

Parking and Traffic Committee Meeting Minutes

Date of Meeting: Thursday, June 18, 2015 at 5:15pm, in the Council Chambers at City Hall
Members Present: Abitz{C}, Winters {VC}, Kellbach, Mielke, Nutting
Others Present: Lt. Pekarske, Alfonso, Wesolowski, Friday, Gary Gisselman, Ann Werth

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and sent to the Daily Herald in the proper manner. It was noted that there was a quorum present and the meeting was called to order by Chairperson Abitz at 5:15 pm.

(1) Minutes of the Prior Meeting – 05/21/2015

Motion by Nutting, second by Mielke, to approve the minutes from the May 21, 2015 meeting.

Motion carried 5-0.

(2) Discussion and possible action: On the proposal and contract with Trolley Quarter Flats management for the creation of parking spaces on City property (Community Garden) along the 1500 block of N. 1st Street and 100 block of Dekalb Street.

Discussion:

Wesolowski noted that the City Attorney's office drafted a lease agreement with Trolley Quarter Flats for a one-time payment of \$2500 to help cover the cost of the asphalt to pave the spaces.

Winters asked Ann Werth from Community Development about the time frame regarding future development of the area that will be paved for parking spaces. Werth stated that the City is actively looking for someone to commercially develop this area. Winters inquired as to whether the proposed lease with Trolley Quarter Flats can be terminated if needed. Werth stated that it could be terminated

Motion by Winters, second by Mielke to create parking spaces on city property (Community Garden) along the 1500 block of N. 1st Street and the 100 block of Dekalb Street contingent upon approval by the Finance Committee.

Winters noted that although he believes the motion needs to be approved he would be voting no because it is only a temporary solution and because considerable taxpayer money is being spent to implement this temporary solution.

Motion carried 4-1 (Winters opposing)

(3) Discussion Item Only: Presentation of the Central Business District Parking Analysis and Long-Term Plan by Walker Parking Consultants.

Discussion:

The committee heard a presentation by Walker Parking Consultants regarding their analysis of the parking situation in the downtown area and their proposed solutions. A copy of their report can be found on the City's website in the Announcements section.

(4) Future Agenda Items

None

(5) Communications:

None

(6) Adjournment:

Motion by Abitz, second by Mielke to adjourn the meeting. Motion carried 5-0. Meeting adjourned at 6:45 p.m.

INSIDE!



CITY pages

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moon along
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less funding

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**Paved with
GOOD
INTENTIONS**

Spring Street is new, wider and faster. Did it improve the neighborhood? Some people say we should rethink priorities when it comes to street projects

PAVED WITH GOOD INTENTIONS

Spring Street is new, wider and faster. Did it improve the neighborhood? Some people say we should rethink priorities when it comes to street projects



After nearly two years, there's lingering controversy over the 2013 Wausau street project that rebuilt Spring Street on the city's north-east side. Some residents of that street are still incensed over the toll the construction took on their highly landscaped properties.

But the issue shared with the greater community concerns traffic and speeding in neighborhoods: Where does the street engineering that focuses purely on making things easy for vehicles clash with residents' concerns about a safe and quiet neighborhood?

Of all the complaints voiced to police and city council members, speeding tops the list.

Keene Winters, the city council member representing northeast Wausau, says the lesson he learned from the Spring Street project is that neighborhood street "improvements"—yes, imagine air finger quotes here—can inadvertently make the street less safe for those living there.

Sentiments are mixed around Spring Street. The head of the Forest Park Neighborhood Association says he's pleased with how things turned out.

When asked about it last week, another Spring Street resident, Martha Henry, said, "What's not to like? They had to do it."

That the city had to repair the crumbling street is pretty well accepted. What has been harder to accept is the noticeably faster traffic now that the road has been widened by two feet and sports fresh, smooth pavement. Another Spring Street resident, Pat Morath, says people are driving too fast now.

"It's the back stretch of the Indy 500," Morath says. "You're dealing with a real hazardous situation for pedestrians. It really has not increased the safety one iota because traffic speeds have increased."

The road is a connector between North Sixth Street and Horace Mann Middle School. Practically every parent of a middle schooler on that end of town uses Spring Street and probably has someplace to go after that.

It's hectic during those times, but as Henry notes, traffic is light the rest of the day. Taking photos in the area at 7:30 am, it wasn't hard to get four vehicles in the viewfinder at once. At 10 am, several minutes could pass between vehicle sightings.

But there's no question drivers are traveling above the posted 25 mph limit. Because of complaints about speeders on Spring Street, Wausau police did a study that recorded speeds and traffic counts continuously for two weeks. It found that 75% of drivers are exceeding the speed limit there. Half of the drivers go faster than 29 mph. (No speed study was done prior to the street reconstruction, so there's no comparison to previous traffic habits.)

Current speeds there are "not alarming," says Allen Wesolowski, a city engineer, who says he wouldn't do anything differently.

Still, he acknowledges faster traffic on Spring Street is understandable. While the road was in poor condition, drivers found other routes. Residents probably didn't notice as traffic diminished, but they noticed when it increased. And, Wesolowski says, "You put a nice, smooth surface on a road, it naturally increases the speed."

Also, traffic speeds now are just a sliver under the point where engineers would recommend upping the speed limit to 30 mph simply because of driving patterns. But Wesolowski knows the residents of the area would not welcome that.

Dick Rayborn, who lives with his wife at the corner of Spring and 13th streets, heads up of the Forest Park Neighborhood Association, a group quickly formed in 2013 when residents were galvanized by the prospect of what appeared to be a thoroughfare coming past their homes.

He didn't like what he saw on the initial plans—mostly the part about installing sidewalks and removing lots of trees in the process.

Although that uproar was largely due to residents balking at having their lawns uprooted, literally, there is a basis for worrying about a thoroughfare-type personality to a road. It's an established fact that drivers naturally and unconsciously travel faster on streets that feel wide open. A street of the same width but hemmed in by trees, shrubbery and other traffic-calming objects (even parked cars) naturally induces slower speeds. Thus, it's likely that if Spring Street had been cleared with 10 feet for sidewalks as originally planned, traffic would be even faster.

But the uproar changed the plans and sidewalks were not included. In the end, the neighborhood lost 18 trees instead of 150 trees on the seven-block stretch.

"To me, it turned out good," Rayborn says. "I thought it turned out very well."

The street was rough, he says, and it would make no sense to leave it rough to discourage speeders. He is pleased that city officials agreed that sidewalks weren't needed and that fewer trees could be removed from the right-of-way.

