



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, December 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 November 10, 2016 meeting.
 - B. Action on Stormwater Maintenance Agreement for Wisconsin CVS/pharmacy, LLC at 102 Central Bridge Street.
 3. Discussion and possible action on proposed neighborhood signage. (This item was deferred from the October 13, 2016 meeting.)
 4. Discussion and possible action on Detour Agreement with WisDOT regarding STH 29.
 5. Discussion and possible action on preliminary resolutions for 2017 projects.
 6. Discussion and possible action to prohibit parking on the south side of the 900 block of Bopf Street.
 7. Discussion and possible action to create a 4-way stop at South 9th Avenue and Bopf Street.
 8. Discussion and possible action to create a 4-way stop at Callon Street and South 2nd Avenue.
 9. Discussion and possible action to create a 4-way stop at North 9th Street and Stark Street and/or North 10th Street and Stark Street.
 10. Discussion and possible action to create a 4-way stop at South 12th Avenue and Bopf Street.
 11. Discussion and possible action to replace the yield signs at North 10th Street and Jefferson Street with stop signs.
 12. Future agenda items for consideration.
- Adjourn.

The next regular meeting is scheduled for January 12, 2017.

GARY GISSELMAN, Chairperson

THIS NOTICE POSTED AT CITY HALL AND FAXED TO CITY PAGES AND DAILY HERALD: December 1, 2016 at 9:00 a.m.

It is possible that members of and possibly a quorum of members of other committees of the Common Council may be in attendance at this meeting to gather information. No action will be taken by any such groups at this meeting other than the committee specifically referred to in this notice.

Upon reasonable notice, effort will be made to accommodate the needs of disabled individuals through appropriate aids and services. For information or to request this service, contact the City Clerk at (715) 261-6620.

Agenda distribution: Committee members, Council members, Assessor, Attorney, Clerk, Community Development, Engineering, Finance, Inspections, Mayor, Parks, Planning, Public Works, County Planning, Police Department, Daily Herald, City Pages, Wausau School District, Wausau Area Events, Becher-Hoppe Associates, AECOM, Mi-Tech, REI, Glenn Speich, Judy Bayba, Scholfield Group, Evergreen Civil Engineering, Clark Dietz, Inc., 900 block Bopf Street Residents

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: November 10, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Abitz, Kellbach, Rasmussen

Also Present: Lindman, Sean Gehin, Graham, Peterson, Joe Gehin

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:30 p.m. Chairman Gisselman called the meeting to order.

Public Comment for matters not appearing on the agenda

No one came forward to offer public comment.

Approve minutes of the October 13, 2016 meeting

Kellbach moved to approve the minutes of the October 13, 2016 meeting. Rasmussen seconded and the motion carried unanimously 4-0.

Discussion and possible action on petition for annexation – Kainz, 1509 Sell Street (080-2908-193-0994, Town of Wausau)

This item was taken out of agenda order.

Lindman stated a petition for annexation of a residential property was received. Since the annexation process takes a couple of months, they are asking for permission to start connecting to water and sewer as soon as possible.

Wanda McCarthy, 312 Weston Avenue, appeared on behalf of her father Lawrence Kainz, who is the owner of 1509 Sell Street. McCarthy stated her father had an unfortunate situation six years ago and is now blind. He needs to sell his house and they have buyers. However, the sewer is not in compliance leaving them with two options, installing a holding tank or connecting to City sewer and water. She noted she has City sewer and water in her home and she would prefer it to a holding tank. She added utilities are already present as this property is near Horace Mann Middle School. Additionally, the buyers would also prefer to have City sewer and water.

Rasmussen said the annexation petition is welcomed and one of the main benefits of annexation is the ability to get City sewer and water. She feels that before utilities are extended to the property, the property needs to legally exist within City borders. She believes in the past we have been able to expedite the annexation process. Because of the way the schedules of meetings fall, if the petition is approved here it would be possible for Plan Commission to consider the annexation next week followed by Council on November 22. McCarthy indicated the closing date is November 21 and she has talked with the plumber on obtaining permits. The plumber can work this into his schedule to start as early as November 18 and the work would only take a couple of days. Rasmussen said it is not legal for a governmental body to extend utilities to a parcel that is not within their borders. In the past there have been instances where services were extended early; however, this is inadvisable legally. If something would happen with the deal the City is then in a position where utilities have been provided and the annexation cannot be secured. The recommended advice from the Legal Department is not to allow connection until the annexation is completed.

With the intention of expediting the annexation process by moving forward to Plan Commission and Council for completion of the process by Thanksgiving, Rasmussen moved to approve the petition for annexation for Kainz at 1509 Sell Street. Kellbach seconded.

Joe Gehin, 3400 Springdale, stated in the past as long as there is a signed petition for direct annexation, former City Attorney Nagle had allowed hook up of utilities to begin. Rasmussen said this has been done in the past but it was done against legal counsel. She added that Brad Marquardt, former Director of Public Works, was advised by the City Attorney in 2014 to stop this practice because the Council ultimately approves all annexations. If for some reason the Council does not approve or the Plan Commission does not approve, the process does not get completed. She added that in the past an arrangement was negotiated with Higgenbotham and noted he has had troubles on Northwestern Avenue. She feels we need to follow the process in the proper legal order and would love to do that quickly. Abitz agreed with Rasmussen and also wants to expedite the process.

There being a motion and a second, motion to approve the petition for annexation for Kainz at 1509 Sell Street carried unanimously 4-0.

PUBLIC HEARING: Discussion and possible action on petition to vacate excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue

Gisselman invited those in attendance who wished to speak regarding the proposed vacation to come to the podium and give their name and address for the record. After asking three times, no one appeared and the public hearing was closed.

Lindman stated that Community Development is proposing to construct a tot lot. The area is currently listed as public right-of-way. It has been determined that it is in the best interest to vacate the area so building does not take place within the right-of-way.

Rasmussen moved to approve the petition to vacate the excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue. Abitz seconded.

Abitz questioned if a fence would be considered. Lindman stated the Park Department is assisting Community Development and believes the item has gone to Economic Development. He added that a fence is proposed. Abitz is concerned as there are a lot of cars in the area and if kids are playing with a ball it could go into traffic. She hopes a fence would be installed so balls cannot go out onto Prospect Avenue.

There being a motion and a second, motion to approve the petition to vacate the excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue carried unanimously 4-0.

Discussion and possible action on landscape features for the Thomas Street Project

Gehin indicated that AECOM is in the process of finalizing plans for the first phase of the Thomas Street Project. In order to complete the plans, AECOM is looking for input on landscaping of the Thomas Street median. Bruce Gerland, AECOM, provided an exhibit showing possible median treatment. The exhibit identified areas of concrete and areas of grass. The square footage of the concrete area is approximately 7,600 and there is approximately 11,000 sq. ft. of grass area. Concrete areas are proposed for areas where the median is 5' or less in width from the top of the curb to the top of the curb. Normally in areas similar to this, a 4" thick sidewalk is installed. The cost for this would be approximately \$28,500 for standard concrete. Abitz asked if this area would be cleared during the winter. While this is a maintenance question, Gerland said the standard is whatever snow is on the grass portion would be left and the concrete ends would be cleared. Gerland clarified that the concrete sidewalk he referred to is not necessarily for walking purposes but rather a concrete top on the median. Gerland went on to say that if the concrete is colored, it would cost an additional \$23,000. If the concrete was stamped and colored it would cost an additional \$36,500. Rasmussen believes there was a lot of savings with property acquisitions. In terms of aesthetics and commonality, colored concrete was used on Stewart Avenue and colored

makes the intersection pop and have a heightened appearance. Abitz tries to foresee the future and what will be built in the area. She noted that Tom Killian always tries to make sure money is not spent over what needs to be done. Abitz would love to have colored concrete although she does not know how that would affect the lighting appearance at night. She does not feel stamped concrete is needed but favors colored concrete to distinguish the center of the road. However, looking at the budget if the funds are not available she would say no. Rasmussen said last she heard in Finance is that the project was under budget for acquisitions. It was agreed upon to use TID to fund Thomas Street to elevate the area for new growth and development. If we want growth to happen we cannot make this area unappealing. We have invested in colored concrete in other areas to give a heightened appearance. We should not necessary cheapen materials because one neighbor has an opinion or because this is an area that has been controversial. Rasmussen believes we should go with colored concrete in the areas Gerland has proposed as it will create a nice look for the area. Abitz feels the area is a major thoroughfare and she would like to be consistent with Stewart Avenue or Grand Avenue. Gisselman stated the look on Stewart Avenue has elevated the whole area. Rasmussen said it will look like the rest of the things in the City that are new, which will be key for revitalization. Gisselman stated the stamped concrete would elevate the area even more but due to the cost he is backing down from this option and supporting colored concrete. Kellbach also favors colored concrete.

Moving on to the proposed grass areas, Gerland stated typically lawn-type turf would be installed. Topsoil, fertilizer, seed and mulch would be placed. The cost for 11,000 sq. ft. is approximately \$6,000. An alternative would be to place artificial turf. While this is more expensive there would not be maintenance costs and other things associated with grass. Artificial turf would cost approximately \$140,000. Lindman noted if grass is installed there is no irrigation and the area would have to be watered. Rasmussen said by the time irrigation and water lines are added, we would probably spend what the turf costs. She questioned what the maintenance costs would be for grass. While Lindman is unsure of this, Peterson said the Park Department maintains Stewart Avenue on a 10 to 12 days cycle. Lindman stated there is artificial grass on Stewart Avenue near Applebee's which has held up very well. Abitz is concerned of how grass will hold up due to salt. Lindman suggested having topsoil, seed, mulch, and fertilizer in the general bid and an alternate of turf, with a decision made based upon the bid. However, irrigation would be missing. He questioned if the committee would be willing to install grass without irrigation if the bid cost of turf comes in high. Abitz is concerned of having a one bad summer where the grass is burned and the next year only weeds grow. Rasmussen agreed with this concern as there is a stretch of Highway 52 that looks rough in the summer. She suggested the grass bid include irrigation costs so it can be compared to the turf costs. She hates to say she favors the turf option as it is not a natural substance, but it looks good and saves mowing time. The Stewart Avenue stretch will get some weeds along the edge, but other than that it is weed free and always green. Gisselman said there is an expensive bill with the turf but considering the long term maintenance and the look through the year, he feels artificial turf is the direction to go. Rasmussen suggested planning for turf but obtain an alternate bid for irrigated grass. Unless the irrigated grass is substantially less than turf, we could weigh maintenance versus no maintenance. Abitz is in favor of the turf and feels it would be inviting for new businesses. Gehin questioned the warranty of turf, but Gerland is unsure. Rasmussen said this is also an important consideration.

Gerland explained generally if a median is less than 5' in width it would be concrete. This is because a small, narrow strip is more difficult to mow and maintain. Another reason for concrete is salt tolerance as the first two to three feet of a median die off. If turf is decided upon and more green is desired, the areas proposed for concrete could be limited. He estimated concrete at \$6.75 per sq. ft. and turf at \$12.50 per sq. ft. Rasmussen feels if the median acts as a staging area, the corners need to be concrete for snow removal. Gerland replied the pedestrian crossings would be standard concrete white and the areas he has been talking about are outside of pedestrian crossings. Gehin cautioned using turf in the 5' width areas as it may get damaged during snow removal.

Gerland worked with staff on spacing for the placement of trees. There would be approximately 14 trees in the wider portion of the median for a cost of approximately \$6,000. Abitz asked how many trees would be removed along the curb side. Peterson believes most of the trees would be removed for this project as the road will be widened. Abitz wants to make sure the root system of the trees planted in the median will not cause issues with

the road or with trees on the boulevard. Peterson replied there will not be that many trees in the median and those trees will not conflict with trees on the side of the road. Rasmussen added with the thickness of road concrete, there will not be heaving issues like with sidewalk. She does not like the trees that the DOT places in medians as they are small and take a long time to reach maturity. She questioned if trees of decent size, similar to what was planted on Highway 52 Parkway, could be planted so they have more life span under their belt. Peterson indicated that smaller trees establish better than larger trees. Rasmussen does not want to spend money on trees that take several years to look like a decent tree because we are trying to create a rebirth of the area. Peterson said the trees need a place to grow. The trees on Highway 52 Parkway look like they do because there is road base, sand, and then topsoil, which is a poor design to grow trees. Rasmussen questioned why that was not corrected as the project was overspent. Peterson said that is standard construction as the concrete trucks get washed out in those areas and the left over items that the contractor does not want to pick up gets thrown in these areas. Rasmussen said going forward we need to create something that will not only function but also will not take two decades to look normal. Lindman agreed a larger tree would have a better impact initially. He noted specialty trees were used on 2nd Avenue and could be done here as well. Abitz asked if the trees would impact the street lights. Rasmussen replied no as the lights are tall. Abitz wants to make sure the trees in the median are positioned correctly with respect to trees on the boulevard. Rasmussen said with all that we have gone through on this project and everything we are hoping for in terms of economic development and aesthetic impact, she envisions the area will pop when completed. If it is subpar in any way there will be nothing but criticism. The fine details need attention. Gehin questioned if a tree grate would be used if artificial grass is placed. Gerland confirmed. Gisselman asked what kind of trees would be purchased as the committee wants the trees to be a substantial part of the median. Gerland will continue to work with staff regarding this since as of now they have only talked about spacing.

