing down some 3rd and 4th quarter.

Train Traffic

- 2 trains per day from noon to 7 p.m.
- The way the trains come in, load and exit typically results in S. 1st Avenue being blocked 3 times per day (once for first entry, twice for second). Thomas St. is also blocked for 1 of the 2 entries.
- CN owns the rail and r/w through their property. They were not aware of CN being called Wisconsin Central LTD.

Short-term closures of their access during construction

- Closure of Rosecrans entrance - they would divert their 3M trucks to use the Sherman St. access to enter and exit. Would want no parking signed on Sherman St. to 3rd Avenue.
- Closure of Sherman St. entrance - they would divert 3M trucks to use Rosecrans St. access to enter and exit. Would want no parking signed on Rosecrans St.

- General comment was to turn 3rd Avenue into 2-way street during S. 1st Avenue closure similar to what was done in the past (suggested temporarily eliminating on-street parking). Commented that WB Sherman to NB 3rd has a difficult turn movement however.

General

- Commented that it is a little “tight” for trucks traveling north along S. 1st Avenue north of Sherman St. and requested on-street parking be eliminated in this area.
- Utility pole in SW quad of S. 1st Ave. and Sherman St. is very close making truck turning movements into the plant difficult.
- Drainage - asked if an inlet could be placed in SW quad of Sherman St. intersection as storm water currently travels to east entering r.r. ditch making its way to loading area.

Geotechnical Exploration

RVT has completed the field work for geotechnical exploration and has summarized their findings in the report dated July 19, 2016. Their findings confirmed that there are slope stability issues within the road core from West Street to Porter Street. *Section 6.0 Engineering Review, Slope Stability* of the report focuses on the completed slope stability analysis and potential options to address this concern.

RVT’s analysis indicates that the existing road core in the area of Stations 40+50 to 47+50 provides “a theoretical factor of safety against slope failure of less than 1.0 (about 0.9), indicating a slope failure or a high risk of failure condition.” In general, options to address this concern include:

1. Construction of a geosynthetically reinforced soil slope or mechanically stabilized earth (MSE) retaining wall system.
2. Construction of an anchored or cantilevered steel sheet pile retaining wall
3. Significant re-grading of the existing slope and possibly placement of new fill to reduce the slope angle to be no steeper than 2:1 (could possibly construct at 1.8:1 if begins at 15’ from the top edge of slope).
 - a. Ayres has confirmed that the FIS model is an old 1977 HEC-2 model which would need to be converted to a HEC-RAS model. We would also need to delineate the floodway vs. floodfringe areas and then prepare a no-rise certification for encroachment into the Wisconsin River.

Note that these are just preliminary recommendations and possible stability improvement alternatives and that further analysis and consultation with RVT is necessary to confirm ultimate design.

4(f)/6(f) Considerations

WDNR Initial Project Review letter dated July 18, 2016 confirmed that impacts to the Riverside Park would result in 4(f) coordination. In addition, LWCF grant funding was used for the Riverside park so 6(f) coordination may also be required and any impacts to the park “must be replaced with property of equal market value, as well as usefulness and location.”

We later received an e-mail from the DNDR dated July 29, 2016 indicating that the LWCF funding was for something east of the river so there shouldn’t be any 6(f) issues based on the information available to them. They did suggest however, that “the consultant/City to review the affected property deeds closely for any grant-related restrictions” as the Stewardship/LWCF grants are typically recorded on the deed(s).

