

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

NOTICE OF FINANCE COMMITTEE MEETING

Monday, February 12, 2024 City Hall 4:30PM

- Committee Review-Monthly Expenditures

NOTICE OF CITY COUNCIL MEETING

Monday, February 12, 2024 Washburn City Hall 5:30 PM

This meeting may have members participating via tele or web conferencing. Public participants can listen to the proceedings by utilizing a computer or smart phone and using the link:

<https://us02web.zoom.us/j/89860753853?pwd=ZW9UYU1LRTJ3S2hwU3RacTlhYnF4Zz09> or by calling 1-888-788-0099 (Toll Free) and entering Webinar ID: **898 6075 3853** with passcode **021224** as opposed to being present for the meeting.

The Council may elect to go into Closed Session for a portion of the meeting pursuant to Wisconsin State Statutes 19.85(1) (c) for personnel matters specifically the City Administrator evaluation following which the Council may reconvene back into Open Session to take any action necessary on the closed session items.

AGENDA

- Call to Order/Roll Call/Pledge of Allegiance
- Approval of Minutes – City Council – January 8, 2024
- Approval of Monthly Expenditures via Roll Call Vote
- Public Comment
- Mayoral Announcements, Proclamations, Appointments
 - Report from Beautification Committee
- Public Hearing, Discussion & Action on Bayfield Street Special Assessments for Sewer; AND **TAB 1**
Discussion & Action on Preliminary Resolution 24-005 for Special Assessments for Omaha Street for Water
- Presentation on Goose Control Services Provided by the USDA – David Ruid, District Supervisor/
Certified Wildlife Biologist **TAB 2**
- Discussion & Action On TIF Funding Request for Lost Apostle Brewery Project **TAB 3**
- Discussion & Action on Location for Proposed for Bike Park **TAB 4**
- Discussion & Action on Goals and Objectives for 2024 **TAB 5**
- Discussion & Action on Placement of Temporary Weight Limits and Restriction of parking on
Phase 1 Bayfield Street Project Detour Route **TAB 6**
- Discussion & Action on Approval of Change Order with Jakes Excavating & Landscaping LLC for
Private Lead Service Line Replacements and Associated Restoration Work on Bayfield Street Phase 1 **TAB 7**
- Discussion & Action on Structure Moving Route/Permit from 738 E. Memorial Park Drive –
Bakobii, LLC, Petitioner **TAB 8**
- Discussion & Action on Street Closures Request (Harbor View Dr., Holman Lakeview Dr., S. 6th
Ave W., and Lake Dr.) for Bike Across the Bay on February 18, 2024 – North Coast Cycling
Association, Petitioner **TAB 9**
- Closed Session
 - Personnel Matters – Evaluation of the City Administrator
- Adjourn

January 8, 2024

CITY OF WASHBURN COMMON COUNCIL MEETING

5:30PM

Washburn City Hall & Remote Video Conferencing

City Council Members:

Present, in-person:

Tom Neimes, Jared Trimbo, John Hopkins, Mary McGrath,
Jennifer Maziasz, Dave Anderson

Present, remote:

Tracey Snyder

Municipal Personnel:

Present, in-person:

City Administrator Scott J. Kluver, Asst. City Administrator
Tony Janisch, City Attorney Max Lindsey, Public Works Director
Gerry Schuette, Ambulance Director Jeff Bellile

Present, remote:

Mayor Mary D. Motiff

Absent:

none

Call to Order - Meeting called to order at 5:33pm by Mayor Motiff. Roll call attendance depicted seven (7) of seven (7) members of the Common Council in attendance. Quorum of the Council recognized.

Approval of Minutes – City Council of December 11, 2023 - A motion was made by Neimes to approve the December 11, 2023 minutes of the City Council, second by Trimbo. Motion carried unanimously.

Approval of Expenditures – A motion was made by Neimes to approve the monthly expenditures, second by McGrath. Motion carried unanimously via a roll-call vote.

Public Comment – Linda Barnes, 5 W 3rd St., spoke against opening all of the City streets to ATV & snowmobile traffic. Expressing concerns for safety, noise, air pollution; and how this would improve the quality of life.

Kristy Jensch, 410 E 5th Ave., spoke against opening City streets to snowmobiles and disagreement to opening streets to ATV traffic. She started that children walk, bike, and play in the streets, and in the winter the snow berms are so big its hard to see snowmobiles.