Discussion and possible action on holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road

Gehin stated at the last CISM meeting, the committee approved the realignment of Curling Way at Townline Road. The next step in the process is to reserve the corridor. He noted that three parcels are currently for sale. The realignment would improve the safety of the intersection.

Rasmussen moved to approve holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road. Abitz seconded.

As Abitz is also on the Railroad Committee, she spoke with CN and they are looking forward to this being completed for safety issues.

There being a motion and a second, motion to approve holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road carried unanimously 4-0.

Discussion and possible action to prohibit parking on the north and south side of the 100 block of West Randolph Street

Rasmussen explained this area is on a hill which is basically two blocks east of Thomas Jefferson School and two blocks west of Marathon Electric. There are four houses on this block that have decent sized driveways. The house on the corner is 103 West Randolph. The garage and driveway enter off of 1st Avenue and the property has a double lot to the south so that cars that need to park in the street can park along 1st Avenue to the next house without obstructing anyone's view. 111 and 115 West Randolph are the other two houses on the south side and both have ample driveways. The driveway at 115 West Randolph is over 60' in length and they do not use street parking. The other house on the block is 116 West Randolph who also does not use street parking. These residents have complained about the fact that the residents at 103 West Randolph, which has recently become a

rental and possess six to seven vehicles, are parking on Randolph Street from the corner halfway up to 111 West Randolph Street. The residents at 111 West Randolph cannot see to get out of their driveway. The residents of the properties with driveways that enter onto Randolph Street need to move quickly as cars come over the hill. Traffic at the intersection of 1st Avenue and Randolph Street can see if cars are not parked there, but visibility is a problem since these cars have begun to park up the hill. Additionally, the people parking on Randolph Street exit their vehicle in the lane of traffic and vehicles coming over the hill cannot take evasive action quickly enough. In the last month and a half, Rasmussen has received six calls from people who travel the area daily stating they have had near accidents. She feels the least evasive option is for the residents at 103 West Randolph Street to park along 1st Avenue and prohibit parking on the hill. Since the staff report was sent out, many neighbors called to thank her but no one called to oppose. Graham noted that his name was listed on the staff report and he has not received any calls.

Rasmussen moved to approve restricting parking on the north and south side of the 100 block of West Randolph Street. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action to designate the following parking stalls as handicap parking: 400 block of Scott Street, north side, third and fourth parking stalls west of North 5th Street. (This item was deferred from the October 13, 2016 meeting.)

Gehin stated at the last meeting, staff was asked to look into adding two handicap on-street parking stalls in front of the Elks Club. Wesolowski and Gehin looked at what would be needed. In order to provide adequate accommodations, there has to be an adjacent at-level accessible isle, similar to what was recently added in front of City Hall. To provide an at-level accessible isle would require significant improvements to the sidewalk area. It would require removal of a decorative light pole, removal of a tree, removal of curb and gutter, lowering the sidewalk grade so it is flush with the handicap stall, and modifications to the canopy in front of the Elks. A 5' to 6' wide accessible isle is needed so a curb head would have to be built because of the grade difference. Additionally the Elks has decorative landscape features along the right-of-way. Staff does not feel this is a favorable place for handicap parking stalls and recommends the Elks look for other locations on their property. Gehin went on to explain that the entrance to the elevator currently is marked no parking but this area would provide room for a handicap stall. The area appears to be flat and would meet requirements. Additionally, the east side of the building has a driveway entrance with two to three parking stalls that could be marked handicap. There is sidewalk that runs along 5th Street to the front of the building. This would be a longer route to the entry, but the sidewalk would be considered an accessible route to the elevator. There is also some parking along the west side of the building; however, Graham was informed that this is the bank's property and can only be used by the Elks after bank hours.

Rasmussen said this is similar to Marathon Electric's request for handicap parking where it was not safe or feasible to do. The recommendation to Marathon Electric was to modify something in their parking lot and find a different way. She feels the request should be denied and the Elks should be asked to evaluate other options on their property. Abitz questioned if the parking spot at the end of the driveway could be marked handicapped. Gehin indicated there is a curb head there. To provide a handicap parking stall there has to be an accessible isle adjacent to the parking stall at the same grade. Rasmussen noted that the accessible isle at City Hall took most of the boulevard. Gehin confirmed and explained for that spot curb and gutter was removed, a driveway-type curb and gutter was installed and a flat level area was constructed, which had to be a certain length and width. For this to be done at the Elks, curb and gutter would have to be cut out, the light pole removed, the sidewalk removed and lowered so it is at the same elevation of the parking stall, and sidewalk removed from each side of the accessible isle to provide a smooth transition to the existing sidewalk. Rasmussen stated the sidewalk is built to the curb and there is not much room to play with. She questioned what would be left in terms of the sidewalk for everyone else. Gehin believes a sidewalk can go through an accessible isle, but sidewalk on each side would have to be removed and ramped. Rasmussen asked if water would pool at the ramps. Gehin indicated the ramp would

be sloped to drain to the street. Abitz noticed that there is a utility pole next to the area marked no parking. She asked if this pole would have to be relocated if this area was marked for handicap. Gehin does not believe the utility pole would have to be moved as the area in front of the door is wide enough. The minimum width for an accessible isle is 5' wide. Everything to the east of this area would be considered the accessible isle with the handicap parking stall being the area to the west. Abitz believes at one time this was a parking area but was changed because of the difficulty of backing out onto Scott Street, especially if a car is parked on the street. Abitz does not have any issues with making the area parking, but feels individuals parking there would have visibility issues backing out. Rasmussen feels if the City starts to entertain this idea every time a private sector building requests on-street parking for handicap access to fulfill their ADA requirements, it would be an expensive process for the City. This would start to become a service provided for the private sector which has the duty to provide the parking space. Marathon Electric was told no as it was not safe to do and there was not a good spot. This situation is not much different and Rasmussen does not see the City taking on the obligation. Abitz said this has been discussed for a long time. The Elks have looked at different options. She feels their only option is the space currently marked no parking. This would only provide one space and there are several individuals who need handicap accessibility. If this space is utilized, Abitz feels an on-street parking spot would have to be removed so vehicles do not block the view for the vehicle backing onto Scott Street. Rasmussen said if we start doing this on the street, we are taking away public parking from everyone else. She feels the Elks should entertain this on their own property to the extent they are able to. They have parking off of 5th Street where employees are parking and shared parking with the bank. Their lack of ADA compliance is not the fault of the City nor the City's cost to bear. Abitz does not want to see the lodge close as it is a historical building. She feels this should be sent back to the Elks to discuss why they do not want parking in the area marked no parking and to discuss possibilities on the east side of the building. Lindman said staff will talk with the Elks and provide the recommendations for their property. He stated it would be up to the Elks to hire a consultant to design accommodations on their property.

Rasmussen believes the message from the committee going forward is not to open the door more but to close it some. Rasmussen moved to deny the request and forward the request back to the Elks Club to solve the issue of handicap parking within their property confines. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action to install a stop sign for northbound traffic on North 30th Avenue and West Wausau Avenue

Gehin stated a request was received to install a stop sign at North 30th Avenue and West Wausau Avenue. Staff feels this does make sense for safety. This is a unique situation as it lies within three different jurisdictions. The north side of Wausau Avenue right-of-way is in the Village of Maine, the south side of Wausau Avenue is in the Town of Stettin, and the City's right-of-way extends to the south line of Wausau Avenue. Staff is suggesting installing a stop sign with the City's right of way at the intersection. As a courtesy, Gehin spoke with Town of Stettin Chair, Raynard Zunker, regarding the installation of a stop sign. Zunker is in favor as he was almost hit there last week and indicated the stop sign could be placed in the Town of Stettin's right-of-way if needed.

Rasmussen moved to approve the installation of a stop sign for northbound traffic on North 30th Avenue and West Wausau Avenue. Kellbach seconded and the motion carried unanimously 4-0.

Review of completed Marquardt Road and Golf Club Road speed and traffic study

Gehin said that at the end of August traffic counters were placed on Golf Club Road and Marquardt Road as McElhaney had indicated the residents were concerned with the speed of traffic. The counters collected traffic volume and speed. Golf Club Road averages 1,350 vehicles a weekday, which surprised Abitz. The roadway is classified as a collector taking neighborhood traffic to 6th Street. The speed within the 85th percentile is at or below 34 MPH. The 85th percentile represents the reasonable rational speed chosen by most drivers. While this is 9 MPH over the speed limit, the road sees more traffic than a local roadway. The road is straight and flat. On the

south side is the golf course and there are no driveways. The speed did not surprise Gehin and unfortunately it is not within the area where tickets would be issued. Rasmussen said drivers using this road to get up the hill would tell you to raise the speed limit to 35 MPH. We are in a conundrum as traffic is going over the limit but not going dangerously fast and not fast enough to write a huge ticket. Discussion followed. Rasmussen noted there are a lot of complaints of speed in that entire area. Visually it may seem like traffic is traveling at 45 but really is going much slower. She has received the same complaints from all areas of the City and feels taking traffic calming measures on this street does not make sense. Abitz feels traffic coming down the hill and turning down Golf Club is the issue. Gehin said the roadway carries a lot of traffic as it takes residents to 6th Street.

Gehin indicated Marquardt Road averages 2,000 vehicles a weekday with the 85th percentile traveling 30 MPH. Gehin added that this item is just to review the data. Abitz questioned if enforcement is recommended and believes Golf Club Road was talked about in Parking and Traffic. Graham indicated a radar recorder could be put up to identify the peak hours for officers to enforce. Rasmussen said sometimes Police presence is enough.

Update on electrical usage information provided to a solar energy expert

Lindman indicated that Pat Peckham has worked with a solar energy expert who has asked the City to gather information. Initially, info was compiled for City Hall and the expert requested to see data for other buildings. Information was also submitted on the Public Safety Building, a building at DPW, the Water Utility and the Waste Water Utility. WPS provided a year's worth of data and the expert requested more information. WPS provided this and it was submitted to the expert this week. The solar company did visit each building as well. There will not be an additional update until the solar expert responds. The initial assessment of City Hall indicated the payback was 22 to 25 plus years so it was recommended to look at a third party contract. At this point the City is not close to a third party contract. Staff will wait to see what the expert reports on the other buildings. Rasmussen feels that sometimes it is not efficient to retrofit buildings for solar but it is a good idea to keep in mind going forward as new buildings are constructed. She is interested in finding alternative sources for new facilities. She noted that within the next 10 plus years there may be three to four new buildings where a benefit would be seen rather than retrofitting existing buildings.

Update on 2016 Street Construction Projects

Gehin stated that Chicago Avenue has basically been finished. The final layer of asphalt was placed yesterday with minor work remaining. The contractor will be placing mulch and pavement markings at 5th Street, which will be completed by the end of the day tomorrow. The Sanitary Sewer Repair Project was completed on October 14. The Kent Street Project is completed. The Sidewalk Repair Project was completed mid-October. The consultant has indicated the Stewart Avenue Project will be completed for the most part by the end of the day tomorrow. The lanes that were recently closed will be opened. Some minor work does remain near the 1st Avenue railroad crossing, which will be completed by the end of November. There may be some temporary closures for completion of the punch list. Rasmussen asked if liquated damages were charged on the Chicago Avenue Project. Gehin said the contract completion date was October 14 and the Board of Public Works elected not to extend that date. Discussions will have to be held on liquated damages. Rasmussen noted this was the same contractor who had damages enforced in Kellbach's district a few years ago. Abitz added that the sidewalks on Bopf Street which were heaved during a spring windstorm have been repaired and the residents are happy.

Future agenda items for consideration

Abitz asked for an analysis of Bopf Street in front of the Holy Name Church, mainly restricting parking on the south side of the street. She would like this done before traffic is rerouted for the Thomas Street project. She also has received complaints regarding the intersection of 9th Avenue and Bopf Street and questioned if a four-way

stop could be installed. There are visibility problems at this intersection, especially if a truck or hearse is parked at the corner.

Gehin stated a review of the completed speed and traffic study of Stark Street between 7th and 10th Street will be on the next agenda, along with the review of placement of a stop sign at Callon and 2nd Avenue.

Rasmussen asked for the item restricting parking on Randolph Street to be moved forward to Council on November 22 so signs can be installed before winter.

Graham indicated Alderman Neal has brought up the yield sign at 10th and Jefferson Street. Residents have indicated vehicles fail to yield and there has been an increase in accidents.