Wesolowski says some complaints he has heard stem from the city making the street 2 feet wider than before. Considering that the residents fought the idea of having sidewalks, he says it made sense to make Spring Street 33 feet wide, the city standard. Going narrower would have decreased safety for bicyclists, pedestrians and motorists, he says.

According to Wausau Police Department Lt. Nathan Pekarske, Spring

Street isn't by the numbers any less safe: "Checking crash history for the past six months showed that we had no reported traffic crashes on the newly renovated portion of Spring Street."

Morath's retort to that is that there probably weren't any crashes in the six months before the street was redone, either.

People drive the speed they're comfortable with, the lieutenant says. When Sherman Street west of 17th Avenue had a posted limit of 25 mph, 85% people were driving up to 34 to 36 mph. With some misgivings, the city council upped the limit there to 35. A second speed study showed barely any increase in speeding. Eighty-five percent now go up to 36 to 37 mph.

But what's comfortable for drivers can be uncomfortable for those living, walking and playing nearby. And for good reason.

Winters found statistics that show how the severity of injuries to a pedestrian hit by a vehicle increase with speed—85% of pedestrians survive being hit by a car at 20 mph, but the survival rate drops to 15% at 40 mph.

Winters wants more to be done in the way of traffic calming, steps that get people to drive slower, even when there's not a squad car running radar. Other communities are figuring these things out, he says, but Wausau kind of shrugs its shoulders and says there's nothing that can be done.

Lt. Pekarske acknowledges that traditional remedies don't have much effect. If police step up speeding enforcement for as much as a week in a certain area, it only takes a week to 10 days for speeds to return to previous levels. "When the presence is gone, people go back to their comfortable behaviors," he says.

Along Sturgeon Eddy Road in southeast Wausau, some calming efforts, like constricting the street width at the crosswalk to Memorial Park, appear to have worked. Pekarske says there are fewer speeding complaints there recently, but more complaints on Lakeview. He wonders if the problem was reduced or just moved.

Madison has a specific program that can be requested by neighborhoods concerned about traffic speeds. Scott Langer, the assistant city traffic engineer there, says citizens often suggest the installation of stop signs, thinking that will slow drivers down. It doesn't work, he says. After a stop, people feel the need to make up time, so top speeds between stop signs are faster than what they were before the stop signs. Beyond that, he says drivers unconsciously gauge whether there is a real need to stop. "If people don't see a reason for them, they tend to roll them." That can increase danger to pedestrians counting on motorists to stop.

Three things have worked in Madison, Langer says: pedestrian refuge islands, traffic circles and speed humps.

A pedestrian refuge is a small median at an intersection—like a sidewalk island between traffic lanes. They allow pedestrians to cross one lane at a time and they constrict the roadway, causing more caution and less speed on the part of drivers.

Traffic circles are mini-roundabouts, Langer says. Placed in the center of an in-

tersection, the raised circular section requires drivers to slow a bit and steer around them.

Most effective are speed humps, Langer says. Also called speed tables, they don't make noise like speed bumps do or cause problems for snowplows. Speed humps, as Madison uses them, are 10-foot-long plateaus about 3.5 inches higher than the roadway. They have a 6-foot ramp on each end, Langer says, and are hardly noticeable at 25 mph, but quite noticeable at 35.

Another traffic calming tool, Langer says, is the curb extension, also called a bump-out or choker. At intersections, they come out as far as an imaginary parking lane. They make that section as narrow as if there were cars parked on both sides.

THAT THE CITY HAD TO REPAIR THE CRUMBLING STREET IS PRETTY WELL ACCEPTED. WHAT HAS BEEN HARDER TO ACCEPT IS THE NOTICEABLY FASTER TRAFFIC

In Wausau, Lt. Pekarske says no matter what, the traffic flow on Spring Street has to be managed for efficiency and safety. The street would still carry the same number of cars a day, 533 on an average weekday. But he likes the idea of traffic-calming measures, saying they make drivers think, "Wait a minute. I have to stop and do a double-take here."

A few things will be done differently this year, as what happened on Spring Street will essentially happen on Crocker, the next street to the north. City engineers already have met with the neighborhood association and Rayborn says that Sean Gehin, the engineer in charge of the project, has promised weekly updates and his attendance at neighborhood association meetings as needed.

Winters notes that even he didn't notice at first the mention of sidewalk additions in the Spring Street letter that went out in January 2013 to residents. When Winters saw it, he began going door to door. He says he would ask people if they noticed the prospect of sidewalks and almost invariably, they had not. It was on the second page of a letter he describes as "pro forma," and people just didn't read that far.

Such letters should anticipate what is most likely to torque off taxpayers and present that information prominently, he says.

Winters says a change in government would help, too, and is advocating to eliminate the Parking and Traffic Committee. To him, it makes little sense for that committee to be in charge of traffic flow while another committee, Capital Improvements and Street Maintenance, is in charge of street design. The two functions are connected, he says, and one committee should handle both.

Linda Terwilliger still finds it hard to say anything positive about the project. She and her husband Tom have lived at the corner of Spring and Ninth since 1973 and have spent a lot of time and money converting their yard to one big garden dotted with hostas, ferns and shrubs and lined with arbor vitae trees. Much of the beautiful landscaping—an undeniable neighborhood asset—was torn up in the street work because it was technically within the street right-of-way.

As many residents do, the Terwilligers had cared for the entire property, right up to the curb, for so long that they had come to think of it as their own. Some of it wasn't theirs, though. The right-of-way extends to the back of where a sidewalk would be if one were built. The street work ripped that up and then some.

The hard lesson learned was that the city owns a 60-foot right-of-way for most all streets like Spring Street. That means that beyond a standard 33-foot roadway, there is 27 feet left—13.5 feet behind each curb, enough for the typical 6-foot walk and 7.5-foot boulevard. Residents who put plantings and irrigation systems in that zone do so at their own peril. Current city ordinances require permits for residents wanting to modify the right-of-way, even though they've cared for that portion of "their" yards for decades.

The Terwilligers had a line of arbor vitae trees that were great for privacy and appearance, but were planted so close to the curb that nine of them had to come out to accommodate the street construction. That construction involved more than new pavement. The curbs were replaced, along with the aging storm sewer system, requiring construction crews to dig down 10 feet.

Linda Terwilliger was among a group of 20 Spring Street residents who spoke at city meetings against the extent of the project, especially against the tree removal that would have been more extensive if not for their protests. Half of the 18 trees that ultimately came down were either adjacent to her property on city right-of-way or actually on her property. After watching the trees she and her husband had planted get cut, "I sat in the street and cried."