AGENDA ITEM
Discussion and possible action on second revision to the State/Municipal Agreement for South 1 st Avenue from Thomas Street to Stewart Avenue
BACKGROUND
The City of Wausau is receiving STP Urban funding for the 1 st Avenue project and have signed a State/Municipal agreement (SMA) which outlines the cost sharing for the project. The proposed amended SMA adds a project cost for the railroad crossing between Sherman Street and West Street on 1 st Avenue. The WDOT has determined the crossing will need to be upgraded as part of the project.
FISCAL IMPACT
The estimated cost to upgrade the railroad crossing is \$181,800. The cost is reflected in the SMA. The cost is 100% City funded. The funds will need to be budgeted for 2019 construction.
STAFF RECOMMENDATION
Staff recommends approval of the revised SMA.
Staff contact: Allen Wesolowski 715-261-6762

Urbanized Area STP-Urban (206)

 <p style="text-align: center;">2ND Revision STATE/MUNICIPAL AGREEMENT FOR A STATE- LET URBANIZED AREA STP-URBAN PROJECT</p> <p>This agreement supersedes the agreement signed by the Municipality on 5/11/2016 and signed by WisDOT on 5/17/2016</p> <p>Program Name: STP-Urban</p> <p>Population Group: 50,000-200,000 Sub-program #: 206</p>	<p>Revised Date: August 4, 2016</p> <p>Date: May 14, 2014</p> <p>I.D.: 6999-18-03, Design: 6999-18-73 Constr. 6999-18-53, Railroad</p> <p>Road Name: South 1st Ave</p> <p>Limits: City of Wausau, South 1st Ave Thomas Street to Stewart Ave</p> <p>County: Marathon</p> <p>Roadway Length: 0.8 mile</p> <p>Functional Classification: Principal Arterial</p> <p>Project Sponsor: City of Wausau</p> <p>Urbanized Area: Wausau MPO</p>
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The signatory, **City of Wausau**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

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

NEEDS AND ESTIMATE SUMMARY:

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

Existing Facility - Describe and give reason for request:

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

Proposed Improvement - Nature of work:

A reconstruction type project is proposed for this segment of South 1st Ave. The proposed major work for the urban cross-section roadway project will include the following; minimal grading, new pavement, curb and gutter, storm sewer lines, sidewalk, railroad improvements and standard lighting. Bicycle and Pedestrians accommodations will be determined through the design. Railroad signal work is required at crossing number 182 048D. Additional right of way needs will be by temporary interests.

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

Urbanized Area STP-Urban (206)

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

Project construction costs are funded with **55.9%** for all federally-funded project phases when the municipality agrees to provide the remaining **44.1%** and all funds in excess of the **\$738,998** Federal funding maximum, in accordance with the STP Urban program guidelines for projects in urbanized areas. **The design and railroad work improvements are 100% locally funded.** Non-participating costs are 100% the responsibility of the municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2019**. **In accordance with the State's sunset policy for Urbanized Area STP Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

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

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-18-03					
Design					
State Review	\$36,000	\$0	0%	\$36,000	100%
Subtotal	\$36,000	\$0		\$36,000	
ID 6999-18-53					
Construction Costs	\$180,000	\$0	0%	\$180,000	100%
State Review	\$1,800	\$0	0%	\$1,800	100%
Subtotal	\$181,800	\$0		\$181,800	
ID 6999-18-73					
Participating Construction	\$1,190,990	\$665,763	55.9% *	\$525,227	44.1% + BAL
Non-Participating Construction	\$100,000		0%	\$100,000	100%
State Review	\$131,010	\$73,235	55.9% *	\$57,775	44.1% + BAL
Subtotal	\$1,422,000	\$738,998		\$683,002	
Total Est. Cost Distribution	\$1,639,800	\$738,998	N/A	\$900,802	N/A

*The percentage of project costs covered by federal funding at approval, **55.9%**, is based on TIP Committee Action. Due to the federal funding cap, which is **\$738,998** for all federally-funded project phases,

This request is subject to the terms and conditions that follow (pages **3 – 7**) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

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

Name: (print)

Title:

Date:

Signature:

Signed for and in behalf of the **State**: (please sign in blue ink)

Name: **Brian Gaber**

Title: **WisDOT North Central Region Planning Chief**

Date:

Signature:

Urbanized Area STP-Urban (206)

GENERAL TERMS AND CONDITIONS:

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

STATE RESPONSIBILITIES AND REQUIREMENTS:

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

Urbanized Area STP-Urban (206)

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

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the **2013-2018** Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
 - h. Real estate for the improvement.
 - i. Preliminary Engineering and design
 - j. Management Consultant and State Review Services. (For the design phase only.)
 - k. Other 100% municipally funded items: Signal work at railroad crossing 182 048D.
8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by WisDOT prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
9. Work to be performed by the Municipality without Federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.