Adjourn

Kellbach moved to adjourn the meeting. Rasmussen seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:50 p.m.

Agenda Item No.

2B

STAFF REPORT TO CISM COMMITTEE – December 8, 2016

AGENDA ITEM

Action on Stormwater Maintenance Agreement for Wisconsin CVS/pharmacy, LLC at 102 Central Bridge Street

BACKGROUND

The CVS/Pharmacy property located at the 102 Bridge Street includes a number of stormwater best management practices which include vegetated swales, catch basins, on-site storm sewer, and riprap outfalls to meet City and DNR stormwater requirements. To ensure properly functioning post-stormwater facilities year after year, the City requires the owner sign a maintenance agreement, making the owner inspect and maintain the facilities on a bi-annual basis. After numerous reminders and phone calls, a signed maintenance agreement has been received and 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 ___, 20___, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Wisconsin CVS/pharmacy, LLC, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

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

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

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

NOW, THEREFORE, the parties hereto agree as follows:

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

Recording Area

Name and Return Address

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

PIN:

291.2907.261.0953

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:

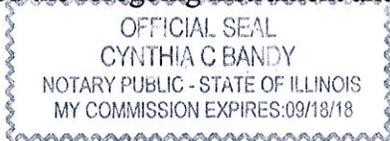
By: RICHARD SMART
 By: [Signature]

CITY OF WAUSAU:

By: James E. Tipple, Mayor Robert B. Mielke, Mayor
 By: Toni Rayala, Clerk

ILLINOIS
 STATE OF WISCONSIN)
LAKE) ss.
 COUNTY OF MARATHON)

Personally came before me this 28 day of OCTOBER, 2016, the above-named Richard Smart and _____ of Wisconsin CVS/pharmacy, LLC, to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.



Cynthia C. Bandy
 Notary Public, Wisconsin ILLINOIS
 My commission: 09/18/18

STATE OF WISCONSIN)
) ss.
 COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 20____, the above-named Robert Mielke 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: _____

EXHIBIT B

Operation and Maintenance, Long-term

The OWNER of this project in the City of Wausau, Marathon County, Wisconsin, is directly responsible for the operation, inspection, and maintenance of all stormwater facilities located within the CVS Pharmacy Store #10172 (102 Central Bridge Street) - Wausau site, as described below.

- **Grass Swale Area**

Inspection: Accumulation of sediment and/or debris. Look for erosion or damage. Review plant health.

Maintenance: Remove accumulated sediment and/or debris and repair any eroded or damaged areas. Replace dying plants.

- **Catch Basin, Storm Sewer, and Outfall**

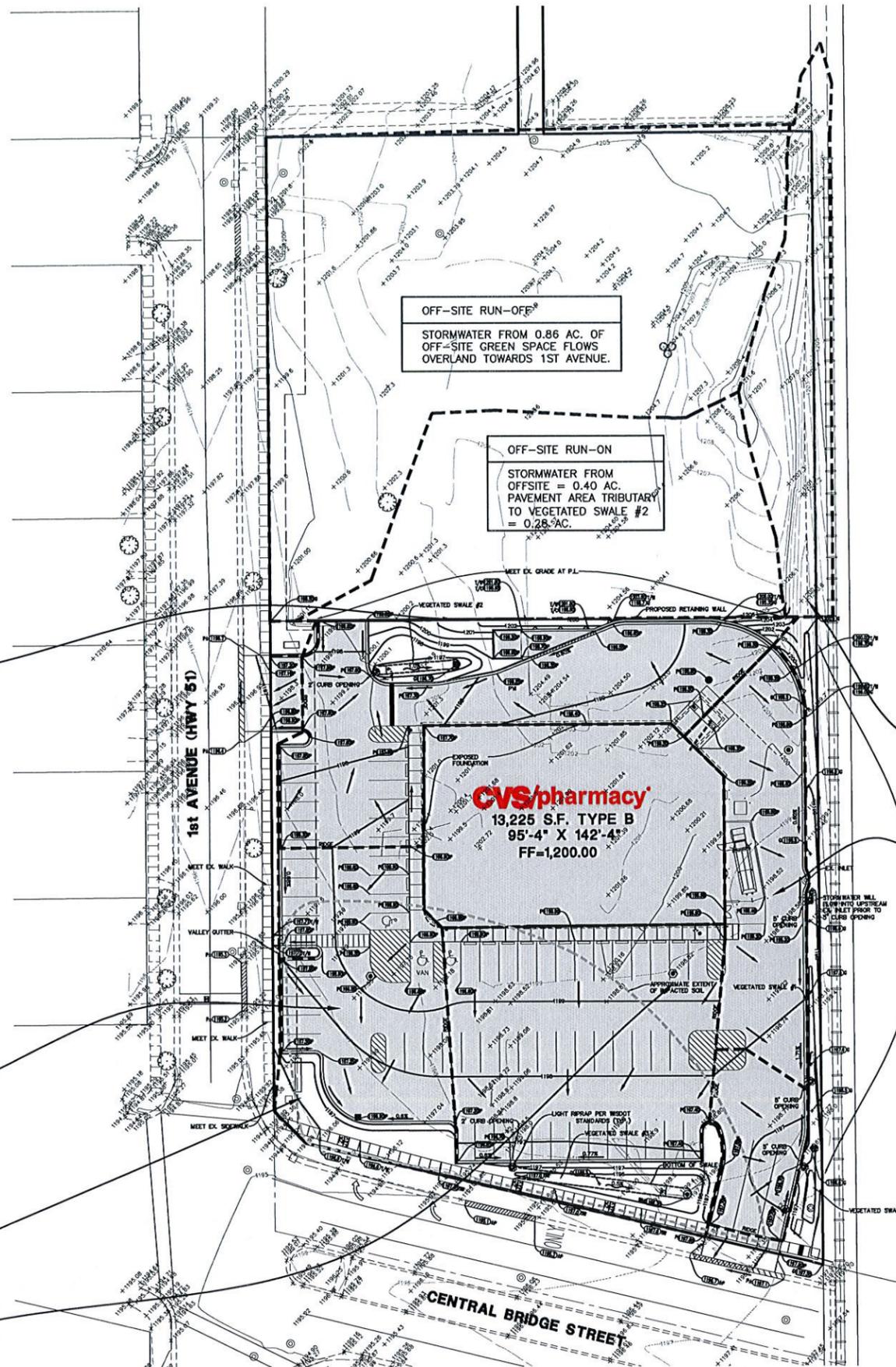
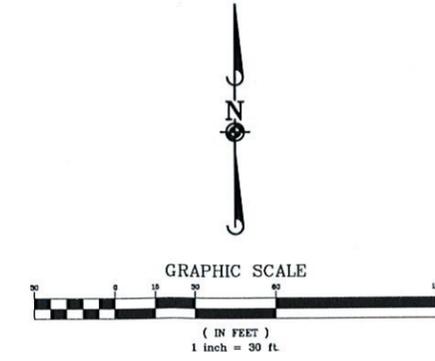
Inspection: Accumulation of sediment and/or debris within catch basin, storm sewer pipe, and/or outfall. Look for damage to pipe, catch basin structure, and outfall.

Maintenance: Remove accumulated sediment and/or debris within the pipe, sumps of catch basins, and/or within or near outfall. Repair damaged to pipe, catch basin, and/or outfall. If the damage is un-repairable then the pipe, catch basin, and/or outfall shall be replaced.

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

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

EXHIBIT A



OFF-SITE RUN-OFF
STORMWATER FROM 0.86 AC. OF OFF-SITE GREEN SPACE FLOWS OVERLAND TOWARDS 1ST AVENUE.

OFF-SITE RUN-ON
STORMWATER FROM OFFSITE = 0.40 AC. PAVEMENT AREA TRIBUTARY TO VEGETATED SWALE #2 = 0.28 AC.

PROPOSED DRAINAGE CONDITIONS

PROPOSED IMPERVIOUS AREA	1.35 AC.
PROPOSED PERVIOUS AREA	0.29 AC.
TOTAL DISTURBED AREA	1.64 AC.
PROPOSED IMPERVIOUS PERCENTAGE	82%
PROPOSED PERVIOUS PERCENTAGE	18%
IMPERVIOUS CN - BLDG/PAVEMENT	98
PERVIOUS CN - OPEN SPACE	49
COMPOSITE CN: $0.82 \cdot 98 + 0.18 \cdot 49$	= 89
PROPOSED TOTAL SUSPENDED SOLIDS (TSS) REMOVAL (POST CONSTRUCTION TREATMENT):	49.5%
REQUIRED (TSS) REMOVAL:	40%

GENERAL SITE INFORMATION:
1. PER THE NATURAL RESOURCES CONSERVATION SERVICE WEB SOIL SURVEY ONE SOIL TYPE IS LOCATED ONSITE; MAHTOMEDI LOAMY SAND

NOTE:
AREA HIGHLIGHTED MAY CONTAIN CONTAMINATED SOILS. CONTRACTOR SHALL PERFORM CONSTRUCTION OPERATIONS TO MINIMIZE DISTURBANCE TO THE EXISTING GROUND IN THIS AREA. CONTRACTOR SHALL FOLLOW THE RECOMMENDATIONS OF THE ENVIRONMENTAL ENGINEER CONCERNING REMEDIATION/SPOIL REMOVAL.

OFF-SITE RUN-ON
STORMWATER FROM 0.25 AC. OF OFF-SITE GREEN SPACE FLOWS OVERLAND ONTO THE SITE. THIS FLOW IS BYPASSED THROUGH THE SITE VIA VEGETATED SWALE #1.

PAVEMENT AREA TRIBUTARY TO VEGETATED SWALE #1 = 0.27 AC.

PROPOSED NORTH PROPERTY LINE

AREA TRIBUTARY TO INL-6 = 0.21 AC (NO TREATMENT)

AREA DRAINING FREE TO CENTRAL BRIDGE STREET 0.05 AC

AREA TRIBUTARY TO VEGETATED SWALE #3 = 0.33 AC.



NORTHERN 14600-LEFT CHAMFER DRIVE-THRU
STORE NUMBER: 10172
102 CENTRAL BRIDGE STREET
WAUSAU WI 54401
PROJECT TYPE: FEE FOR SERVICE/TYPE B
DEAL TYPE: NEW STORE
CS PROJECT NUMBER: 63650

ARCHITECT OF RECORD
719 Griswold Street, Suite 1000
Detroit, MI 48226
www.norr.com



CONSULTANT:
 Manhard CONSULTING LTD.
2001 Northway Drive, 1st Floor, Suite 100, Waukegan, IL 60087-3625

DEVELOPER:
GBC
GERSHMAN BROWN CROWLEY INC.
600 East 96th Street, Suite 150
Indianapolis, IN 46240
PH: 317-574-7333

SEAL:

REVISIONS:

11/30/12	REVISED PER CITY COMMENTS
1/4/13	REVISED PER CITY COMMENTS
1/18/13	REVISED PER CITY COMMENTS

SCALE: 1"=30'
DRAWING BY: CAD
DATE: 9/8/12
JOB NUMBER: GBCWUW 110228
TITLE: POST DEVELOPMENT SITE CONDITIONS PLAN
SHEET NUMBER: C-8

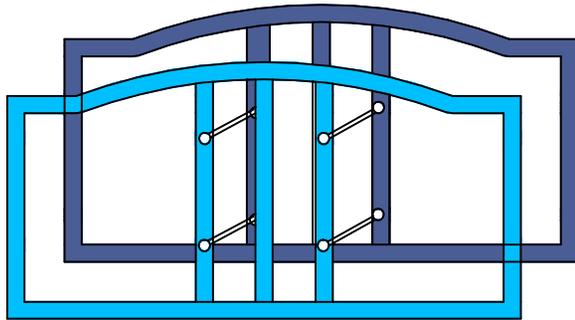
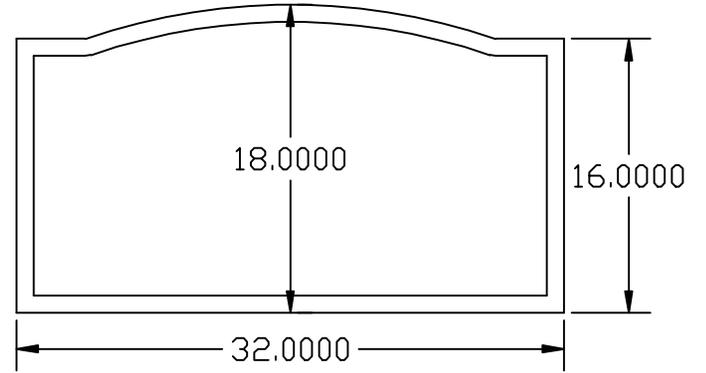
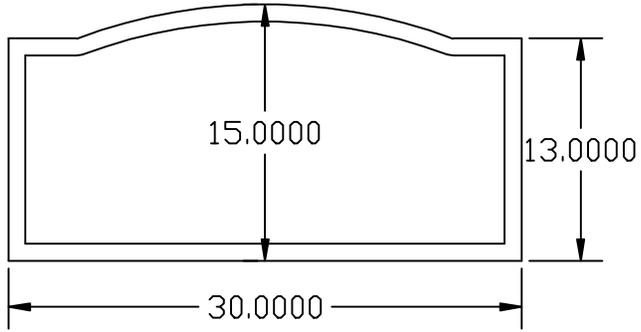
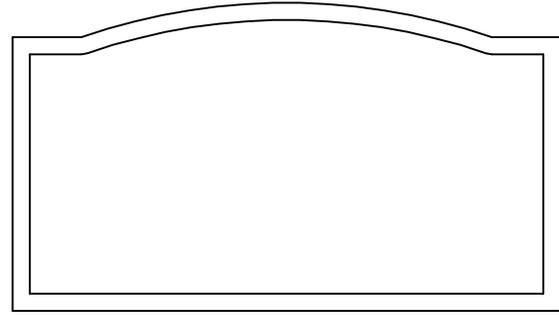
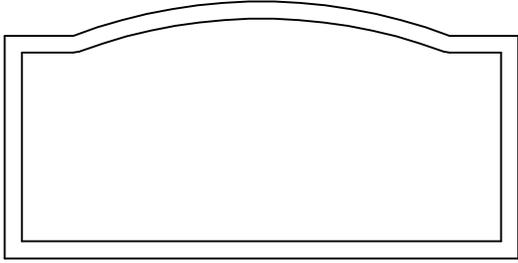
COMMENTS:
NOT RELEASED FOR CONSTRUCTION