The takeaway that Winters and others see is that street work isn't just about cars and traffic flow. It affects how people live. To make future projects go better, Terwilliger thinks at least one of the engineers should be schooled in urban planning.

She realizes that of all those affected by the project, she took it the hardest. But she steadfastly feels that the Spring Street reconstruction damaged the neighborhood in a lot of different ways. 

GIRLS NIGHT OUT
Wed., June 10th • 4-7 pm • \$35/person
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Agenda Item No.

2

STAFF REPORT TO PARKING AND TRAFFIC COMMITTEE – Date

AGENDA ITEM

Forest Park Area Speed Study

BACKGROUND

Traveled speeds and traffic volumes were collected on Spring and 13th Street near the Horace Mann Middle School this spring from the 19th of May to the 2nd of June using pneumatic road tubes connected to an electronic counter (MetroCount Vehicle Classifier System).

After the traffic data was collected, the data was analyzed to determine the 85th percentile speed, 50th percentile speed or median, and 10 mph pace range. Table 1 summarizes the collected traffic data.

85th percentile speed

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

50th percentile speed

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

10 mph pace range

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

Percentage of vehicles exceeding posted speed limit (>PSL)

The percentage of observed travelers exceeding the 25 mph posted speed limit.

Traffic:

The average week day traffic collected on Spring and 13th Street was approximately 533 and 1006 vehicles per day respectively. As expected, the weekday traffic for both Spring and 13th Street was significantly higher than the weekend traffic.

Table 1

Spring Street - Summary of Vehicle Speeds

May 19th to June 2, 2014

Direction	Vehicles	Min./Max mph	85% mph	50% mph	10 mph Pace	Vech. in Pace	>PSL 25 mph
Eastbound	2017	53/5	34	29	24-34	65%	76%
Westbound	2144	75/6	34	28	23-33	64%	74%
Combined	4161	75/5	35	28	23-33	64%	75%

Table 2

13th Street -- Summary of Vehicle Speeds

May 19th to June 2, 2014

Direction	Vehicles	Min./Max mph	85% mph	50% mph	10 mph Pace	Vech. in Pace	>PSL 25 mph
Southbound	5973	53/7	35	31	26-36	74%	87%
Northbound	5550	56/6	35	30	26-36	71%	87%
Combined	11523	56/6	35	31	26-36	73%	87%

FISCAL IMPACT

None

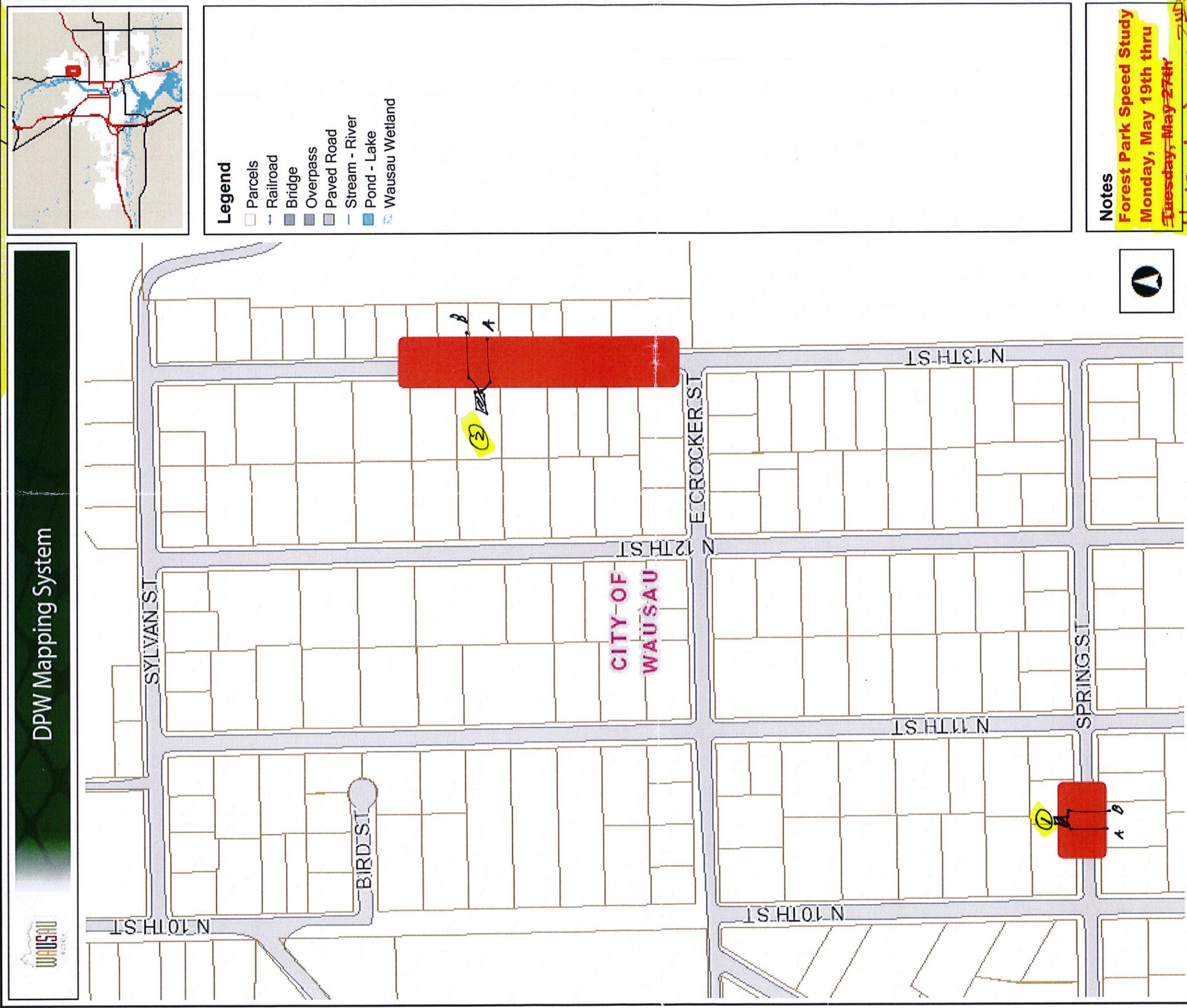
STAFF RECOMMENDATION

None, informational purposes only.