Bob Mackreth, 500 Woodland Dr., expressed concern about the six (6) oak trees at Hillside Park that were taken down at the request of the tennis association. He further expressed concern about the City working with one user group, when a park has multiple users. Regarding improvements to the tennis courts, he said that it must be done right and done responsibly with all stakeholders.

Doug Ament, 212 W Pine St., spoke in support of a Bike Park with the potential of it becoming a central park; and that the Omaha property being a lawn is not progress. He continued that the City needs to charge more for Air BNB's because they are losing money, and that solar panels should be placed on the marina building, to support clean energy and that Legion Park should be sold.

Irene Blakely, 803 3rd Ave. E, spoke against snowmobiles on City Streets, stating that many streets down have sidewalks and that many of the City's streets are quite charming and that this would change with the loud noise.

Ruth Hulstrom, 303 E 7th St., spoke in support of a Bike Park, that it would be a great enhancement to the City, and great for skills development for kids and adults.

Dave Ullman, Ashland, spoke in support of a Bike Park and that it would help with mountain biking skills development and would be one more reason to come to Washburn and support the local businesses.

Harper Hollis-Heidenreich, Ashland, spoke in support of a Bike Park and that it would encourage kids to get on a bike and to have a place to hang with friends.

Axel Swan, Town of Washburn, spoke in support of a Bike Park, that it would be a place to develop skills and hang with friends.

Dustin Long, 1402 N. Castle Dr., spoke in support of a Bike Park, that it would be a positive investment in the community, as well as intergenerational with youth, middle-aged & older users.

Charmaine Swan, Town of Washburn, member of the Bike Park Steering Committee, shared a handout with Council explaining the process so far and working the IMBA on the best locations for a bike park.

Tommy Cogger, Town of Washburn, spoke in support of a Bike Park, that it would be a great addition to the community, builds a healthy option for recreation and will increase tourism.

Carla Bremner, 204 Pumphouse Rd., spoke in support of a Bike Park and said that Council should reconsider ATV/Snowmobile traffic in the City.

Ann Christensen, 812 N Bratley Dr., spoke against opening streets to ATV/Snowmobile traffic with concerns that the year-round noise will affect the quality of life.

Elizabeth Lexau, 618 E Bayfield St., spoke against opening streets to ATV/Snowmobile traffic with concerns of increase safety risks and decrease in quality of life, damage to the streets and that along some streets they could be difficult to see.

Mike Weispenning, 22 E 5th St., spoke in support of a Bike Park, specifically at the lakeshore location, and that it would keep and attract young people to the area.

Kate Miller, 221 Washington Ave., spoke against ATV/Snowmobile traffic on City streets, and spoke in favor of a Bike Park.

Mayoral Announcements, Proclamations, Appointments - The Mayor made no proclamations or appointments and invited the Beautification Committee Chair to give an update.

- **Report from Beautification Committee** - Karen Novachek, Chair of the ad-hoc Beautification Committee, provided an update to Council. The community survey is open and online and accepting responses to January 19th. Two community meetings will be held in March to go over the results of the survey for improvements to Bayfield St.

Discussion & Action on Ordinance #24-001 Amendment #3 to the Zoning Map Changing Tax ID 32756 from R-2 to R-6 - Irene Blakely, Petitioner – McGrath moved to approve Ordinance 24-001; seconded by Neimes. Discussion occurred regarding impacts to zoning and adjacent landowners. Motion carried unanimously.

Public Hearing, Discussion & Action on Resolution #24-002 Vacating the Unopened Triton Avenue between Grandview Boulevard and Sunrise Avenue – Darren and Tera Miller, Petitioners – McGrath moved to open Public Hearing, seconded by Neimes. Motion carried unanimously. No public comments were received. McGrath moved to close Public Hearing, seconded by Neimes. Motion carried unanimously. Snyder moved to approve Resolution 24-002; seconded by Anderson. Maziasz, noting that Triton Ave. is part of a proposed Linear Park, asked the Millers their reason for building in that location. Darren Miller answered that they would like to build a garage next to Grandview Blvd., their street access, and near their house. He then suggested that Highland Ave. could be used for this park. Discussion occurred. Maziasz expressed concern of unintended consequences when decisions are made without considering future needs. Snyder stated that the Kluver added that the area was platted not to the way that development has occurred. Motion carried unanimously.