October 28, 2016 - 16:33 Dwg Name: F:\Documents\Drawings\Plan_Sets\12-8 10POST SITE CONDITION PLAN.dwg Uploaded By: Ross

AGENDA ITEM
Discussion and possible action on proposed neighborhood signage
BACKGROUND
To date two neighborhood groups, Longfellow and East Towne, are proposing to install signs on City-owned street light poles. These would be permanently mounted signs. This was brought to CISM in October; however, at that time sign dimensions and placement was unknown. A rendering and dimensions of the Longfellow sign is attached, along with maps showing light pole locations within each neighborhood group.
FISCAL IMPACT
Possible placement and installation of signs. Community Development Block Grant Funding would be used to purchase the signs.
STAFF RECOMMENDATION
Move forward to purchase signs and authorize DPW to install appropriately.
Staff contact: Tammy Stratz 715-261-6682

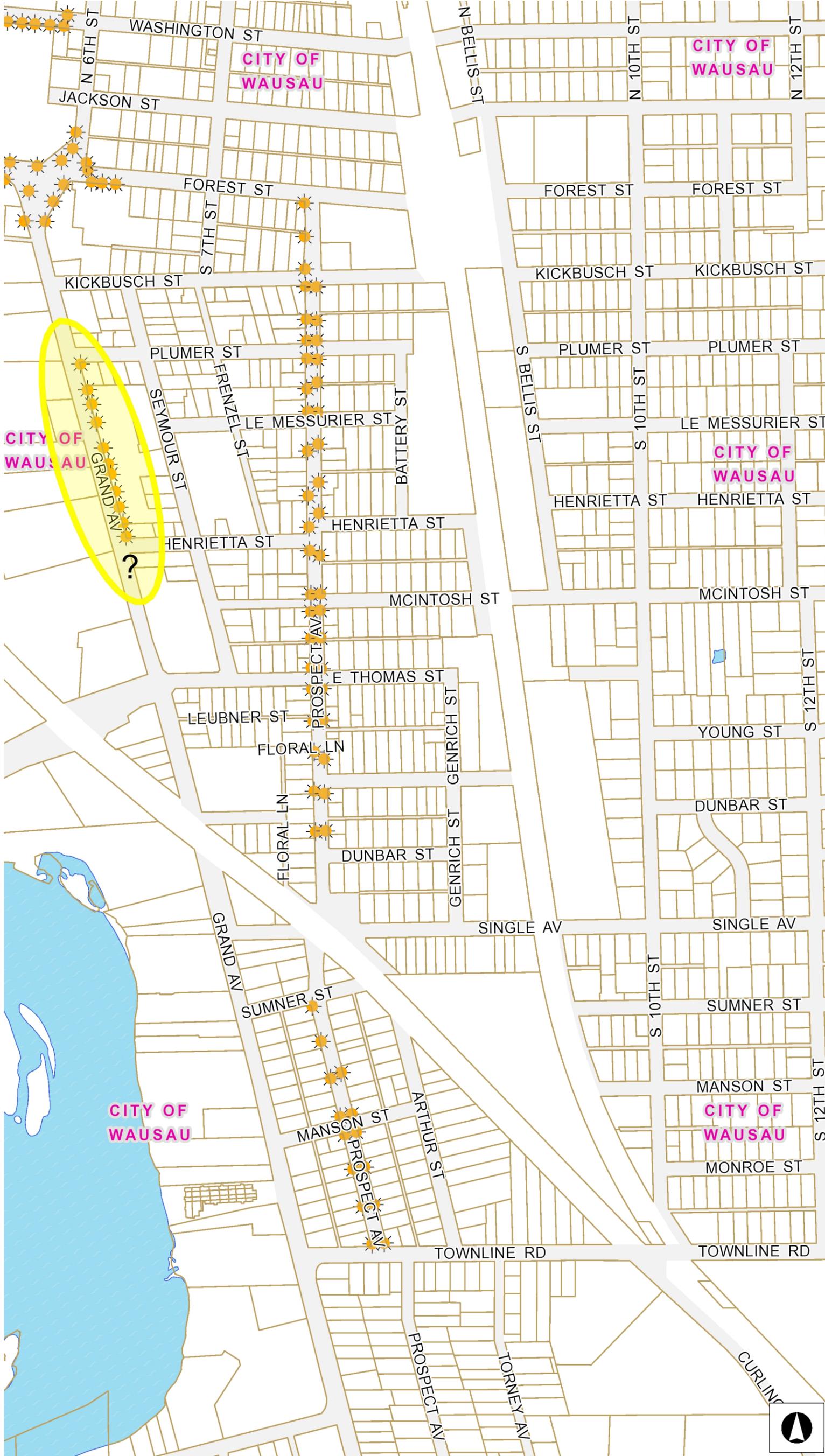
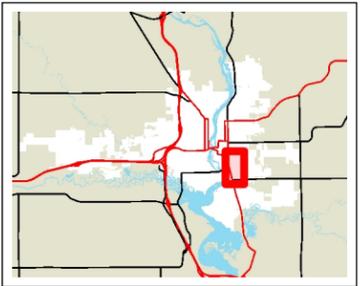


WELCOME TO
LONGFELLOW
NEIGHBORHOOD





DPW Mapping System



- Legend**
- Parcels
 - ▬ Right Of Ways
 - ePole
 - ★ Light Pole
 - Pedestrian Pole
 - ★ Signal Pole
 - ★ Signal Pole/Lt Pole Combination
 - Sign Pole
 - Stream - River
 - Pond - Lake
 - Wausau Wetland
 - Swamp



Map Created: 9/13/2016

200.00 0 200.00 Feet

User_Defined_Lambert_Conformal_Conic

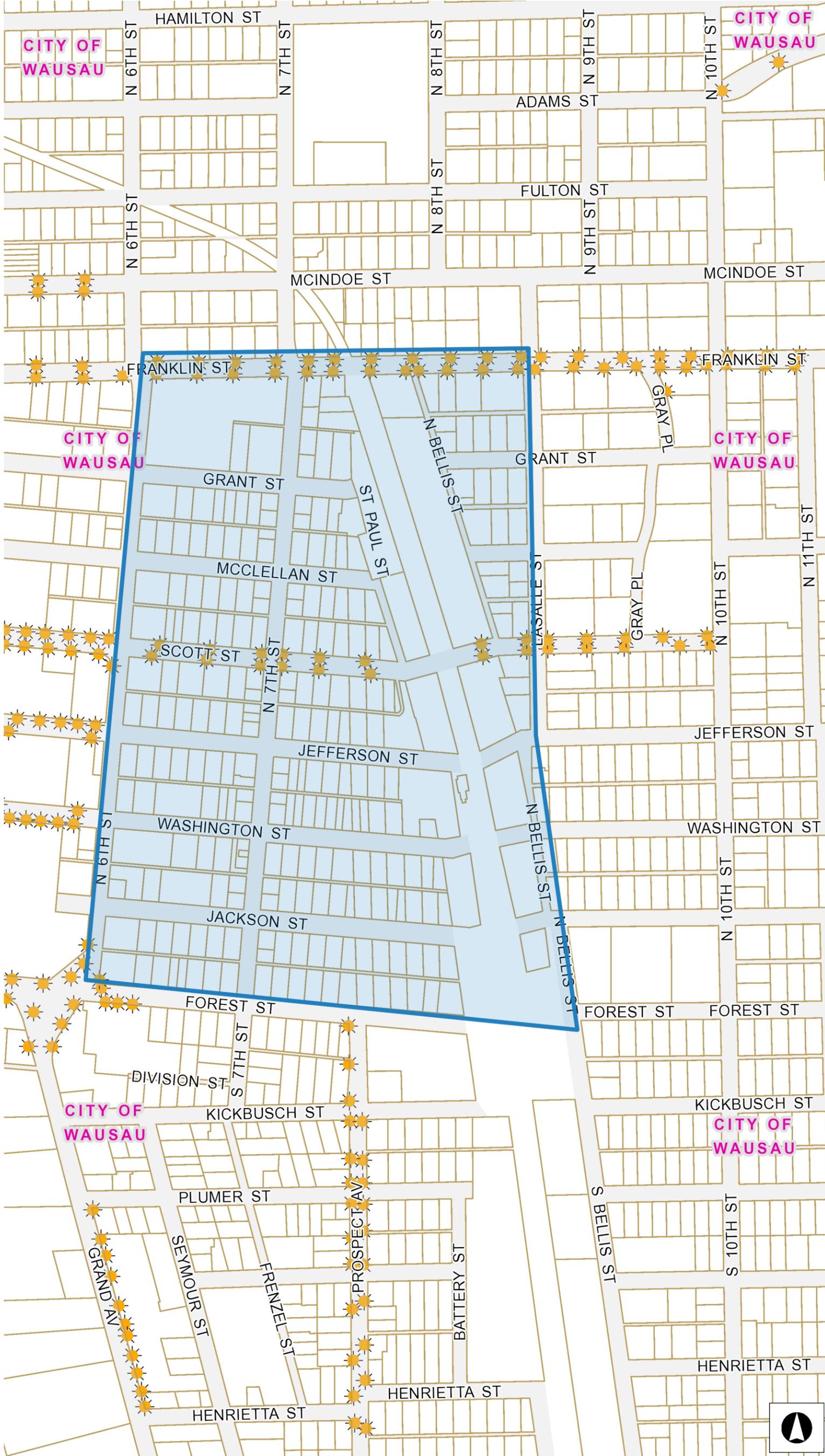
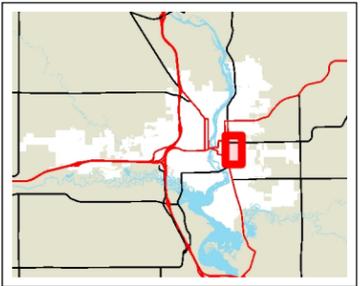
DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes
Decorative Lights



DPW Mapping System



- Legend**
- Parcels
 - ▭ Right Of Ways
 - ePole
 - ★ LightPole
 - PedestrianPole
 - SignalPole
 - ★ SignalPole/LtPole Combination
 - SignPole
 - Stream - River
 - ▭ Pond - Lake
 - ▭ Wausau Wetland
 - ▭ Swamp



Map Created: 9/13/2016

175.00 0 175.00 Feet



User_Defined_Lambert_Conformal_Conic

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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes
Decorative Lights

AGENDA ITEM
Discussion and possible action on Detour Agreement with WisDOT regarding STH 29
BACKGROUND
The Wisconsin Department of Transportation has approached the City about using STH 52 to detour traffic for STH 29/USH 51 to accommodate epoxy overlays on bridge structures. See the attached maps for the structures and detour routes. The City is the maintaining authority for STH 52. For allowing the DOT to utilize this section of STH 52 for the detour, the WDOT is proposing to re-apply paint striping as outlined in the proposal.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the agreement.
Staff contact: Allen Wesolowski 715-261-6762

DETOUR AGREEMENT BETWEEN THE WISCONSIN DEPARTMENT OF TRANSPORTATION AND CITY OF WAUSAU

This agreement is to define the conditions for use of the roadways under the jurisdiction of the City of Wausau along the route for the proposed detour of STH 29, to facilitate a polymer overlay maintenance project on structures B-37-362 (STH 29 Eastbound to USH 51 Northbound) and B-37-364 (USH 51 Southbound to STH 29 Westbound).