Staff contact: Allen M. Wesolowski

FOREST PARK SPEED STUDY
BEGAN: MON 5/19 @ 10AM
ENDED: MON 5/19 @ 9AM

SPEED STUDY 05/16/2014



Notes
Forest Park Speed Study
Monday, May 19th thru
Tuesday, May 27th
MONDAY JUNE 22ND

Map Created: 5/16/2014
 150.00 0 150.00 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

AGENDA ITEM

Proposed reconstruction at 1st Street and Scott Street.

BACKGROUND

Traffic Crash Review
 Location: N. 1st Street / Scott Street
 Date Range: June 1st, 2014 to June 1st, 2015

- 07/04/2014 – Intersection crash. Vehicle was northbound on 1st Street and failed to stop for the flashing red signal and struck a vehicle crossing Scott Street. Striking vehicle fled the scene. Occurred at 0151 hours.
- 07/20/2014 – Intersection crash. Vehicle failed to obey red traffic signal on Scott Street and struck a vehicle on 1st Street as it was crossing the intersection.
- 08/04/2014 – Rear-end collision on 1st Street. Inattentive driving
- 09/05/2014 – Tractor/trailer turning from center lane of southbound N. 1st Street onto Scott Street. A vehicle attempted to also turn right, from the right-turn lane, while the semi was completing its wide turn onto Scott St. Semi struck the vehicle mid-turn.
- 11/17/2014 – Rear-end collision on Scott Street. Inattentive driving/following too closely.
- 12/25/2014 – Intersection crash. Vehicle attempted to make an illegal left-turn on red from 1st Street onto Scott Street and subsequently struck a vehicle traveling on Scott Street.
- 01/03/2015 – Single vehicle crash. Weather related. Lost control as a result of snow and struck a traffic signal pole.
- *05/09/2015 – Intersection crash. A vehicle traveling southbound on 1st Street had a red traffic signal and claims they attempted to stop and experienced a brake malfunction in their 2001 Chevy Cavalier and was unable to stop for the red traffic signal. The vehicle was subsequently struck by a vehicle traveling through the intersection on Scott Street.

*-This is the crash that Alderperson Gary Gisselman referred to at the May Parking & Traffic meeting.

FISCAL IMPACT

N/A

STAFF RECOMMENDATION

Report completed for informational purposes for this discussion item.

Staff contact: Lt. Nathan Pekarske – Wausau Police Department – (715) 261-7803

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 6999-03-28

C WAUSAU, HIGHWAY 52 17TH AVENUE TO FIRST STREET

STH 52 MARATHON COUNTY

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6999-03-28-4.01
SHEET 2 OF 2

4



CONVENTIONAL ABBREVIATIONS			
ACCESS POINT/DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	CURVE DATA	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN
		POINT OF REVERSE CURVE	PRC

CONVENTIONAL SYMBOLS		
FOUND IRON PIPE/PIN	(if UNLESS NOTED)	PROPOSED R/W LINE
R/W MONUMENT	o (ISET)	EXISTING H.E. LINE
R/W STANDARD	Δ (ISET)	PROPERTY LINE
SIGN	ISIGN	LOT & TIE LINES
SECTION CORNER MONUMENT	⊙	SLOPE INTERCEPTS
SECTION CORNER SYMBOL	⊙	CORPORATE LIMITS
FEE (HATCH VARIES)		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
TEMPORARY LIMITED EASEMENT	—	NO ACCESS (BY ACQUISITION)
PERMANENT LIMITED EASEMENT	—	NO ACCESS (BY STATUTORY AUTHORITY)
R/W BOUNDARY POINT	⊙	SECTION LINE
PARCEL NUMBER	⊙	QUARTER LINE
UTILITY PARCEL NUMBER	⊙	SIXTEENTH LINE
SIGN NUMBER (OFF PREMISE)	⊙	EXISTING CENTERLINE
BUILDING	⊙	BUILDING TO BE REMOVED
		PROPOSED REFERENCE LINE
		PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—
GAS	—G—
TELEPHONE	—T—
OVERHEAD	—OH—
TRANSMISSION LINES	—E—
ELECTRIC	—E—
CABLE TELEVISION	—TV—
FIBER OPTIC	—FO—
SANITARY SEWER	—SAN—
STORM SEWER	—SS—
NON COMPENSABLE COMPENSABLE	
POWER POLE	⊙
TELEPHONE POLE	⊙
TELEPHONE PEDESTAL	⊙
ELECTRIC TOWER	⊙

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARATHON COUNTY, NAD 83, 2007, IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD". DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES. PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES, EXCLUDING RIGHT-OF-WAY LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 52 ESTABLISHED FROM PREVIOUS PROJECTS T 05-3(14), T 020-2(22), T 05-3(38), 6999-01-04 AND 6999-01-57.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM RECORDED PLATS. EXISTING ACCESS CONTROL ALONG USH 18, STH 60 AND STH 35 ESTABLISHED FROM PREVIOUS PROJECTS T 05-3(14), T 020-2(22), T 05-3(38) AND 6999-01-04.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4"x24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

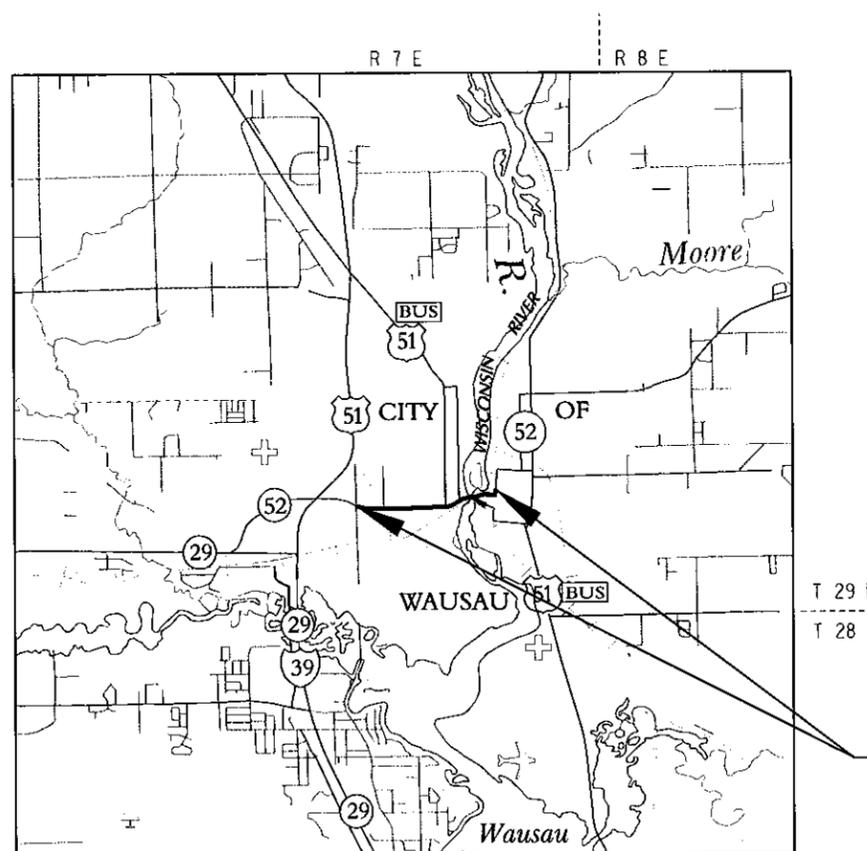
DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE.