Urbanized Area STP-Urban (206)

11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01 (5), sexual orientation as defined in s. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed Federal financing commitments or are ineligible for Federal financing. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
13. **In accordance with the State's sunset policy for Urbanized Area STP-Urban projects, the subject 2013-2018 Urbanized Area STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015 or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates.
 - f. Provide relocation orders and real estate plats.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.
 - j. Other 100% municipally funded items: Signal work at railroad crossing 182 048D.

Urbanized Area STP-Urban (206)

16. It is further agreed by the Municipality that:

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

LEGAL RELATIONSHIPS:

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

Urbanized Area STP-Urban (206)

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

PROJECT FUNDING CONDITIONS

22. The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:
- a. **ID 6999-18-03: Design** is funded 100% by the municipality. This phase includes Plan Development, Management Consultant Review, and State Review.
 - b. **ID 6999-18-53:** Costs for signal work upgrades at railroad crossing 182 048D are funded 100% by the municipality.
 - c. **ID 6999-18-73: Construction:**
 - i. Costs for the reconstruction project include the following major work items; minimal grading, new pavement, curb and gutter, sidewalk and standard lighting, and all other items necessary to complete the project are funded with **55.9%** federal funding, when the municipality agrees to provide the remaining **44.1%**. This portion of the project is subject to the cumulative project federal cap (see sub-item c).
 - ii. Non-participating costs for construction are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded **55.9%** with federal funding and **44.1%** by the Municipality. This portion of the project is subject to the cumulative project federal funding cap (see sub-item c).
 - d. **Project Cap:** In accordance with STP-Urban program guidelines for projects in urbanized areas, State action and TIP Committee action, this project has a federal funding cap of **\$738,998**. This federal funding cap applies to all federally funded project phases.

[End of Document]

AGENDA ITEM
Discussion and possible action on second revision to the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive
BACKGROUND
The City of Wausau is receiving STP Urban funding for the Townline Road project and have signed a State/Municipal agreement (SMA) which outlines the cost sharing for the project. The proposed amended SMA adds a project cost for the railroad crossing near Kraft foods. The WDOT has determined the crossing will need to be upgraded as part of the project.
FISCAL IMPACT
The estimated cost to upgrade the railroad crossing is \$222,200. The cost is reflected in the SMA. The cost is 100% City funded. The funds will need to be budgeted for 2019 construction.
STAFF RECOMMENDATION
Staff recommends approval of the revised SMA.
Staff contact: Allen Wesolowski 715-261-6762

Urbanized Area STP-Urban (206)



2nd Revision STATE/MUNICIPAL AGREEMENT FOR A STATE- LET URBANIZED AREA STP-URBAN PROJECT

This agreement supersedes the agreement signed by the Municipality on 5/11/2016 and signed by WisDOT on 5/17/2016.

Program Name: STP-Urban

Population Group: 50,000-200,000

Sub-program #: 206

Revised Date: **4 August 2016**

Date: **May 14, 2014**

I.D.: **6999-18-01, Design: 6999-18-71, Constr.
6999-18-51, Railroad**

Road Name: **Townline Road**

Limits: **City of Wausau, Townline Road
Grand Ave to Easthill Drive**

County: **Marathon**

Roadway Length: **0.7 mile**

Functional Classification: **Minor Arterial**

Project Sponsor: **City of Wausau**

Urbanized Area: **Wausau MPO**

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

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

NEEDS AND ESTIMATE SUMMARY:

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

Existing Facility - Describe and give reason for request:

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

Proposed Improvement - Nature of work:

A reconstruction type project is proposed for this segment of Townline Road. The proposed major work for the urban cross-section roadway project will include the following; minimal grading, new pavement, curb and gutter, storm sewer, sidewalk, railroad improvements and standard lighting. Bicycle and pedestrian accommodations will be determined through the design. Railroad signal work is required at crossing number 392 819J. Additional right of way needs will be by temporary interests.