The detour route for southbound USH 51 traffic will be to exit USH 51 at Stewart Ave (STH 52), take STH 52 west, enter STH 29 westbound using the STH 29 ramps.

The detour route for westbound STH 29 traffic will be to exit STH 29 at STH 52, take STH 52 east, enter USH 51 northbound the USH 51 ramps.

The detour is expected to be in place for three weeks.

The Wisconsin Department of Transportation will arrange and pay for all necessary traffic controls for said detour.

The Wisconsin Department of Transportation will, prior to using the detour, complete the following work:

- reapply 4-inch lane and edge line markings along the westbound direction of STH 52 from the USH 51 southbound ramp intersection to the STH 52/Stewart Ave intersection;

- reapply 4-inch lane and edge line markings along the eastbound direction of STH 52 from the STH 52/Stewart Ave intersection to the USH 51 northbound ramp intersection;

- reapply the 8-inch channelizing marking along the eastbound direction of STH 52 from the USH 51 southbound ramp intersection to the USH 51 northbound ramp intersection;

- reapply the series (three in total) of "ONLY" and Left Turn Arrow marking along the eastbound direction of STH 52 from the USH 51 southbound ramp intersection to the USH 51 northbound ramp intersection.

All other existing pavement markings will remain untouched, unless other arrangements are made for the markings to be completed, at the cost of the municipality, through a separate State Municipal Agreement (SMA).

Temporary repairs to maintain highway traffic will be the responsibility of the Wisconsin Department of Transportation. Repairs beyond that needed to maintain highway traffic will be the responsibility of the underlying maintaining authority.

Any damage caused by the additional traffic to the detour route as described above will be repaired at no cost to the maintaining authority. Prior to use as a detour, this route will be photographed and logged to document the condition prior to use.

WISCONSIN DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____

CITY OF WAUSAU

By: _____ Date: _____

**Project 1009-45-66
STH 29
Marathon County**

STAGE W1

PURPOSE:
PLACE POLYMER OVERLAY ON THE FOLLOWING STRUCTURES:

- B-37-355
- B-37-361
- B-37-357
- B-37-359

TRAFFIC HANDLING:

EASTBOUND STH 29 OPEN TO ONE LANE OF TRAFFIC
WESTBOUND STH 29 OPEN TO TWO LANES OF TRAFFIC
ALL RAMPS OPEN TO TRAFFIC

RESTRICTIONS:

STAGE W1A:
EASTBOUND STH 29 OUTSIDE LANE CLOSED
STAGE W1B:
EASTBOUND STH 29 INSIDE LANE CLOSED

STAGE W2

PURPOSE:
PLACE POLYMER OVERLAY ON THE FOLLOWING STRUCTURE:

- B-37-362

PIER SURFACE REPAIR AND PIER STAINING ON THE FOLLOWING STRUCTURE:

- B-37-364

TRAFFIC HANDLING:

EASTBOUND STH 29 OPEN TO TWO LANES OF TRAFFIC
WESTBOUND STH 29 OPEN TO TWO LANES OF TRAFFIC
RAMP FROM EB STH 29 TO NB USH 51 DETOURED VIA STH 52
ALL OTHER RAMPS OPEN TO TRAFFIC

RESTRICTIONS:

RAMP FROM EB STH 29 TO NB USH 51 CLOSED TO TRAFFIC
RAMP FROM STH 52 TO SB USH 51 DAYTIME LANE SHIFTS AND SHOULDER CLOSURES

STAGE W3

PURPOSE:
PLACE POLYMER OVERLAY ON THE FOLLOWING STRUCTURES:

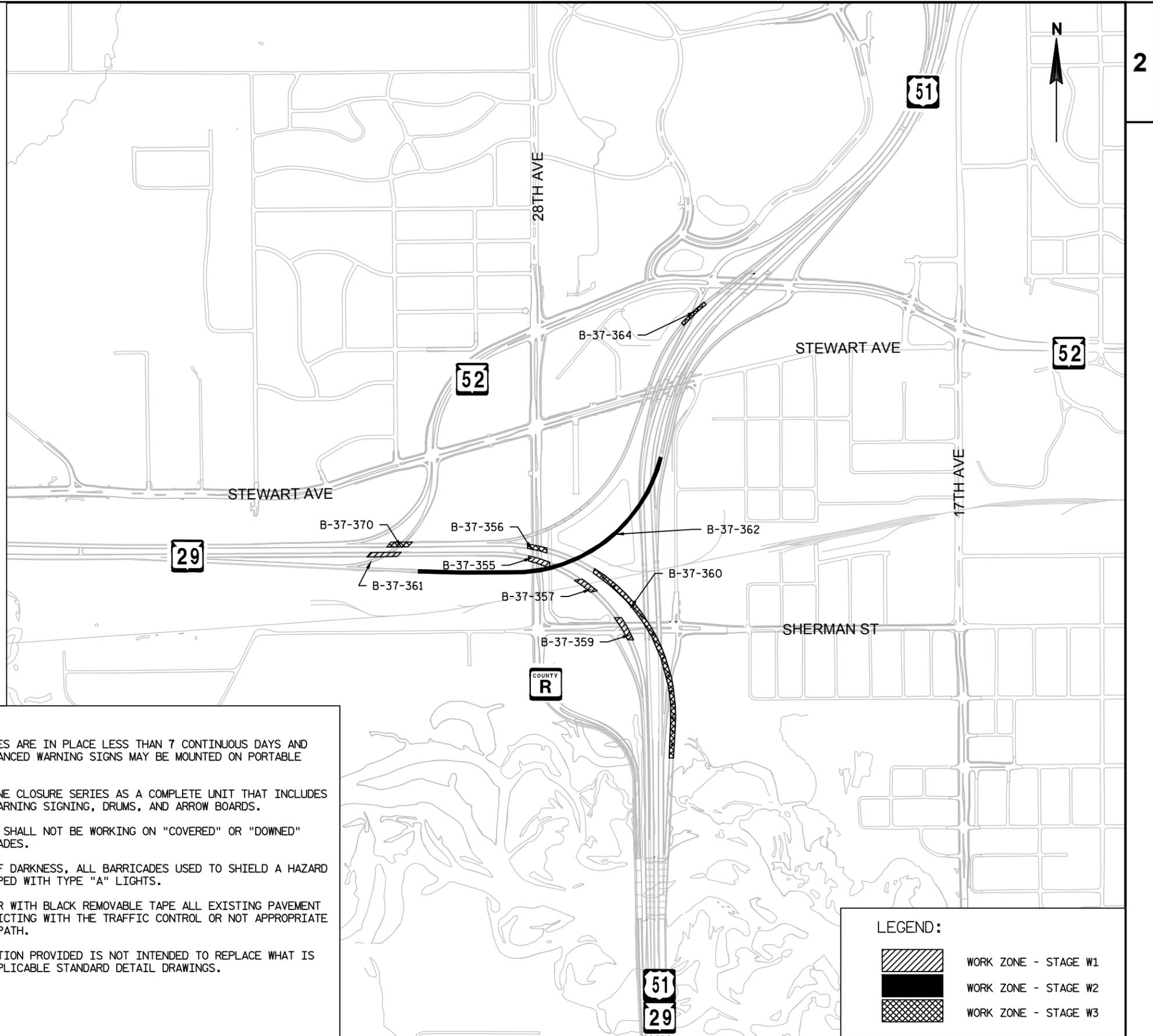
- B-37-356
- B-37-370
- B-37-360
- B-37-364

TRAFFIC HANDLING:

EASTBOUND STH 29 OPEN TO TWO LANES OF TRAFFIC
WESTBOUND STH 29 OPEN TO ONE LANE OF TRAFFIC
RAMP FROM SB USH 51 TO WB STH 29 DETOURED VIA STH 52 IN STAGE W3B
ALL OTHER RAMPS OPEN TO TRAFFIC

RESTRICTIONS:

STAGE W3A:
WESTBOUND STH 29 OUTSIDE LANE CLOSED
STAGE W3B:
WESTBOUND STH 29 OUTSIDE LANE CLOSED
RAMP FROM SB USH 51 TO WB STH 29 CLOSED TO TRAFFIC
STAGE W3C:
WESTBOUND STH 29 INSIDE LANE CLOSED



GENERAL NOTES FOR TRAFFIC CONTROL

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON METHODS OF SEQUENCE OF OPERATION.

ADJUST SIGN SPACING TO AVOID CONFLICT WITH AND TO PROVIDE A MINIMUM SPACING OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.

UNLESS NOTED, ALL WARNING SIGNS ARE 48" X 48".

"W0" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ALL TRAFFIC CONTROL SIGNING WILL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION, & THE WISCONSIN SUPPLEMENT DATED MAY 25, 2011.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF DRUMS.

IF LANE CLOSURES ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

INSTALL THE LANE CLOSURE SERIES AS A COMPLETE UNIT THAT INCLUDES ALL ADVANCED WARNING SIGNING, DRUMS, AND ARROW BOARDS.

WARNING LIGHTS SHALL NOT BE WORKING ON "COVERED" OR "DOWNED" SIGN OR BARRICADES.

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" LIGHTS.

REMOVE OR COVER WITH BLACK REMOVABLE TAPE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH.

LAYOUT INFORMATION PROVIDED IS NOT INTENDED TO REPLACE WHAT IS PROVIDED IN APPLICABLE STANDARD DETAIL DRAWINGS.

LEGEND:



WORK ZONE - STAGE W1
 WORK ZONE - STAGE W2
 WORK ZONE - STAGE W3

DETOUR ROUTE OVERVIEW

SB USH 51 RAMP TO WB STH 29 DETOUR USES
 WEST STH 52 PARKWAY
 EB STH 29 RAMP TO NB USH 51 DETOUR USES
 EAST STH 52 PARKWAY

NOTE: SEE TRAFFIC CONTROL PLANS FOR LANE
 AND RAMP CLOSURE SIGNING.
 ALL DETOUR J ASSEMBLIES SHALL HAVE
 ORANGE DIRECTIONAL ARROWS.



DETOUR ROUTES
 (SOUTHBOUND-WESTBOUND)
 (EASTBOUND-NORTHBOUND)

BEGIN DETOUR
 TO WB STH 29

END DETOUR
 TO NB USH 51

END DETOUR
 TO WB STH 29

BEGIN DETOUR
 TO NB USH 51

EB STH 29 RAMP TO NB USH 51 CLOSED

SB USH 51 RAMP TO WB STH 29 CLOSED

WORK ZONE
 STRUCTURE B-37-364
 (EST. DURATION 2 DAYS)

WORK ZONE
 STRUCTURE B-37-362
 (EST. DURATION 12 DAYS)

LEGEND

- ↑ ↓ TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- ▶ ◀ DETOUR ROUTE EB STH 29 TO NB USH 51
- ◀ ▶ DETOUR ROUTE SB USH 51 TO WB STH 29
- ◆ ◆ RAMP CLOSED



AGENDA ITEM
Discussion and possible action on preliminary resolutions for 2017 projects
BACKGROUND
<p>The following construction projects are included in the 2017 budget:</p> <p>Washington Street from the railroad tracks to 13th Street 2nd Street from Bridge Street to East Wausau Avenue East Wausau Avenue from the railroad tracks to 3rd Street</p>
FISCAL IMPACT
None at this time.
STAFF RECOMMENDATION
Staff recommends the preliminary resolutions for special assessments be adopted and public hearing scheduled. Public hearings would be held in late January or early February.
Staff contact: Allen Wesolowski 715-261-6762

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Preliminary Resolution Levying Special Assessments for 2017 Street Construction Projects	
Committee Action:	
Fiscal Impact:	None at this time. Construction would take place in 2017 and the special assessments would be levied when the project is substantially completed.
File Number:	Date Introduced: January 10, 2017

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

RESOLUTION

BE IT RESOLVED by the Common Council of the City of Wausau as follows:

1. The Common Council hereby declares its intention to exercise its police power under Section 66.0703 of the Wisconsin Statutes and Section 3.24.020 of the Wausau Municipal Code to levy special assessments upon property for special benefits conferred upon such property by the improvement of the following streets under Street Construction projects to take place in 2017:

Washington Street from the railroad tracks to 13th Street
 2nd Street from Bridge Street to East Wausau Avenue
 East Wausau Avenue from the railroad tracks to 3rd Street

2. The public improvement shall include the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches; installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary.

3. The total amount assessed against the properties in the defined assessment district shall not exceed the total cost of the City's share of the improvements. The City Council determines that the improvements constitute an exercise of the police power and the assessment against each parcel shall be upon a reasonable basis. The final assessment bill will be sent to property owners upon substantial completion of the project.