A **TEMPORARY LIMITED EASEMENT (TLE)** IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT (PLE)** IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A **HIGHWAY EASEMENT (HE)** IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

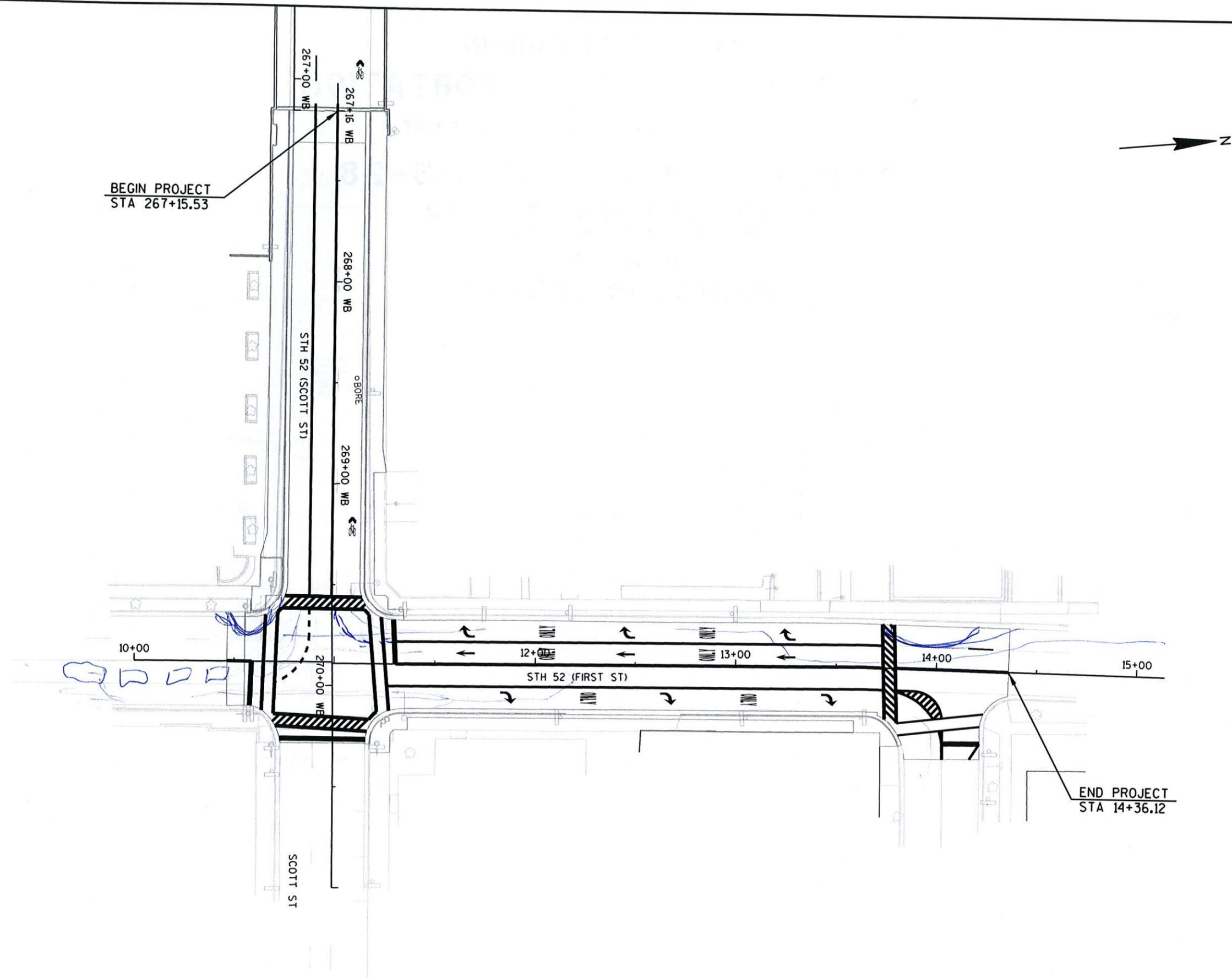


PROJECT LOCATION



LAYOUT
SCALE 0 1 MI.





BEGIN PROJECT
STA 267+15.53



END PROJECT
STA 14+36.12

SIGNING GENERAL NOTES

SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL SIGNS THAT ARE MOUNTED TO TRAFFIC SIGNAL OR LIGHT POLES AND OVERHANG THE SIDEWALK SHALL HAVE A MOUNTING HEIGHT OF 7'-3" MIN.

* CITY SIGNS, WHICH ARE NOT PART OF THIS PLAN, WILL BE LEFT IN PLACE. CITY SIGNS THAT CONFLICT WITH THE IMPROVEMENTS WILL BE SALVAGED BY THE CONTRACTOR AND REINSTALLED AND PAID FOR AS A MOVE SIGN ITEM.

** CITY SIGNS, WHICH ARE NOT A PART OF THIS PLAN, WILL BE REMOVED BY CITY MAINTENANCE PERSONNEL PRIOR TO CONSTRUCTION OPERATIONS.

ALL J-ASSEMBLIES SHALL BE SINGLE-PIECE BOARDS.

REMOVE = REMOVING SIGNS TYPE II AND REMOVING SMALL SIGN SUPPORTS.