Discussion & Action on Recommendation to Refer to Parks Committee Request to Update Plans Related to Linear Park in the Sunrise/Sunset Avenues to Triton/Highland Avenues Area – Discussion occurred regarding updating park plans for the linear park and when. McGrath moved to update plans when the Comprehensive Plan needs updating again, seconded by Snyder. Motion carried unanimously.

Discussion on Conceptual Ordinance to Open City Streets to Snowmobiles like what is Proposed for ATVs/UTVs – The Mayor began discussion stating the purpose to allow street use would be for residents to have access the trail from their homes and to get gas or access businesses. Discussion occurred. Attorney Lindsey stated that last month Council opened all streets to ATV/UTV traffic. Kluver clarified that that ordinance had not yet been published because of the request to add snowmobiles. Lindsey added that changes to ATVs/UTVs were off the table, it could not come back to Council until after the April election. Discussion continued. The Mayor called for a consensus which was to keep the current rules for snowmobiles as is and in place. Snyder requested a new discussion regarding ATVs/UTVs after the April election.

Discussion & Action on Consideration of Future Planning for Bike Park – Snyder moved to support the concept of a Bike Park in the City at either proposed location, seconded by McGrath. McGrath commented that with the workload currently on City staff that she would expect the bike group to be engaged with future planning. Maziasz added that the Parks Committee is seeking support for the concept of a Bike Park, but in learning the lessons from the Dog Park, by sending this back to the Parks Committee without a solid location discussion could just go round-and -round and waste time and energy. And if Council is not ok with the concept or the two proposed locations, then there was no need moving forward. Charmaine Swan, bike park steering committee, added that a location would be needed for the next steps in moving forward with planning. Discussion occurred, including the site locations. Motion carried five (5) to one (1), Hopkins voting nay, Neimes abstaining. Anderson moved that Council maintain all future actions, decision and site selection with the Bike Park, seconded by McGrath. Maziasz commented that the Parks Committee makes recommendations to Council, and after a site selection is made, the Parks Committee can play a role in further planning. Hopkins added that there were issues involved with both locations. Kellie Pederson, bike park steering committee, added that a site selection was needed before IMBA could complete the current scope of work. Discussion continued. Anderson withdrew his motion. It was determined to bring the decision of site location back to Council at the February meeting.

Discussion & Action on Recommendation to Discontinue Cable Television Service in Campgrounds – McGrath moved to discontinue cable tv service in the campgrounds, seconded by Neimes. Maziasz stated that the Park Committee was in favor of discontinuing cable service. Discussion occurred, including the increased costs. Motion carried unanimously.

Discussion & Action on Ambulance Department Switching to an Emergency Medical Responder Service – McGrath moved to approve the Ambulance Department switching to an Emergency Medical Responder Service, seconded by Neimes. Ambulance Director Bellile answered questions of the Council and the reasons to move to an EMR service. These being calls are still being missed because two EMT's are not always available in the evening/weekend hours. Motion carried unanimously.

Discussion & Action on Resolution #24-003 For Preliminary Special Assessments for Bayfield Street Water and Sewer – McGrath moved to approve Resolution 24-003, seconded by Neimes. Motion carried unanimously.

Discussion & Action on Resolution #24-004 Repealing Exemption of Downtown Area from Scenic Byway Program – Trimbo moved to approve Resolution 24-004, seconded by Neimes. Motion carried unanimously.

Discussion & Action on Revisions to Social Media Policy – McGrath moved to approve revisions to the Social Media Policy, seconded by Snyder. Discussion occurred. Motion carried unanimously.

Discussion & Action on Resolution #24-001 Combining Wards into a Single Polling Place for 2024 Elections – McGrath moved to approve Resolution 24-001, seconded by Anderson. Motion carried unanimously.

Adjourn – Mayor Motiff adjourned the meeting at 8:05pm.

Tony Janisch
Assistant City Administrator

FINANCE COMMITTEE MEETING 4:30pm

Committee Members Tom Neimes, and Mary McGrath reviewed monthly expenditure vouchers.