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

Urbanized Area STP-Urban (206)

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

Project construction costs are funded with **55.9%** for all federally-funded project phases when the municipality agrees to provide the remaining **44.1%** and all funds in excess of the **\$636,002** federal funding maximum, in accordance with the STP Urban program guidelines for projects in urbanized areas. **The design and Railroad work is 100% locally funded.** Non-participating costs are 100% the responsibility of the municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

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

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

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6999-18-01					
Design					
State Review	\$30,750	\$0	0%	\$30,750	100%
Subtotal	\$30,750	\$0		\$30,750	
ID 6999-18-51					
Construction cost	\$220,000	\$0	0%	\$220,000	100%
State Review	\$2,200	\$0	0%	\$2,200	100%
Subtotal	\$222,200	\$0		\$222,200	
ID 6999-18-71					
Participating Construction	\$1,025,000	\$572,975	55.9%*	\$452,025	44.1% + BAL
Non-Participating Construction	\$100,000		0%	\$100,000	100%
State Review	\$112,750	\$63,027	55.9%*	\$49,723	44.1% + BAL
Subtotal	\$1,237,750	\$636,002		\$601,748	
Total Est. Cost Distribution	\$1,490,700	\$636,002	N/A	\$854,698	N/A

*The percentage of project costs covered by federal funding at approval, **55.9%**, is based on TIP Committee Action. Due to the federal funding cap, which is **\$636,002** for all federally-funded project phases,

This request is subject to the terms and conditions that follow (pages 3 – 7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

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

Name: (print)

Title:

Date:

Signature:

Signed for and in behalf of the **State:** (please sign in blue ink)

Name: **Brian Gaber**

Title: **WisDOT North Central Region Planning Chief**

Date:

Signature:

Urbanized Area STP-Urban (206)

GENERAL TERMS AND CONDITIONS:

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

STATE RESPONSIBILITIES AND REQUIREMENTS:

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

Urbanized Area STP-Urban (206)

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

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7. Work necessary to complete the **2013-2018** Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
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 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
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 - k. Other 100% Municipally funded items: Signal work at railroad crossing 392 819J.
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Urbanized Area STP-Urban (206)

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11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01 (5), sexual orientation as defined in s. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed Federal financing commitments or are ineligible for Federal financing. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
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 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates.
 - f. Provide relocation orders and real estate plats.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.
 - j. Other 100% Municipally funded items: Signal work at railroad crossing 392 819J.

Urbanized Area STP-Urban (206)

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- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such "Manual of Uniform Traffic Control Devices" as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.
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LEGAL RELATIONSHIPS:

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

Urbanized Area STP-Urban (206)

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

PROJECT FUNDING CONDITIONS

22. The Municipality agrees to the following **2013-2018** Urbanized Area STP-Urban project funding conditions:
- a. **ID 6999-18-01: Design** is funded 100% by the municipality. This phase includes Plan Development, Management Consultant Review, and State Review.
 - b. **ID 6999-18-51:** Costs for signal upgrades at crossing number 392 819J are funded 100% by the Municipality.
 - c. **ID 6999-18-71: Construction:**
 - i. Costs for the reconstruction project include the following major work items; minimal grading, new pavement, curb and gutter, sidewalk and standard lighting, and all other items necessary to complete the project are funded with **55.9%** federal funding, when the municipality agrees to provide the remaining **44.1%**. This portion of the project is subject to the cumulative project federal cap, (see sub-item c).
 - ii. Non-participating costs for construction are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded **55.9%** with federal funding and **44.1%** by the Municipality. This portion of the project is subject to the cumulative project federal funding cap, (see sub-item c).
 - d. **Project Cap:** In accordance with STP-Urban program guidelines for projects in urbanized areas, State action and TIP Committee action, this project has a federal funding cap of **\$636,002**. This federal funding cap applies to all federally funded project phases.