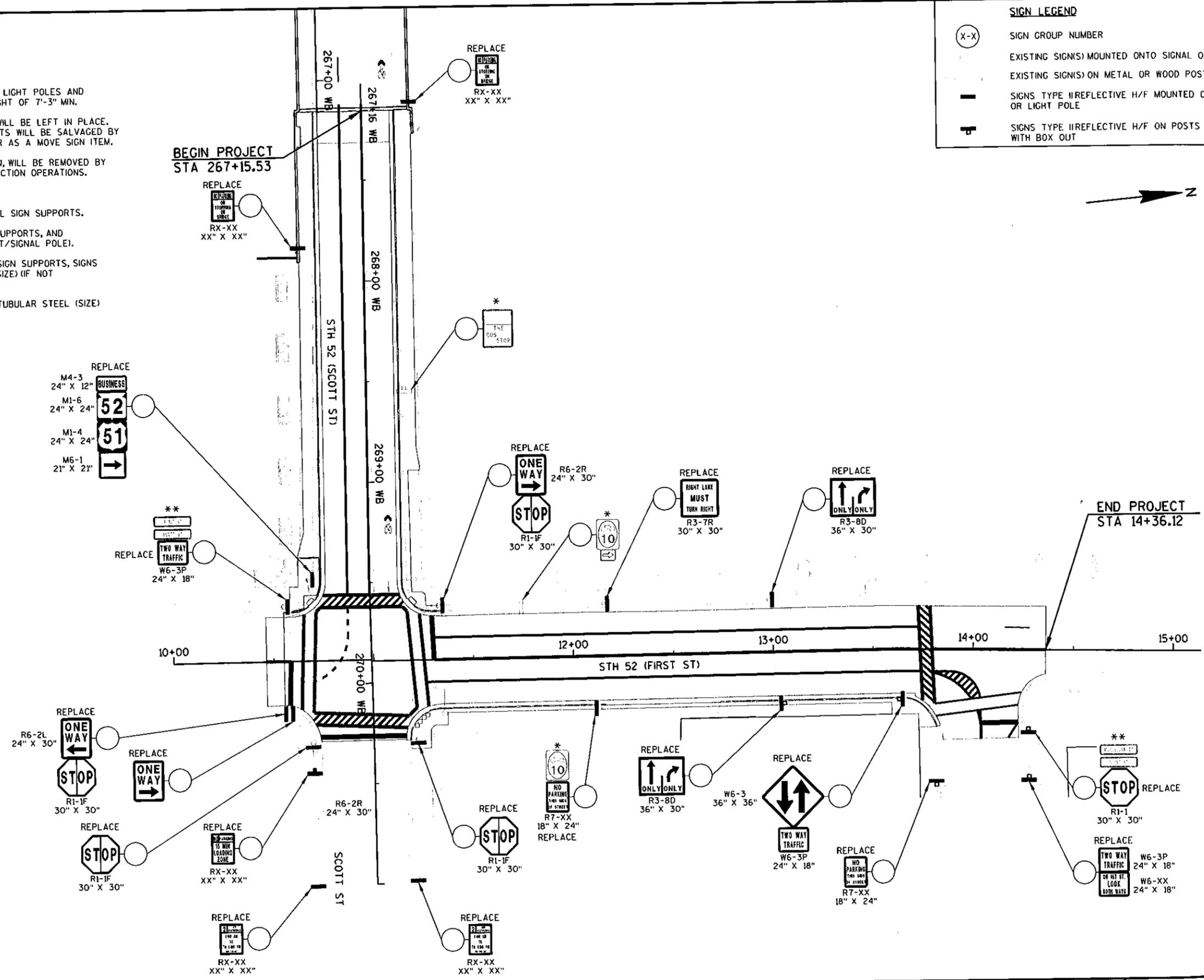
MOVE = MOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, AND POSTS TUBULAR STEEL (SIZE) (IF NOT BANDED TO LIGHT/SIGNAL POLE).

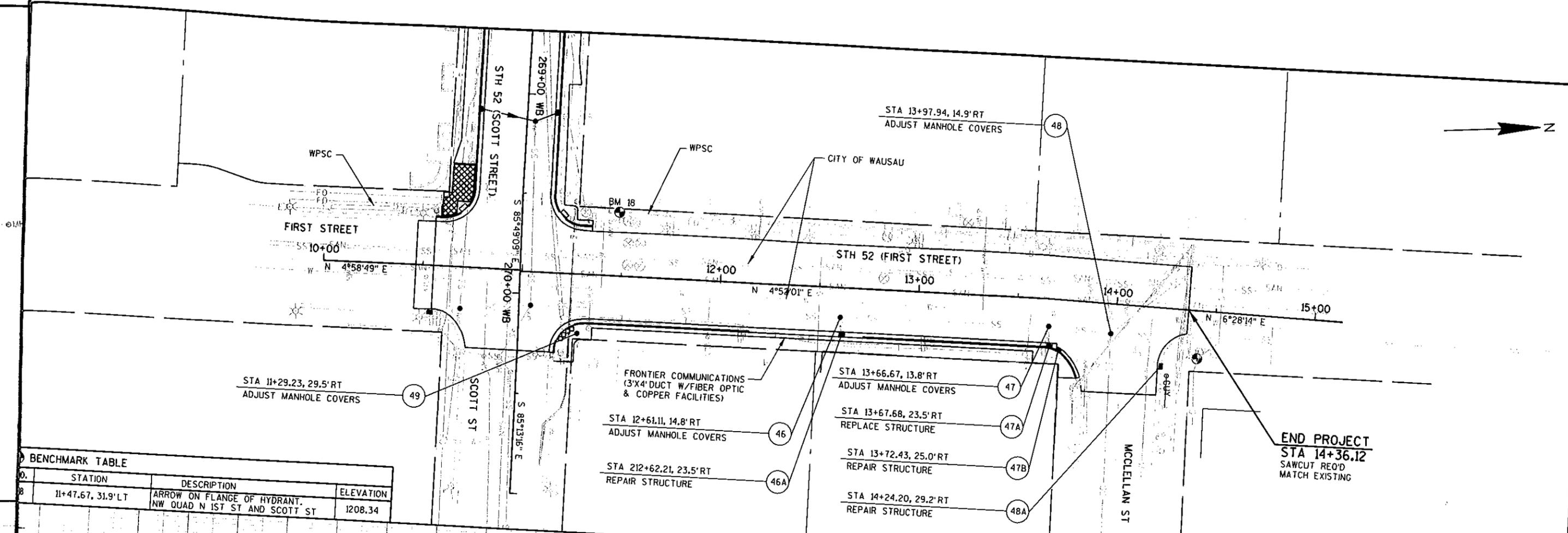
REPLACE = REMOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORTS, SIGNS TYPE II REFLECTIVE H/F AND POSTS TUBULAR STEEL (SIZE) (IF NOT BANDED TO LIGHT/SIGNAL POLE)

INSTALL = SIGNS TYPE II REFLECTIVE H/F, AND POSTS TUBULAR STEEL (SIZE) (IF NOT BANDED TO LIGHT/SIGNAL POLE).