1

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members

From: Scott J. Kluver, Administrator

Re: Public Hearing on Special Assessments and Approval of Engineering Report AND Approval of Preliminary Special Assessment Resolution for Omaha Street Properties

Date: February 2, 2024

At the last meeting, a preliminary resolution was passed on levying special assessments on two properties along Phase 1 of the Bayfield Street Project. The Council should first hold a public hearing, and I am anticipating the affected parties to be in attendance. After the public hearing, and obtaining any comments from the property owners, I recommend that the Council approve the engineering report. As part of this, the Council can lay out the proposed terms of the special assessments. Final costs would not be known until the project is complete, but the property owners would have the option to pay the special assessment up front, or in installments. Absent any additional comments from the property owners, I would recommend a maximum of five installments at the same interest rate that the City will end up paying on its loan for the sewer work.

In addition to this, you will also find a preliminary resolution to specially assess properties on Omaha Street, in this case for water. In my review of the Phase 1 Bayfield Street Project, I missed these two properties which are included in the add-alternates that were also approved with the work to be done. There are two properties that currently are not served by water but would be by the completion of the project. You will find the draft engineering report enclosed for this as well. If you approve this resolution, a public hearing would be set for the March meeting. Notice will be sent to these properties about this proposed action.

Please let me know if you have questions on either of these items.

**NOTICE OF PUBLIC HEARING ON SPECIAL ASSESSMENTS FOR
PUBLIC IMPROVEMENTS IN WASHBURN, WISCONSIN.**

PLEASE TAKE NOTICE that the City Council of Washburn, Wisconsin has declared its intention to exercise its police power in accordance with §66.0703, Stats., to levy special assessments upon property within the following described assessment district for benefits conferred upon the property by the improvement of the following streets and the total amount assessed against the properties in the described assessment district shall not exceed 100% of the cost of the sanitary laterals, water laterals, engineering and administration and 50% of the sanitary sewer.

ASSESSMENT DISTRICT

All previously unserved property abutting the north side of Bayfield Street from the intersection of 10th Avenue West to the intersection of 9th Avenue West.

A report showing proposed plans and specifications, estimated cost of improvements and proposed assessments is on file in the City Clerk's office and may be inspected there during any business day between the hours of 10:00 A.M. and 4:30 P.M Tuesday through Friday.

You are further notified that the City Council of Washburn, Wisconsin, will hear all interested persons, their agents or attorneys, concerning matters contained in the preliminary resolution authorizing the assessments and in the above described report at 5:30 P.M. on the 12th day of February 2024, at the following location: City Hall, 119 Washington Avenue, Washburn, WI 54891. All objections will be considered at this hearing and thereafter the amount of the assessments will be finally determined.