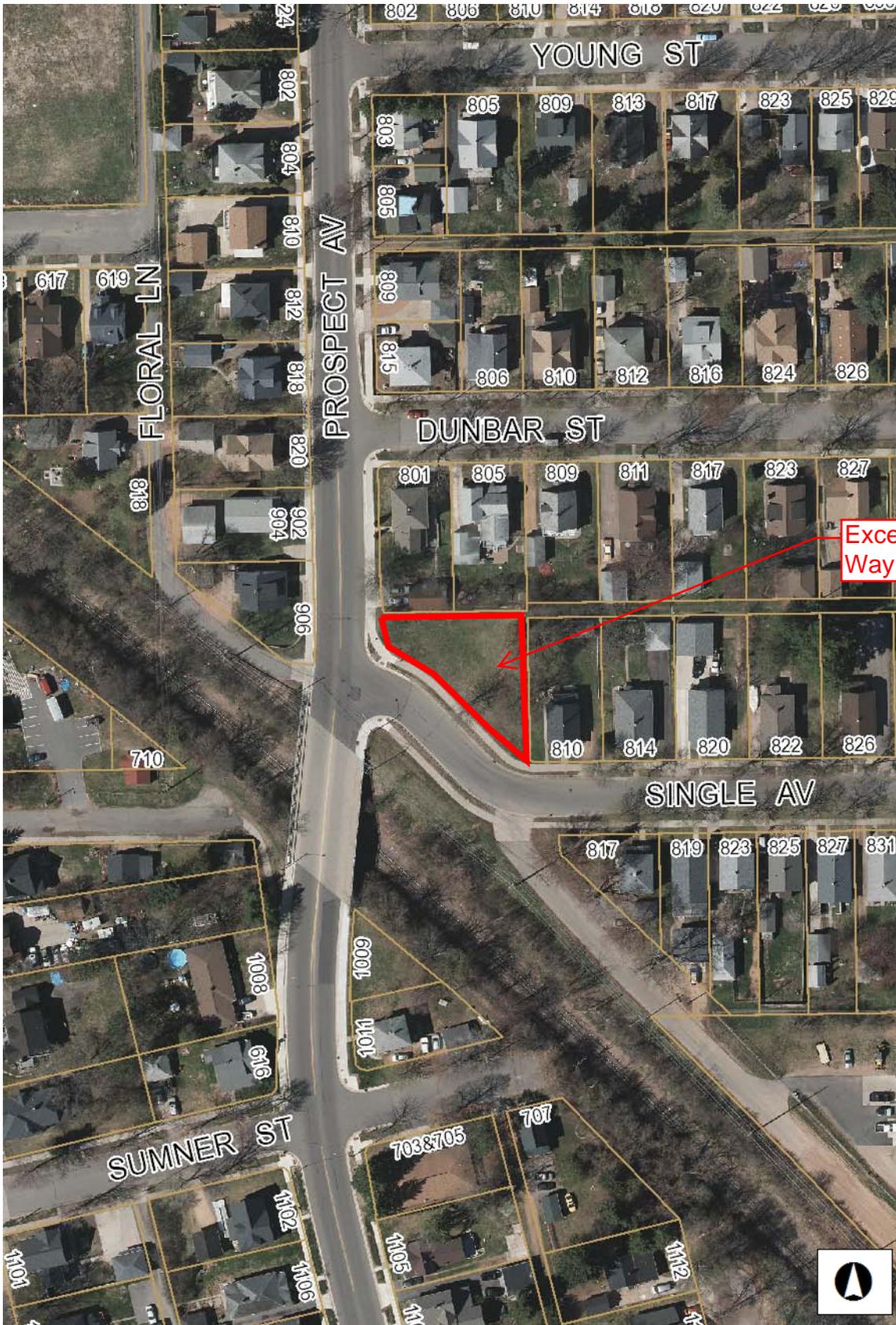
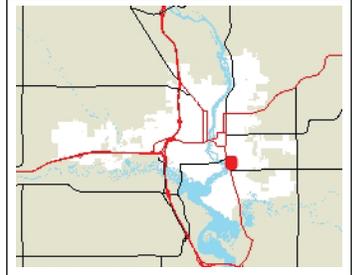
[End of Document]

Agenda Item No.