SIGN LEGEND

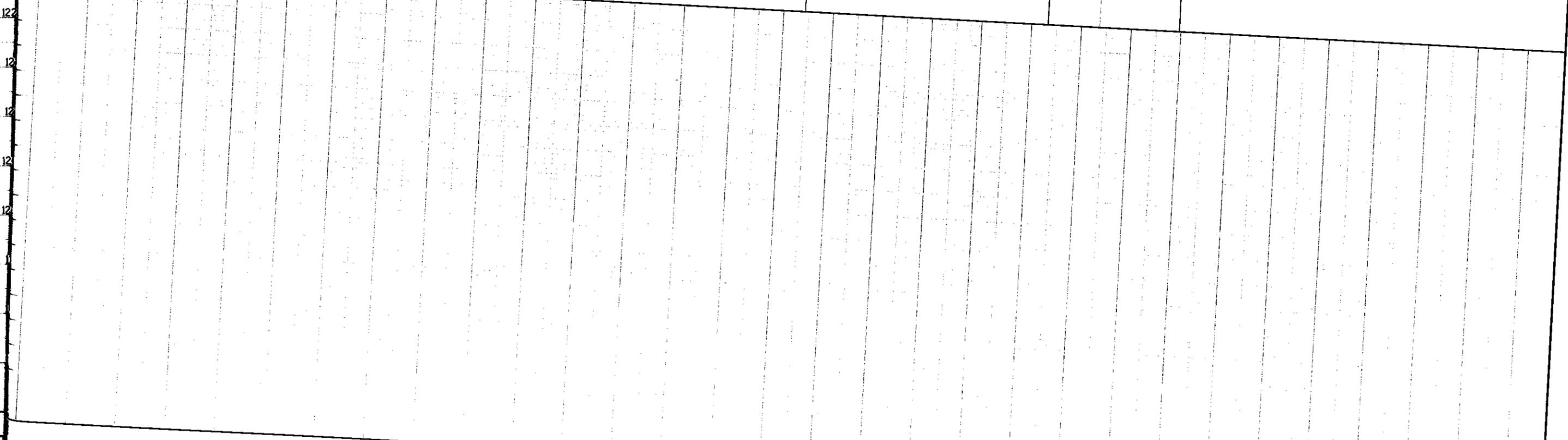
(X-X)	SIGN GROUP NUMBER
○	EXISTING SIGN(S) MOUNTED ONTO SIGNAL OR LIGHT POLE
○	EXISTING SIGN(S) ON METAL OR WOOD POSTS
—	SIGNS TYPE II REFLECTIVE H/F MOUNTED ONTO SIGNAL OR LIGHT POLE
⊥	SIGNS TYPE II REFLECTIVE H/F ON POSTS TUBULAR STEEL WITH BOX OUT



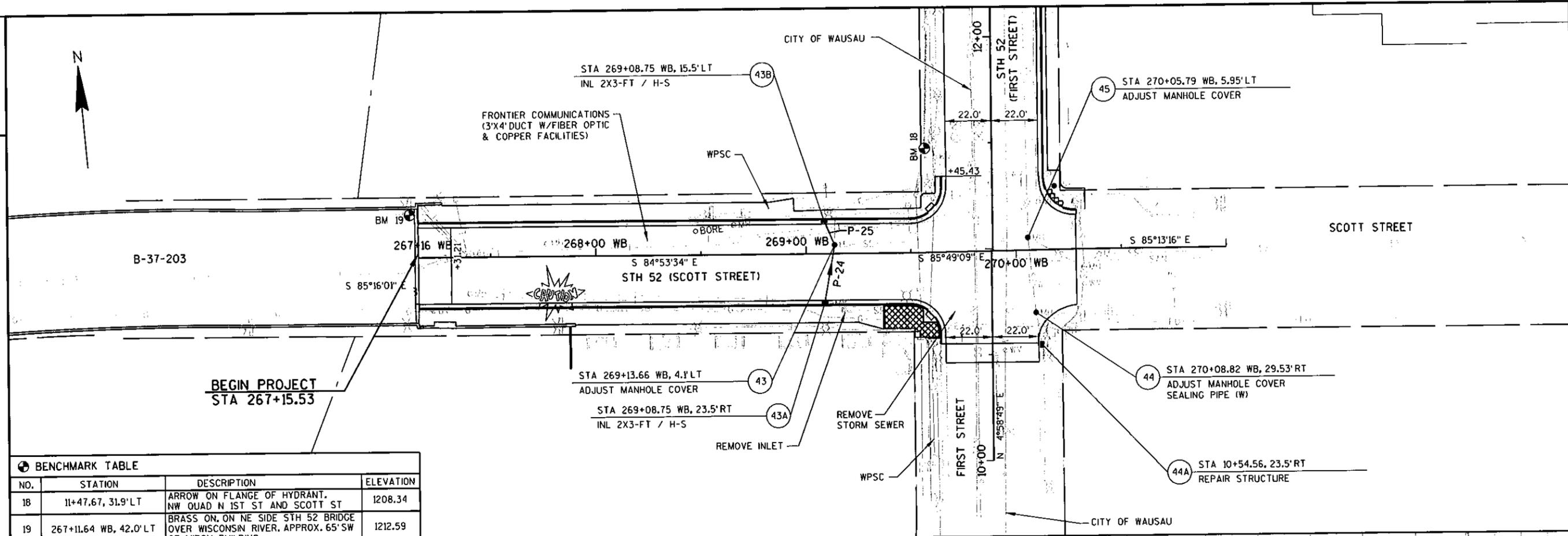


BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
18	11+47.67, 31.9'LT	ARROW ON FLANGE OF HYDRANT. NW QUAD N 1ST ST AND SCOTT ST	1208.34



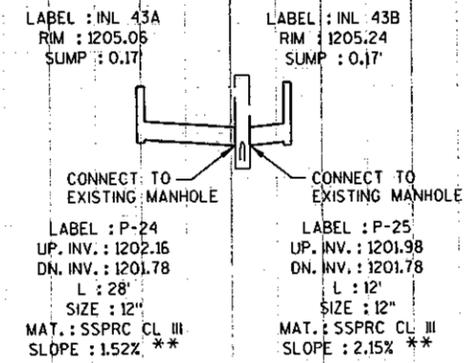
2



BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
18	11+47.67, 31.9' LT	ARROW ON FLANGE OF HYDRANT, NW QUAD N 1ST ST AND SCOTT ST	1208.34
19	267+11.64 WB, 42.0' LT	BRASS ON, ON NE SIDE STH 52 BRIDGE OVER WISCONSIN RIVER, APPROX. 65' SW OF MIRON BUILDING	1212.59