Date published: January 12, 2024

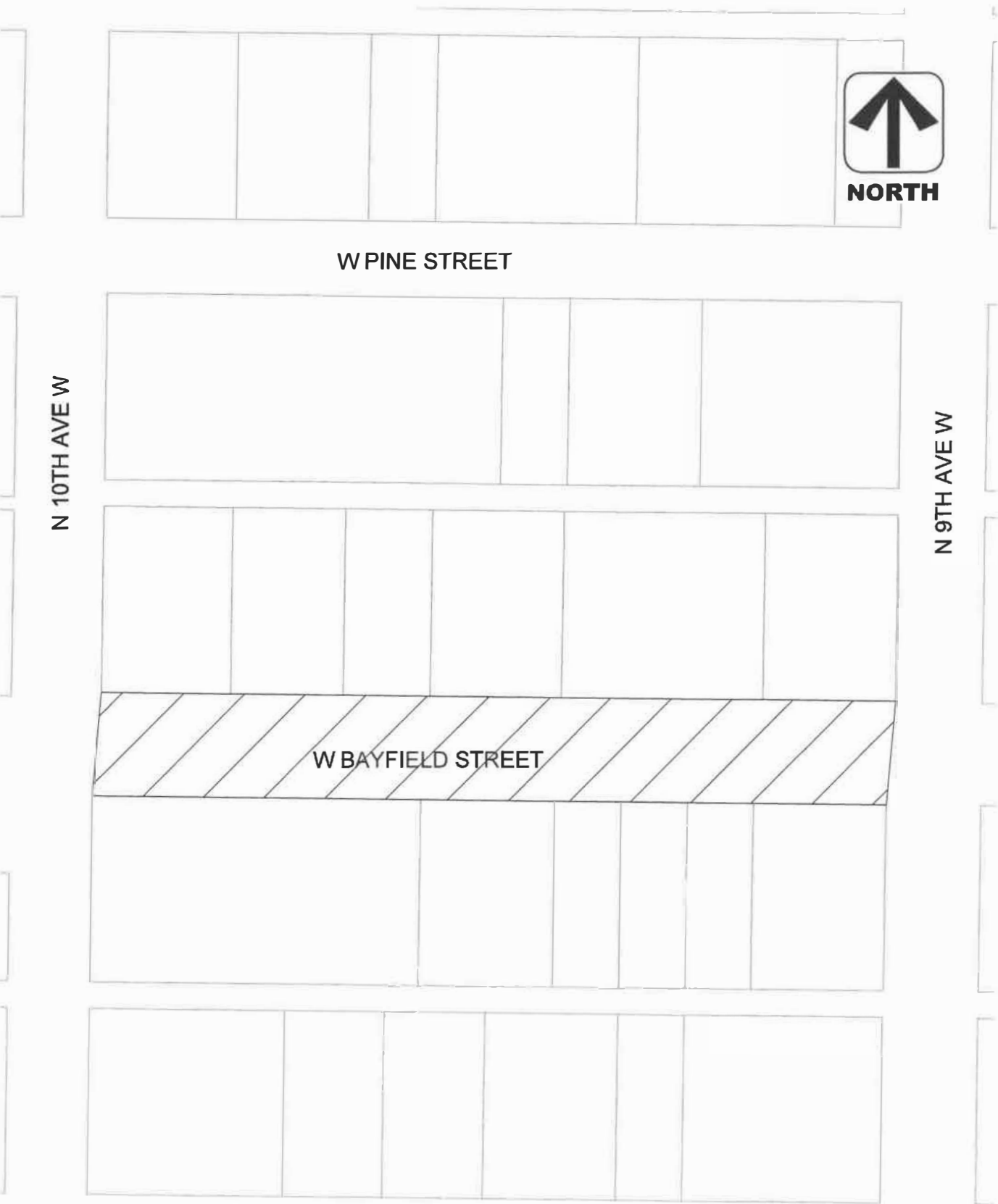
Signed: Scott J. Kluver
City Administrator

**REPORT ON PROPOSED SPECIAL ASSESSMENTS FOR PUBLIC IMPROVEMENTS
AGAINST PROPERTIES LOCATED IN WASHBURN, WISCONSIN.
BAYFIELD STREET WATER AND SEWER**

This report is submitted in accordance with the requirements of §66.0705, Stats., and the preliminary resolution of the City Council of Washburn, Wisconsin, determining to levy special assessments on benefited properties for public improvements described in Schedule B of this report to be made in the assessment district described in Schedule C of this report.

This report consists of the following schedules attached hereto:

- Schedule A – Location Plan;
- Schedule B – Estimate of entire cost of proposed improvements;
- Schedule C – Schedule of proposed assessments against each benefited parcel.



**BAYFIELD STREET WATER AND SEWER
ASSESSMENT DISTRICT
WASHBURN, WISCONSIN**



**PUBLIC WORKS IMPROVEMENT
OPINION OF PROBABLE CONSTRUCTION COST**

**Bayfield Street Water and Sewer
City of Washburn**

Date: December 7, 2023

Estimator: MCS

Total Estimate: \$873,800.00

| DESCRIPTION | UNITS | APPROX. QUANTITY | UNIT PRICE | TOTAL PRICE |
|---------------------------------------|-------|---------------------|------------|-------------------|
| <u>WATER SERVICES</u> | | | | |
| 1" Water Service | L.F. | 50 | \$42.00 | \$2,100.00 |
| 1" Corp Stop, Curb Stop, and Box | Each | 2 | \$1,150.00 | \$2,300.00 |
| Contingency | | | | \$500.00 |
| Engineering & Administration | | | | \$1,300.00 |
| TOTAL ESTIMATED WATERMAIN COST | | | | \$6,200.00 |