6

STAFF REPORT TO CISM COMMITTEE – September 8, 2016

AGENDA ITEM
Discussion and possible action on initial resolution to hold a public hearing to vacate the right-of-way located at Single Avenue and Prospect Avenue
BACKGROUND
The City currently has excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue. See the attached map. The City is proposing to vacate this right-of-way to utilize the space for a Community Development Tot Lot.
FISCAL IMPACT
None.
STAFF RECOMMENDATION
Staff recommends approving an initial resolution to hold a public hearing to vacate the excess right of way.
Staff contact: Allen Wesolowski 715-261-6762



Legend

- Parcels
- Section Lines/Numbers
- Stream - River
- Pond - Lake
- Wausau Wetland
- Swamp
- Ortho - 2015 - 3in

Excess Right of Way

Notes



Map Created: 9/1/2016

61.64 0 61.64 Feet



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.

AGENDA ITEM
<p>7. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the north side of Randolph Street from a point 66 feet west of North 4th Avenue to 386 feet west of North 4th Avenue</p> <p>8. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of South 12th Avenue from a point 84 feet south of Rosecrans Street to 356 feet south of Rosecrans Street</p> <p>9. Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of Lamont Street from a point 116 feet north of Broadway Avenue to 400 feet north of Broadway Avenue</p> <p>10. Discussion and possible action on repeal of ordinance designating no parking on the north side of Broadway Avenue from a point 240 feet west of its intersection with Lamont Street, to Lamont Street during school hours</p>
BACKGROUND
<p>The Wausau School District in cooperation with the City of Wausau has constructed “bump-in” drop-off locations for buses at Thomas Jefferson Elementary, GD Jones Elementary and John Marshall Elementary. Said locations were designed to accommodate bus parking thereby reducing congestion and improving the safety of motorists and pedestrians. To ensure drop-off locations remain free for bus use, signs are required to prohibit the parking, stopping or standing of unauthorized vehicles.</p> <p>Existing ordinance prohibits parking on the north side of Broadway Avenue from a point 240 feet west of its intersection with Lamont Street, to Lamont Street during school hours. This was the former bus drop-off location for John Marshall Elementary. This location will now be used for parent pick-up.</p>
FISCAL IMPACT
<p>Minimal. Costs include production of 9 signs and staff time to install.</p>
STAFF RECOMMENDATION
<p>It is recommended to adopt the proposed restrictions, to repeal the existing restriction on Broadway Avenue and to sign each location accordingly.</p>
<p>Staff contact: Lt. Ben Graham – Wausau Police Department – (715) 261-7955</p>

AGENDA ITEM

Establish assessment rates for 2017 construction projects

BACKGROUND

Each year the City sets the assessment rates for streets reconstructed within the City. The assessment rate set is per foot of assessable frontage. The assessable frontage is based upon the location and shape of the lot. The 2016 assessment rate was set at \$42 per assessable foot. The assessment rate has typically been set to account for 60% of the roadway construction.

Sewer lateral replacement during street projects was set at \$500 in 2016.

FISCAL IMPACT

The money collected from special assessments goes to the general fund. The amount collected each year is dependent on the streets which are included in the final budget and are approved for construction after public hearings. Assessments over \$300 but less than \$20,000 can be paid over a five-year period. Assessment over \$20,000 can be paid over a ten-year period.

STAFF RECOMMENDATION

Staff recommends maintaining the \$42 per assessable rate and the \$500 sewer lateral replacement rate for 2017 street construction projects.

Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM

Update on compiling information on electrical usage to provide to a solar energy expert.