NOTES:

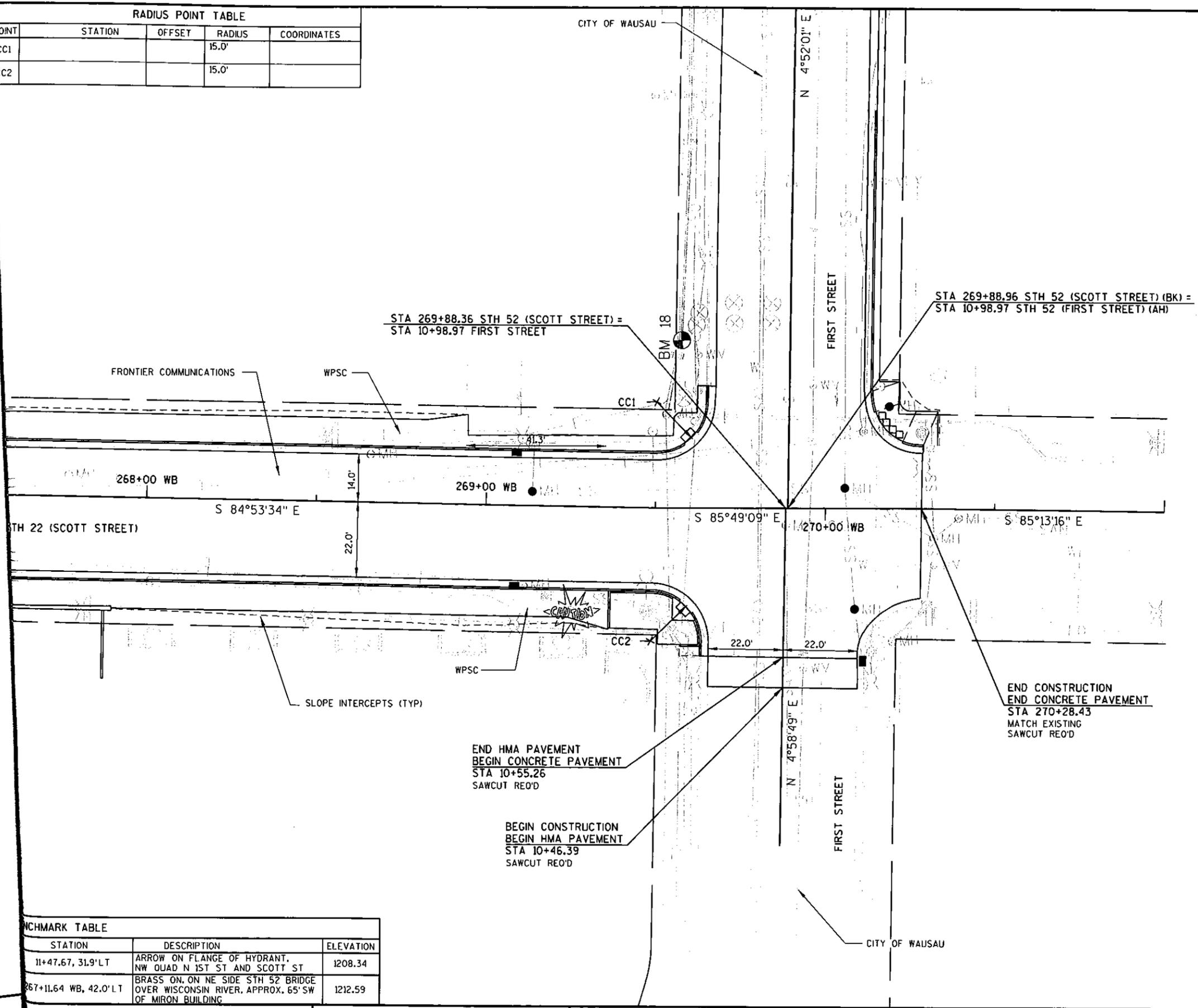
- * SIZE DIMENSIONS PROVIDED ARE INSIDE DIMENSIONS OF MANHOLE. FIELD VERIFY ALL SIZE DIMENSIONS PRIOR TO ORDERING CONCRETE FLAT TOP.
- ** GRADES COMPUTED FROM OUTSIDE OF STRUCTURE TO OUTSIDE OF STRUCTURE





RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1			15.0'	
CC2			15.0'	



BENCHMARK TABLE		
STATION	DESCRIPTION	ELEVATION
11+47.67, 31.9'LT	ARROW ON FLANGE OF HYDRANT, NW QUAD N 1ST ST AND SCOTT ST	1208.34
267+11.64 WB, 42.0'LT	BRASS ON, ON NE SIDE STH 52 BRIDGE OVER WISCONSIN RIVER, APPROX. 65' SW OF MIRON BUILDING	1212.59

REQUEST/COMPLAINT FORM

ROUTE TO:

- Airport
- Assessor
- Attorney
- City Clerk
- Community Dev.
- DATA Center
- Engineering
- Finance
- Fire Department
- Human Resources
- Inspections & Elec.
- Maintenance
- Mayor's Office
- Municipal Court
- Parks & Rec.
- Planning
- Police Dept.
- PAC
- Public Works
- Treasurer
- WATS
- WWW
- Other _____

DATE: 06/11/15

FROM: Kathi Groeschel **DEPARTMENT:** Mayor's Office

COMMENTS:

NAME: Mr. Wayne T. Becker Phone #715-842-8805

ADDRESS: _____

REQUEST/COMPLAINT:

Mr. Becker called to bring awareness of a potentially dangerous intersection at 1st Avenue and Maple. This is located at the north end of the EastBay Parking lot. He said cars are allowed to park on both sides of the street and it's extremely difficult to witness a school bus try to navigate through the narrow roadway. He would like the Parking and Traffic Committee or the Wausau Police Department take a look at this and figure out some reasonable solution to prevent this from being such a safety hazard. He indicated that he spoke with the Parking Attendant today and she advised him to contact the Alderperson for

that area which is Mr. Dave Nutting. (I also advised him to speak with Council President Robert Mielke and Parking and Traffic Chairperson, Sherry Abitz and he said he already left messages for both of them). He indicated he would like a Police Officer contact him to discuss this further.

RESPONSE/RESULTS (include dates, contact names, action taken, etc).

Note: You or someone from your department is responsible for looking into the request/complaint mentioned above. A phone call or letter is required to the above requestor/complainer if available. Please keep the Mayor's Office informed of the response/results. Thank you.