4. Unless other installment plans are determined at the hereinafter stated public hearing, the assessment against any parcel shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2017, the special assessment will be placed on the 2017 real estate tax bill and be due in full on or before January 31, 2018. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for the five-year payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2017, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2017 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2017 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2017 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2018, on the unpaid balance. (The 2016 rate was 2.55%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2017, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2017 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2017 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2017 real estate taxes without interest. The remaining balance is paid in equal installments on the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2018, on the unpaid balance. (The 2016 rate was 2.55%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31), however, the special assessments must be paid on or before January 31, 2018. No payments can be applied to real estate taxes if the special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes,

specifically states if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) real property taxes.

5. The Engineering Department shall prepare a report which shall consist of the preliminary plans for the proposed work, an estimate of the cost of the work, a schedule of the proposed assessments for each parcel; a copy of the report shall be filed with the City Clerk for public inspection. In accordance with Section 66.0703(7)(a), Wisconsin Statutes, notice shall be given of a public hearing on the project; the hearing shall be held by the Board of Public Works in the Council Chambers of City Hall and will be scheduled early in 2016.

6. The installation of said improvements shall be accomplished according to the provisions of Title 12 and Chapter 3.24 of the Wausau Municipal Code, where applicable.

Approved:

Robert B. Mielke, Mayor

AGENDA ITEM
<p>Discussion and possible action to prohibit parking on the south side of the 900 block of Bopf Street</p>
BACKGROUND
<p>Alderperson Abitz made a request to prohibit parking on the south side of the 900 block of Bopf Street. This location is adjacent to Holy Name Catholic Church.</p> <p>A query of crashes from 1/1/2011 to 11/1/2016 was performed for the 900 block of Bopf Street. In the last 6 years, there was 1 occasion of a crash involving a parked vehicle. The crash was the result of inattentive driving. The at-fault unit was traveling east on Bopf Street, attempted to turn south onto S 9th Avenue, and struck a legally parked vehicle. The vehicle was parked on the south side of Bopf Street at the intersection of S 9th Avenue. The operator stated she was not accustomed to operating a large conversion van. This crash occurred during Holy Name’s annual festival.</p> <p>The width of roadway (approximately 31 ft.) can safely accommodate parked vehicles on both sides of the road. 3 residential properties are located in this block, each of which has and utilizes off-street parking options. Parking on both sides of the road is likely limited to events associated with the church.</p> <p>There are no design or geographic elements that result in a restricted view at the intersection. Traffic can be safely viewed in all directions.</p>
FISCAL IMPACT
<p>N/A</p>
STAFF RECOMMENDATION
<p>Staff would not recommend prohibiting parking on the south side of the 900 block of Bopf Street. Temporary restrictions could be adopted by CISM to accommodate detours and/or special events on an as-needed basis. The opinions of Holy Name and residents in the affected block should also be considered prior to enacting the parking restriction.</p>
<p>Staff contact: Lt. Ben Graham 715-261-7955</p>

AGENDA ITEM

Discussion and possible action to create a 4-way stop at South 9th Avenue and Bopf Street

BACKGROUND

Aldersperson Abitz received complaints regarding the intersection at South 9th Avenue and Bopf Street and inquired if a 4-way stop could be created. Traffic on South 9th Avenue is controlled by stop signs. Traffic on Bopf Street is not controlled.

Crash History

Location: S 9th Avenue/Bopf Street

Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	1	0	0	0	0	1

Summary

Between 1/1/2011 and 11/1/2016, there were 2 crashes at South 9th Avenue and Bopf Street. Crashes occurred at a rate of 0.33 crashes/year.

Causes

The first crash was the result of a vehicle failing to stop for the stop sign. The at-fault unit was traveling south on South 9th Avenue. The struck unit was traveling west on Bopf Street.

The second crash was the result of inattentive driving. The at-fault unit was traveling east on Bopf Street, attempted to turn south onto South 9th Avenue, and struck a legally parked vehicle. The operator stated she was not used to operating a large conversion van. This crash occurred during Holy Name’s annual festival.

Conclusion

A crash rate of 0.33 crashes/year is not alarming. The causes of crashes are not atypical or unique to this intersection. This means there does not appear to be a design element that is a causal factor in crashes and these types of intersection-related crashes are common. A restricted view does not exist at the intersection that would justify the conversion of this intersection to a 4-way stop.

FISCAL IMPACT

N/A

STAFF RECOMMENDATION

The MUTCD warrants for converting the intersection to a 4-way stop have not been satisfied. As a result, it would be staff’s recommendation the intersection remain in its current state.

Staff contact: Allen Wesolowski (715) 261-6762 or Lt. Ben Graham (715) 261-7955

AGENDA ITEM

Discussion and possible action to create a 4-way stop at Callon Street and South 2nd Avenue

BACKGROUND

Mayor Mielke expressed concerns regarding the speed of traffic through the newly constructed intersection at Callon Street and South 2nd Avenue. Traffic on South 2nd Avenue is controlled by stop signs. Traffic on Callon Street is not controlled. A request was made to install stop signs on Callon Street making the intersection a 4-way stop.

Speed Study

Location: 100 – 200 blocks of Callon Street
 Dates: 11/4/2016 (3 PM – 6 PM); 11/7/2016 (11:30 PM – 12:30 PM)

The study location was not suitable for a radar recorder or traffic counter due to the proximity of intersections, required stops and on-street parking. In order to obtain an accurate reading of vehicles traveling on Callon Street between South 1st Avenue and South 3rd Avenue, an officer was deployed to the location to capture vehicle speeds with a handheld radar unit during peak enforcement times.

Number of Vehicles Sampled	222
Average Vehicle Speed	19.72 MPH
85 th Percentile Speed	23 MPH
Top Speed	28 MPH

Based upon officer observations, it was rare for a vehicle to enter the intersection without slowing to some degree.

Traffic Volumes

Callon Street and 2nd Avenue Intersection

Engineering staff counted vehicles entering the intersection from 8 to 9 am on November 28th to better understand the traffic volumes of the approaching roadways. Staff observed 64 vehicles on the Callon Street approaches and 34 on the 2nd Avenue approaches. A copy of the vehicle count is included.

Crash History

Location: Callon Street/S 2nd Avenue
 Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	1	1	2	1	0	1

Summary

Between 1/1/2011 and 11/1/2016, there were 6 crashes at Callon Street and S 2nd Avenue. Crashes occurred at a rate of 1 crash/year.

Causes

3 of the crashes were the result of vehicles failing to yield the right of way after coming to a stop at the stop sign. 2 at-fault vehicles were traveling north and 1 at-fault vehicle was traveling south.

2 of the crashes were the result of vehicles failing to stop for the stop sign. 1 at-fault vehicle was traveling south and was unable to stop in icy conditions. The second at-fault vehicle was traveling north.

1 of the crashes was the result of unsafe backing. The at-fault vehicle stopped at the stop sign, backed up, and struck the vehicle behind it.

Conclusion

A crash rate of 1 crash/year is not alarming. The causes of crashes are not atypical or unique to this intersection. This means there does not appear to be a design element that is a causal factor in crashes and these types of intersection-related crashes are common. The most significant cause of crashes (failing to yield the right of way from a stop sign) is tied to operator error.

Vehicle traffic on Callon Street can be observed from the stop lines on S 2nd Avenue without significant obstruction.

Vehicle counts observed the morning of November 28th indicate that there is more traffic on Callon Street than on 2nd Avenue.

The current in-place traffic control at the intersection, stop sign placement and curb bump outs, is adequate for the existing conditions.

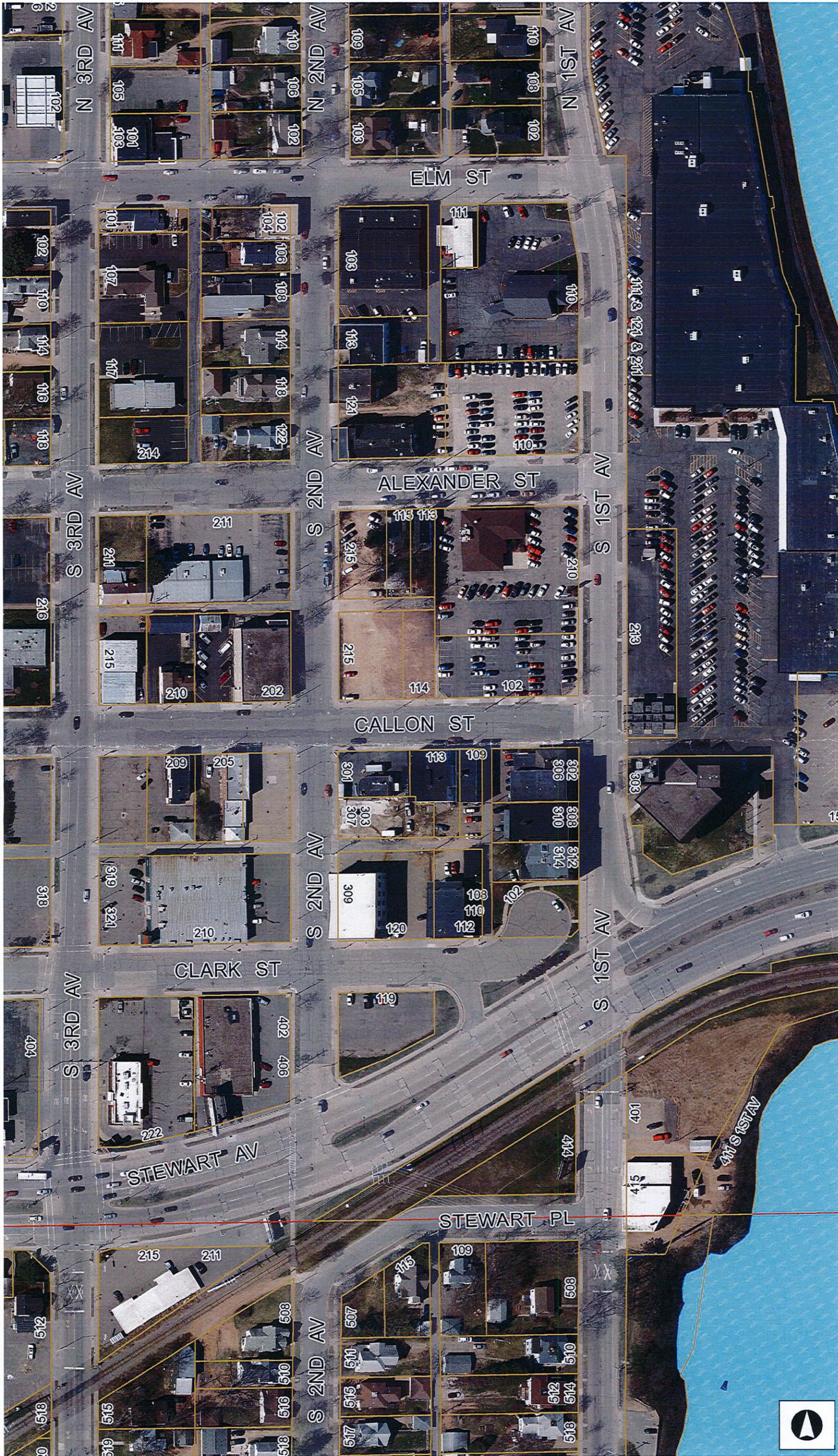
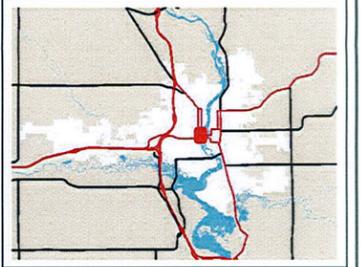
FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Placement of a 4-way stop at the Callon Street and South 2nd Avenue intersection is not warranted.

Staff contact: Sean Gehin (715) 261-6748 or Lt. Ben Graham (715) 261-7955



Legend

- Parcels
- Section Lines/Numbers
- Right Of Ways
- Stream - River
- Pond - Lake
- Wausau Wetland
- Swamp

Ortho - 2015 - 3in



Map Created: 11/10/2016

62.50 0 62.50 Feet

User_Defined_Lambert_Conformal_Conic

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

VEHICLE TURNING MOVEMENT COUNT FOUR-APPROACH FIELD SHEET

Time 8 to 9 AM

N/S Street 2ND AVE Date 11 28 Day MON

E/W Street CALLON Weather RAIN

P = passenger cars, stationwagons, motorcycles, pick-up trucks. Observer KNAPP

T = other trucks. (Record any school bus as SB; other buses as B).

Figure G-3 Refer to Figure 2-1 on page 8.

Source: **Manual of Transportation Engineering Studies, Robertson, Hummer, Nelson, Institute of Transportation Engineers, Prentice Hall, 1984**

AGENDA ITEM

Discussion and possible action to create a 4-way stop at North 9th Street and Stark Street and/or North 10th Street and Stark Street

BACKGROUND

Alderson Neil expressed concerns regarding vehicle speed on Stark Street between 7th Street and 12th Street. A request was made to consider installing additional stop signs on Stark Street making the intersections at North 9th Street and/or North 10th Street 4-way stops.