| | | | | |
|---|------|-------|----------|---------------------|
| <u>SANITARY SEWER & SERVICES</u> | | | | |
| 8" Sanitary Sewer PVC | L.F. | 5220 | \$67.60 | \$352,872.00 |
| 10" Sanitary Sewer PVC | L.F. | 280 | \$59.25 | \$16,590.00 |
| Connect to Existing Sanitary | Each | 9 | \$950.00 | \$8,550.00 |
| Manhole 4 Ft | V.F. | 135.7 | \$430.00 | \$58,351.00 |
| Manhole Drop Entrance | V.F. | 3.7 | \$305.00 | \$1,128.50 |
| Casting Type J-S | Each | 15 | \$825.00 | \$12,375.00 |
| 6" Wye | Each | 77 | \$275.00 | \$21,175.00 |
| Tracer Wire Access Box | Each | 77 | \$125.00 | \$9,625.00 |
| 6" Sanitary Lateral PVC | L.F. | 2790 | \$45.00 | \$125,550.00 |
| Sewer Televising | L.F. | 5500 | \$4.50 | \$24,750.00 |
| Contingency | | | | \$63,100.00 |
| Engineering & Administration | | | | \$173,500.00 |
| TOTAL ESTIMATED SANITARY SEWER COST | | | | \$867,600.00 |

Contingency
Engineering
TOTAL ESTIMATED STREET CONSTRUCTION

| | |
|---------------------------------------|--------------|
| Construction Subtotal | \$635,400.00 |
| Contingency Subtotal | \$63,600.00 |
| Engineering & Administration Subtotal | \$174,800.00 |

*****PROJECT TOTAL***** **\$873,800.00**

CITY OF WASHBURN
 BAYFIELD STREET WATER AND SEWER
 PRELIMINARY ASSESSMENTS
 SCHEDULE C

| Owner | Improvement Location | Tax I.D. # | 1" Water Service Connect (EACH) | 1" Water Service (L.F.) | 6" Sanitary Connect (EACH) | 6" Sanitary Lateral (L.F.) | 8" Sanitary Sewer (LF) | Total Assessment |
|--|----------------------|------------|---------------------------------|-------------------------|----------------------------|----------------------------|------------------------|--------------------|
| Gerrit R & Catherine M Van Doorn 66605 Wills Rd. Bruile, WI 54820 | W Bayfield Street | 32855 | 1 | 25 | 1 | 43 | 65 | \$10,176.00 |
| Richard D & Sandra H Johnson P.O. Box 684 Washburn, WI 54891 | W Bayfield Street | 32857 | 1 | 25 | 1 | 43 | 98 | \$12,156.00 |
| Total Assessable | | | 2 | 50 | 2 | 86 | 163 | \$22,332.00 |

| Item | Unit | Assessable Unit Cost | |
|--------------------------|------|----------------------|-------------------------------|
| 1" Water Service Connect | Each | \$1,600.00 | Corp Stop, Curb Stop, and Box |
| 1" Water Service | L.F. | \$58.00 | |
| 6" Sanitary Connect | Each | \$560.00 | Wye & Tracer Box |
| 6" Sanitary Lateral | L.F. | \$62.00 | |
| 8" Sanitary Sewer | L.F. | \$60.00 | per Street Side |

Estimated Assessable costs include Engineering, Administration and Contingency
 Final Assessable costs will be based on actual cost and actual work completed.

**CITY OF WASHBURN COMMON COUNCIL
RESOLUTION #2024-005
PRELIMINARY RESOLUTION DECLARING INTENT TO LEVY SPECIAL ASSESSMENTS
UNDER MUNICIPAL POLICE POWER PURSUANT TO §66.0703.STATS.**

RESOLVED, by the City Council of Washburn, Wisconsin:

1. The City Council hereby declares its intention to exercise its police power under §66.0703, Stats., to levy special assessments upon property in the assessment district hereafter described for benefits conferred upon such property by reason of the following public work and improvements:

Omaha Street Water Main

Installation of water main and services to previously unserved properties.

2. The property to be assessed lies within the following described assessment district:

All previously unserved property abutting the north side of Omaha Street from the intersection of the right of way of 10th Avenue West to the intersection of 9th Avenue West.