BACKGROUND

As requested by CISM March 2016 staff has requested KW usage data from WPS. The data needed, according to the solar consultant, was hourly information usage. It took about 4-months to receive the initial data for City Hall. The City has since requested information for other buildings (public Safety, streets & maintenance, and water & wastewater plants. Since this request back in July we have not received any additional information.

I have again requested this information from WPS and stated we would like to have the information for review by September 23 and then have a discussion item on the October CISM.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

Update only.

Staff contact: Eric Lindman 715-261-6745

Agenda Item No.

13

STAFF REPORT TO CISM COMMITTEE – September 8, 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

Lori Wunsch

From: Gary Gisselman
Sent: Friday, September 02, 2016 1:48 PM
To: Lori Wunsch
Subject: Fwd: Item for CISM agenda

Sent from my iPad

Begin forwarded message:

From: Elizabeth Field <elizabeth@wausauriverdistrict.org>
Date: September 2, 2016 at 10:05:01 AM CDT
To: Gary Gisselman <Gary.Gisselman@ci.wausau.wi.us>
Subject: Fwd: Item for CISM agenda

Hi, Gary,

I just checked the CISM agenda and didn't see this item placed for consideration. Could you please let me know if I need to do something else to get this placed or prepared for committee consideration, or when we might expect to see this added to the agenda? Given that we have funding lined up, I'd like to get this considered ASAP.

Thank you, and have a great weekend!

Liz

----- Forwarded message -----

From: Elizabeth Field <elizabeth@wausauriverdistrict.org>
Date: Mon, Aug 15, 2016 at 11:29 AM
Subject: Item for CISM agenda
To: Gary Gisselman <Gary.Gisselman@ci.wausau.wi.us>

Hi, Gary,

I would like to add an item to the CISM agenda, if it's possible. We would like to get an event sign on the 400 Block at the corner of Third and Scott Streets, near or on the concrete planter (to avoid obstructing views of the stage). I have attached an image of the proposed sign for your reference.

We have funders already lined up to finance the sign which would be made and installed by Finishing Touch.

The goal of the sign is to better advertise events specifically coming to the 400 Block. This is in response to several people mentioning over the course of my time at Wausau River District, that they didn't know what was going on at the 400 Block. We hope that this sign will help better communicate to the broad community all the wonderful events hosted in this popular area.

Please let me know when we might be able to get this placed on the agenda, and if you would like any other information.

Thank you,
Liz

--

Elizabeth Field

Executive Director

Wausau River District, Inc.

316 Scott St. Wausau, WI 54403

p: [715-297-1829](tel:715-297-1829)

e: elizabeth@wausauriverdistrict.org

wausauriverdistrict.com

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Elizabeth Brodek Field

Executive Director

Wausau River District, Inc.

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Finishing Touch signs

723 S. 72nd Avenue Wausau, WI
715-845-0500
ftsign.com

Client:
Wausau Info Kiosk
Wausau, WI

SIGN SPECIFICATIONS

- * double sided monument sign with back foundation to meet park
- * changeable message board internally lit with LED
- * exact size and build 150



APX night view

400



Handwritten note: "Call to UPS & Delivery Dept"

400 Wausau
14452

These drawings are preliminary and subject to change without notice. All dimensions are in inches unless otherwise noted. © 2015 Finishing Touch Signs, Inc. All rights reserved.

Customer: Wausau-400 Block
Customer Rep: Dylan Alvin

Date: 09/22/15
Revision Date: 11/6

FINAL DRAWING APPROVAL
These drawings will be released to manufacturing once signed and returned. Any detail or dimension changes will delay fabrication and incur extra charges. ONLY THE PERSONS APPROVED BY FINISHING TOUCH WILL ACT AS REPRESENTATIVE FOR FINISHING TOUCH.

FINISHING TOUCH SIGNS, INC. 723 S. 72ND AVENUE WAUSAU, WI 54981-1000
TEL: 715.845.0500 FAX: 715.845.0501
WWW.FINISHINGTOUCHSIGNS.COM