Speed Study #1

Location: 900 Block of Stark Street

Dates: 10/24/2016 – 10/31/2016

Number of Vehicles Sampled	5,427
85 th Percentile Speed	30 MPH
Percentage of vehicles > 36 MPH	1.3%

Speed Study #2

Location: 1200 Block of Stark Street

Dates: 11/1/2016 – 11/8/2016

Number of Vehicles Sampled	6,139
85 th Percentile Speed	32 MPH
Percentage of vehicles > 36 MPH	2.8%

Crash History

Location: N 9th Street/Stark Street

Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	0	0	1	0	0	0

The average crash rate is .16 crashes/year. The cause of the 2013 crash was failure to yield the right of way after stopping at the stop sign.

Crash History

Location: N 10th Street/Stark Street

Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	0	1	0	1	0	1

The average crash rate is .5 crashes/year. The cause of each crash was failure to yield the right of way after stopping at the stop sign.

Traffic Volumes

Collected week day traffic on Stark Street at the 900 and 1200 blocks was approximately 800 and 900 vehicles a day respectively. In addition, vehicles were counted from 7:30 to 8:30 a.m. on the 23rd of November at the intersection of Stark and 10th Street. On the morning of the 23rd there were 46 vehicles observed on the Stark Street approaches and 31 vehicles on the 10th Street approaches. The results indicate that there is more traffic on Stark Street.

Summary

The speed study indicates a majority of the vehicles drive at or below 30 and 32 mph on Stark Street. Based on the existing conditions (straight alignment, grades, and traffic volumes) the collected speeds are on par for the conditions and within the norm found on our local/residential collector roadways. The collected speeds are unlikely high enough to warrant enforcement.

The existing traffic, collected speeds, and crash history do not warrant the placement of a 4-way stop at either N. 9th or N. 10th Street on Stark Street. The stop sign placement on N. 10th Street at Stark Street is appropriate based on the existing conditions. Based on the Manual on Uniform Traffic Control Devices (MUTCD), stop signs should be placed on the roadway with the lowest volume at an intersection. In addition, the MUTCD advises against placement of stop signs to control speed.

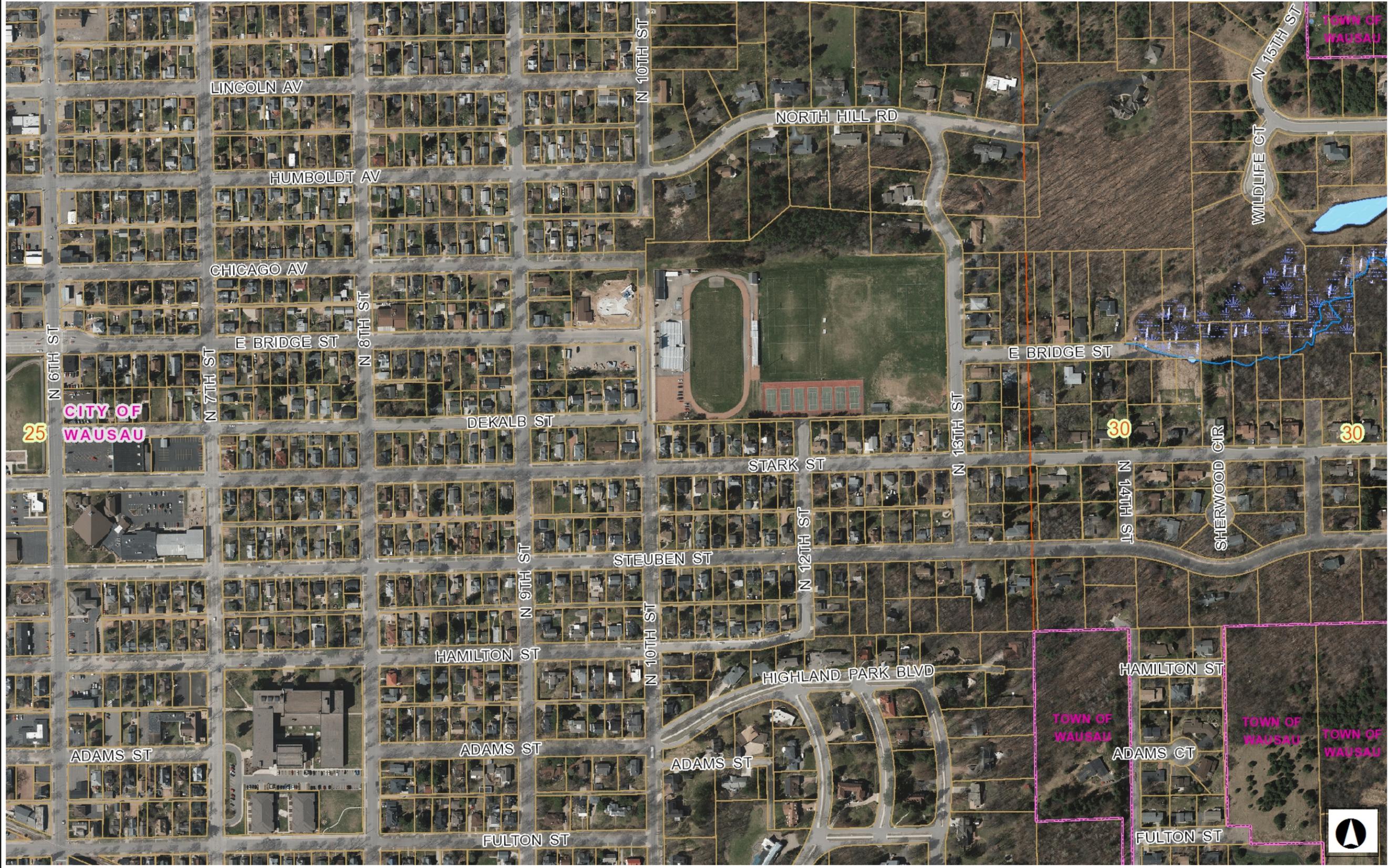
FISCAL IMPACT

N/A

STAFF RECOMMENDATION

A 4-way stop at North 9th and Stark Street and/or North 10th Street and Stark Street is not warranted.

Staff contact: Sean Gehin (715) 261-6748 or Lt. Ben Graham (715) 261-7955



- Legend**
- Parcels
 - Section Lines/Numbers
 - Right Of Ways
 - Stream - River
 - Pond - Lake
 - Wausau Wetland
 - Swamp
 - Ortho - 2015 - 3in



Map Created: 11/30/2016
 166.67 0 166.67 Feet
 User_Defined_Lambert_Conformal_Conic

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes
 Overview Map

Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

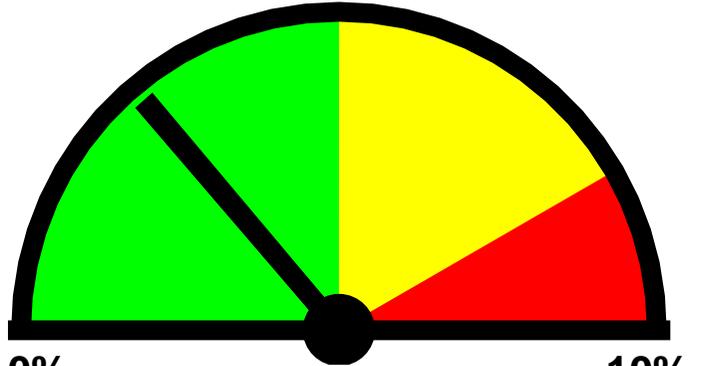
Speed Enforcement Evaluator

Location:
1200 Block Stark Street

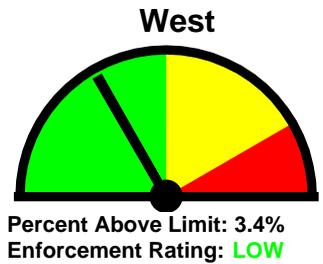
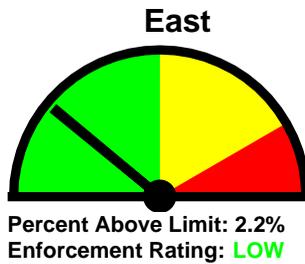
**Total Percentage of
Enforceable Violations**

Closest Cross Street:
N 12th Street

Analysis Dates:
Tuesday, November 01, 2016
Tuesday, November 08, 2016



0% **10%**
Posted Speed Limit: 25 MPH
Enforcement Tolerance: 11 MPH
Enforcement Limit: 37 MPH & Up
Percentage Above Limit: 2.8%
Enforcement Rating: LOW



Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
1	18	118	261	858	2732	1860	262	27	2	0	0	0	0

85 percentile = 32

East

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
1	12	52	124	439	1462	910	118	9	0	0	0	0	0

85 percentile = 32

West

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	6	66	137	419	1270	950	144	18	2	0	0	0	0

85 percentile = 32

Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

Best Times for Enforcement

Location:

1200 Block Stark Street

Closest Cross Street:

N 12th Street

Analysis Dates:

Tuesday, November 01, 2016

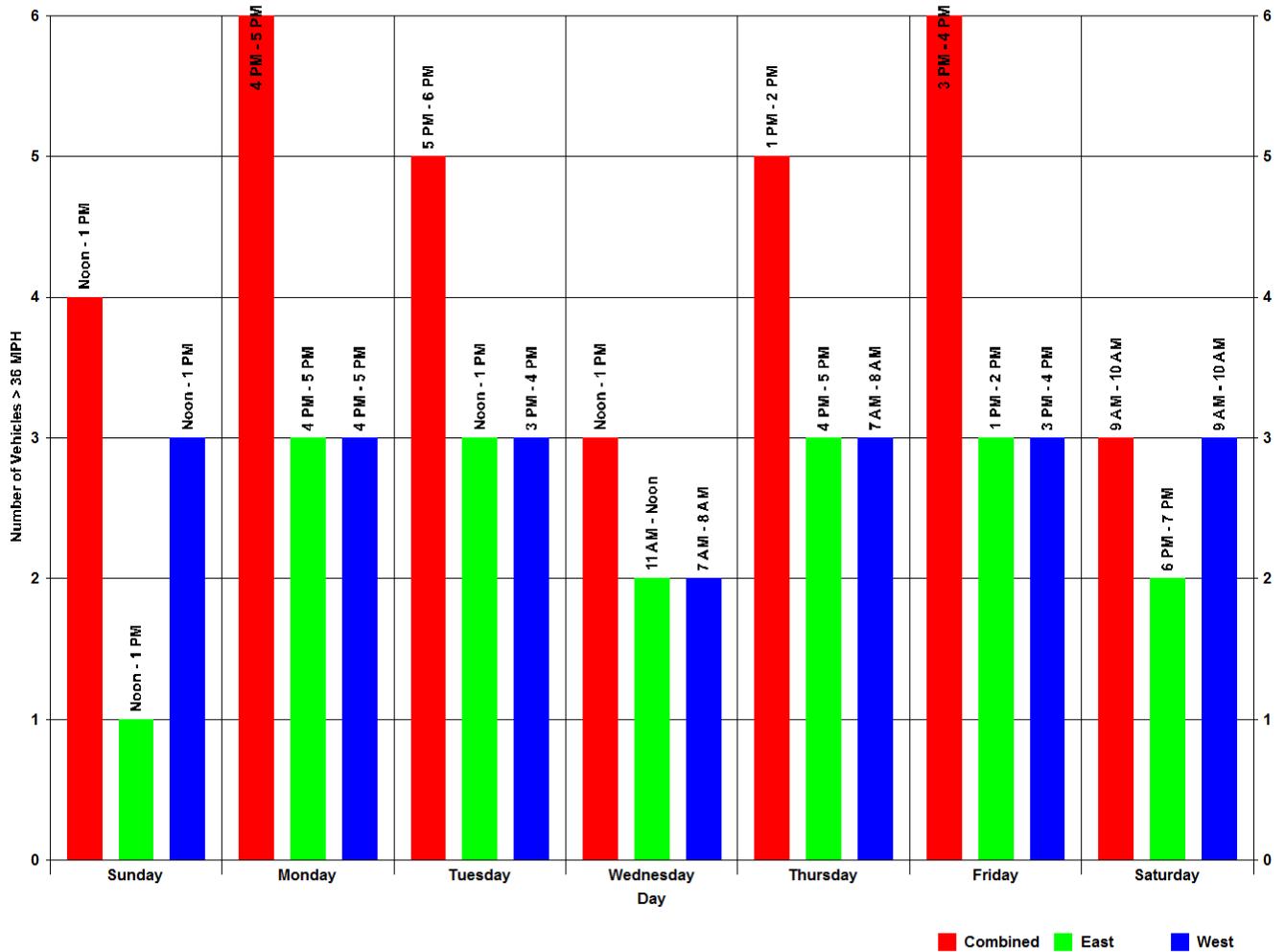
Tuesday, November 08, 2016

Sun	Combined: Noon to 1 PM East: Noon to 1 PM West: Noon to 1 PM
Mon	Combined: 4 PM to 5 PM East: 4 PM to 5 PM West: 4 PM to 5 PM
Tue	Combined: 5 PM to 6 PM East: Noon to 1 PM West: 3 PM to 4 PM
Wed	Combined: Noon to 1 PM East: 11 AM to Noon West: 7 AM to 8 AM
Thu	Combined: 1 PM to 2 PM East: 4 PM to 5 PM West: 7 AM to 8 AM
Fri	Combined: 3 PM to 4 PM East: 1 PM to 2 PM West: 3 PM to 4 PM
Sat	Combined: 9 AM to 10 AM East: 6 PM to 7 PM West: 9 AM to 10 AM

Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Combined	4 Noon-1 PM	6 4 PM-5 PM	5 5 PM-6 PM	3 Noon-1 PM	5 1 PM-2 PM	6 3 PM-4 PM	3 9 AM-10 AM
East	1 Noon-1 PM	3 4 PM-5 PM	3 Noon-1 PM	2 11 AM-Noon	3 4 PM-5 PM	3 1 PM-2 PM	2 6 PM-7 PM
West	3 Noon-1 PM	3 4 PM-5 PM	3 3 PM-4 PM	2 7 AM-8 AM	3 7 AM-8 AM	3 3 PM-4 PM	3 9 AM-10 AM



Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

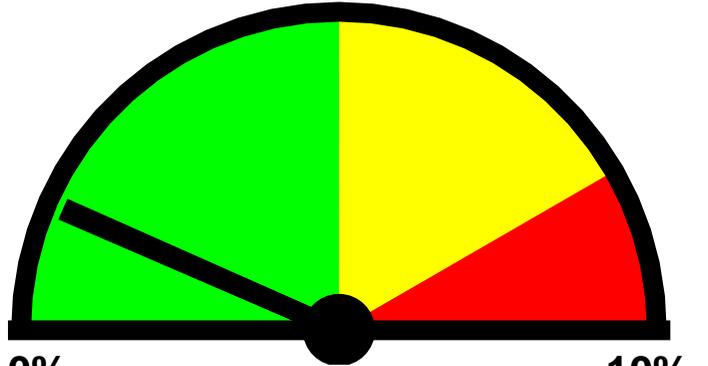
Speed Enforcement Evaluator

Location:
900 Block Stark Street

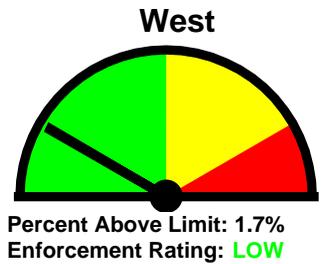
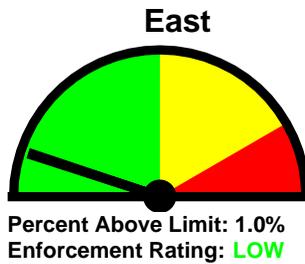
**Total Percentage of
Enforceable Violations**

Closest Cross Street:
10th Street

Analysis Dates:
Monday, October 24, 2016
Monday, October 31, 2016



0% 10%
Posted Speed Limit: 25 MPH
Enforcement Tolerance: 11 MPH
Enforcement Limit: 37 MPH & Up
Percentage Above Limit: 1.3%
Enforcement Rating: LOW



Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	11	94	274	1337	2585	998	110	5	8	2	0	0	3

85 percentile = 30

East

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	9	77	195	973	1282	355	30	2	7	1	0	0	3

85 percentile = 29

West

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	2	17	79	364	1303	643	80	3	1	1	0	0	0

85 percentile = 31

Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

Best Times for Enforcement

Location:

900 Block Stark Street

Closest Cross Street:

10th Street

Analysis Dates:

Monday, October 24, 2016

Monday, October 31, 2016

Sun Combined: 9 PM to 10 PM

East: 9 PM to 10 PM

West: 3 PM to 4 PM

Mon Combined: 2 PM to 3 PM

East: 6 AM to 7 AM

West: 2 PM to 3 PM

Tue Combined: 11 AM to Noon

East: 3 PM to 4 PM

West: 11 AM to Noon

Wed Combined: 8 AM to 9 AM

East: 8 AM to 9 AM

West: 2 PM to 3 PM

Thu Combined: 8 AM to 9 AM

East: 5 AM to 6 AM

West: 8 AM to 9 AM

Fri Combined: 7 PM to 8 PM

East: 7 PM to 8 PM

West: Noon to 1 PM

Sat Combined: 1 PM to 2 PM

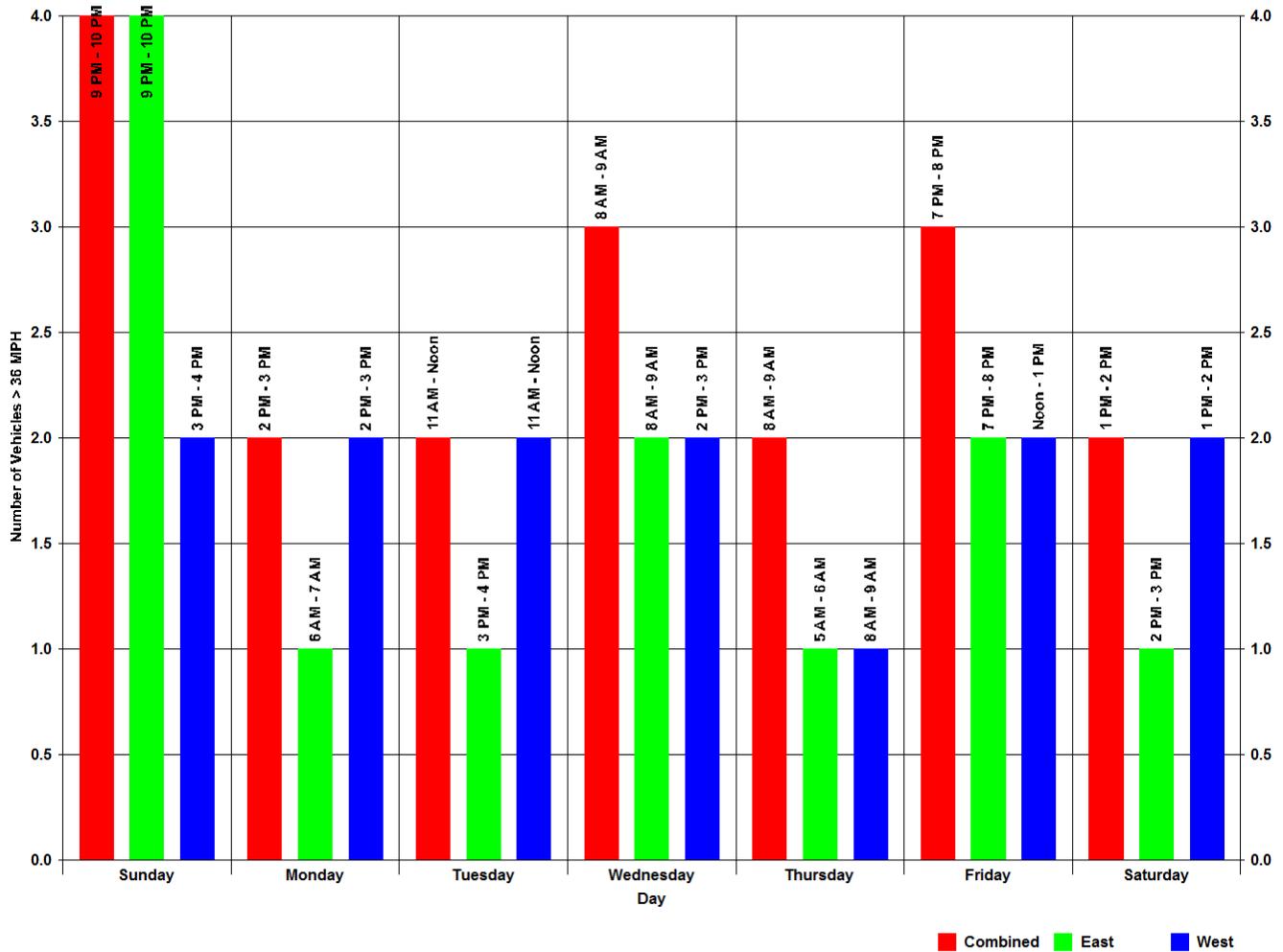
East: 2 PM to 3 PM

West: 1 PM to 2 PM

Wausau Police Department

515 Grand Avenue
Wausau, WI 54403

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Combined	4 9 PM-10 PM	2 2 PM-3 PM	2 11 AM-Noon	3 8 AM-9 AM	2 8 AM-9 AM	3 7 PM-8 PM	2 1 PM-2 PM
East	4 9 PM-10 PM	1 6 AM-7 AM	1 3 PM-4 PM	2 8 AM-9 AM	1 5 AM-6 AM	2 7 PM-8 PM	1 2 PM-3 PM
West	2 3 PM-4 PM	2 2 PM-3 PM	2 11 AM-Noon	2 2 PM-3 PM	1 8 AM-9 AM	2 Noon-1 PM	2 1 PM-2 PM



AGENDA ITEM

Discussion and possible action to create a 4-way stop at South 12th Avenue and Bopf Street

BACKGROUND

Aldersperson Abitz expressed concerns regarding safety at the intersection of South 12th Avenue and Bopf Street due to limited visibility. Traffic on South 12th Avenue is not controlled. Traffic on Bopf Street is controlled by stop signs. Aldersperson Abitz advised employees of Kolbe and Kolbe inquired whether additional stop signs could be added making the intersection a 4-way stop.

Crash History

Location: S 12th Avenue/Bopf Street

Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	1	1	0	3	1	1

Summary

Between 1/1/2011 and 11/1/2016, there were 7 crashes at S 12th Avenue and Bopf Street. Crashes occurred at a rate of 1.16 crashes/year.

Causes

3 of the crashes were the result of vehicles failing to stop for the stop sign. 2 at-fault vehicles were traveling east on Bopf Street. 1 at-fault vehicle was traveling west on Bopf Street. In each case, the struck vehicle was traveling north on South 12th Avenue.

3 of the crashes were the result of vehicles traveling too fast for conditions and sliding past the stop sign and into the intersection in snowy conditions. 2 at-fault vehicles were traveling east on Bopf Street. 1 at-fault vehicle was traveling west on Bopf Street. 2 of the struck vehicles were traveling south on South 12th Avenue. The third was traveling north on South 12th Avenue.

1 of the crashes was the result of failure to yield the right of way from the stop sign. The at-fault vehicle was traveling east on Bopf Street. The struck vehicle was traveling north on South 12th Avenue.

Conclusion

5 out of 7 crashes involved an eastbound vehicle colliding with a northbound vehicle. Operators appear to have difficulties seeing the stop sign and observing northbound traffic. Photographs (see below) were captured to demonstrate visibility issues eastbound motorists' face.



FISCAL IMPACT

Minimal.

STAFF RECOMMENDATION

The recommendation of staff would be the following:

1. Move the stop signs to 12th Avenue, the roadway with the lesser traffic. The MUTCD states the stop signs should be placed on the less important road (less traffic). Doing this also provides better visibility for the stopped cars on 12th Avenue as compared to a stopped vehicle on Bopf Street.
2. If the committee wishes to, add stop signs on South 12th Avenue making the intersection a 4-way stop. The MUTCD clarifies that 4-way stops may be considered when “a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.”

Staff contact: Allen Wesolowski (715) 261-6762 or Lt. Ben Graham (715) 261-7955

AGENDA ITEM

Discussion and possible action to replace the yield signs at North 10th Street and Jefferson Street with stop signs

BACKGROUND

Aldersperson Neil expressed concerns regarding an increase in accidents at North 10th Street and Jefferson Street. A request was made to consider replacing the existing yield signs with stop signs. Jefferson Street is controlled with yield signs. North 10th Street is not controlled.

Crash History

Location: N 10th Street/Jefferson Street
 Date Range: 1/1/2011 – 11/1/2016

	2011	2012	2013	2014	2015	2016
# of Accidents	1	0	1	0	0	3

In each case, the cause of crash was failure to yield the right of way. 3 of the at-fault vehicles were traveling east. 2 of the at-fault vehicles were traveling west.

FISCAL IMPACT

Minimal.

STAFF RECOMMENDATION

The intersection in question requires a near stop or stop in order to observe north and southbound traffic. The reasons for this are the close proximity of homes to the roadway, coupled with the grade and boulevard trees. In conformity with the MUTCD, it is the recommendation of staff to replace the existing yield signs with stop signs. The MUTCD clarifies that stop signs may be placed on the minor-street when “a restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street.”

Staff contact: Allen Wesolowski (715) 261-6762 or Lt. Ben Graham (715) 261-7955