3. The total amount assessed against the properties in the described assessment district shall not exceed 100% of the cost of the water laterals, engineering and administration, and 50% of the water main.
4. The City Council determines that the improvements constitute an exercise of the police power for the health, safety and general welfare of the municipality and its inhabitants.
5. The municipal engineer shall prepare a report which shall consist of:
- a. Location plan for the improvements.
 - b. An estimate of the entire cost of the proposed improvements.
 - c. Schedule of proposed assessments.
6. When the report is completed, the municipal engineer shall file a copy of the report with the municipal clerk for public inspection and, if state property is to be assessed, shall mail a copy of the report to the responsible state agency and, for assessments of \$50,000 or more, to the Wisconsin state building commission.
7. Upon receiving the report of the responsible officer or body, the clerk shall cause notice to be given stating the nature of the proposed improvements, the general boundary lines of the proposed Assessment District, (including a small map thereof,) the time and place at which the report may be inspected, and the time and place of the public hearing on the matters contained in the preliminary resolution and the report. This notice shall be published as a class 1 notice under ch. 985, Stats, and a copy shall be mailed, at least 10 days before the hearing, to every interested party whose address is known or can be ascertained with reasonable diligence.
8. The hearing shall be held in the City Hall at 119 Washington Avenue in accordance with §66.0703, Stats.
9. The assessment against any parcel may be paid in cash or in annual installments the number of which shall be determined at the public hearing on the proposed assessments.

Date adopted: _____

Signed

Mary D. Motiff, Mayor

Attest

Scott J. Kluver, City Administrator

**REPORT ON PROPOSED SPECIAL ASSESSMENTS FOR PUBLIC IMPROVEMENTS
AGAINST PROPERTIES LOCATED IN WASHBURN, WISCONSIN.
OMAHA STREET WATER MAIN**

This report is submitted in accordance with the requirements of §66.0705, Stats., and the preliminary resolution of the City Council of Washburn, Wisconsin, determining to levy special assessments on benefited properties for public improvements described in Schedule B of this report to be made in the assessment district described in Schedule C of this report.

This report consists of the following schedules attached hereto:

- Schedule A – Location Plan;
- Schedule B – Estimate of entire cost of proposed improvements;
- Schedule C – Schedule of proposed assessments against each benefited parcel.



NORTH

W BAYFIELD STREET

10TH AVE W

N 9TH AVE W

W OMAHA STREET

WISCONSIN STREET

**OMAHA STREET WATER MAIN
ASSESSMENT DISTRICT
WASHBURN, WISCONSIN**

**CITY OF WASHBURN
 OMAHA STREET WATERMAIN
 PRELIMINARY ASSESSMENTS
 SCHEDULE C**

| Owner | Improvement Location | Tax I.D. # | 1" Water Service Connect (EACH) | 1" Water Service (L.F.) | 6" Water Main (LF) | Total Assessment |
|---|----------------------|------------|---------------------------------|-------------------------|--------------------|--------------------|
| Habitat for Humanity Greater Cheq Bay 49883 Griffith Rd. Ashland, WI 54806 | W Omaha Street | 35352 | 1 | 25 | 100 | \$7,950.00 |
| Lucille S. & David Sells ET AL 8068 N Seneca Rd. Fox Point, WI 53217 | W Omaha Street | 39162 | 1 | 25 | 50 | \$5,500.00 |
| Total Assessable | | | 2 | 50 | 150 | \$13,450.00 |

| Item | Unit | Assessable Unit Cost | |
|--------------------------|------|----------------------|-------------------------------|
| 1" Water Service Connect | Each | \$1,600.00 | Corp Stop, Curb Stop, and Box |
| 1" Water Service | L.F. | \$58.00 | |
| 6" Water Main | L.F. | \$49.00 | per Street Side |
| | | | |
| | | | |

Estimated Assessable costs include Engineering, Administration and Contingency
 Final Assessable costs will be based on actual cost and actual work completed.



**PUBLIC WORKS IMPROVEMENT
OPINION OF PROBABLE CONSTRUCTION COST**

**Omaha Street Water Main
City of Washburn**

Date: January 23, 2024

Estimator: MCS

Total Estimate: \$65,200.00

| DESCRIPTION | UNITS | APPROX. QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|-------|---------------------|------------|---------------------|
| <u>WATERMAIN</u> | | | | |
| 6" Water Main C900 | L.F. | 594 | \$54.40 | \$32,313.60 |
| 8" Water Main C900 | L.F. | 8 | \$224.00 | \$1,792.00 |
| 6" Valve and Box | Each | 1 | \$2,300.00 | \$2,300.00 |
| Connect to Existing Water Main 6"x6" Live Tap | Each | 1 | \$2,500.00 | \$2,500.00 |
| Connect to Existing Water | Each | 3 | \$1,200.00 | \$3,600.00 |
| 1" Water Service | L.F. | 50 | \$45.00 | \$2,250.00 |
| 1" Corp Stop, Curb Stop, and Box | Each | 2 | \$1,300.00 | \$2,600.00 |
| Construction Subtotal | | | \$ | 47,400.00 |
| Contingency Subtotal | | | | \$4,800.00 |
| Engineering and Administration | | | | \$13,000.00 |
| ***PROJECT TOTAL*** | | | | \$ 65,200.00 |

2

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members

From: Scott J. Kluver, Administrator

Re: Goose Control Presentation

Date: January 26, 2024

At this meeting, the Council, and public will get a presentation from Mr. Dave Ruid who is the Supervisor and a Certified Wildlife Biologist with the USDA for the northern district of Wisconsin. He will discuss geese, and population control measures that are available. You will have the ability to act if you would like to approve anything new based on his presentation.

Goose control has been a perennial issue in the City, has been debated at length, and there have been strong feelings on this topic. The bottom line is that there is not a single or widely accepted solution to the problem, but the geese are a problem because of the amount of poop left behind.

No other plans or cost-effective goose solutions have been brought forward to reasonably and effectively address this issue. At a League of Municipalities conference seven years ago, Professor David Drake, an expert in urban wildlife, discussed non-lethal and lethal pest control. Unfortunately, no new ideas were presented at this session as how to deal with the issue, and there are no new ideas today. We have looked at decoys, lights, sprays, border collies, lasers, and other forms of harassment. These methods have been found to be ineffective and/or cost prohibitive.

For many years, the City has conducted permitted egg addling to help control the population. In addition, the City has, in most years, authorized shooting geese in the fall with varying levels of effectiveness because some years, they just are not in a good place when staff are available.

Education



DON'T FEED WATERFOWL

Feeding waterfowl is a popular activity for many people, but it is a significant cause of high urban bird populations. Consider implementing a "No waterfowl feeding" ordinance or policy. Congregating wildlife by hand feeding can be unhealthy nutritionally for geese and more easily spread disease through waterfowl populations. Feeding also disrupts natural patterns and concentrates waterfowl which can have a decoy effect, attracting more birds to the location.

Urban Wildlife Damage Abatement and Control Grant

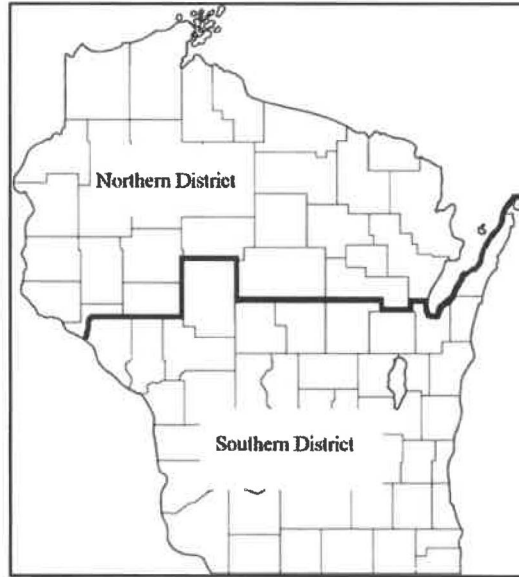
UWDAC grants are available from the DNR to any town, city, village, county or tribal government in an "urban area." Grant funding is available to help urban areas develop wildlife plans and/or to implement specific damage abatement and/or control measures for white-tailed deer and/or Canada geese.

A statewide total of \$25,000 is available annually. This program provides 50 percent project reimbursement up to a maximum of \$5,000 (\$10,000 total project cost). Advance payments of 50 percent (not to exceed \$2500) of the grant award can be requested at the time the grant agreement is signed.

<http://dnr.wi.gov/org/caer/cfa/LR/Urbanwildlife/grants.html>

For Further Information

If you have any questions regarding Canada goose management, please contact your region's USDA Wildlife Services district office for more information.



Northern District:
USDA APHIS Wildlife Services
PO Box 1064
Rhineland, WI 54501
(800) 228-1368

Southern District:
USDA APHIS Wildlife Services
1201 Storbeck Drive
Waupun, WI 53963
(800) 433-0663

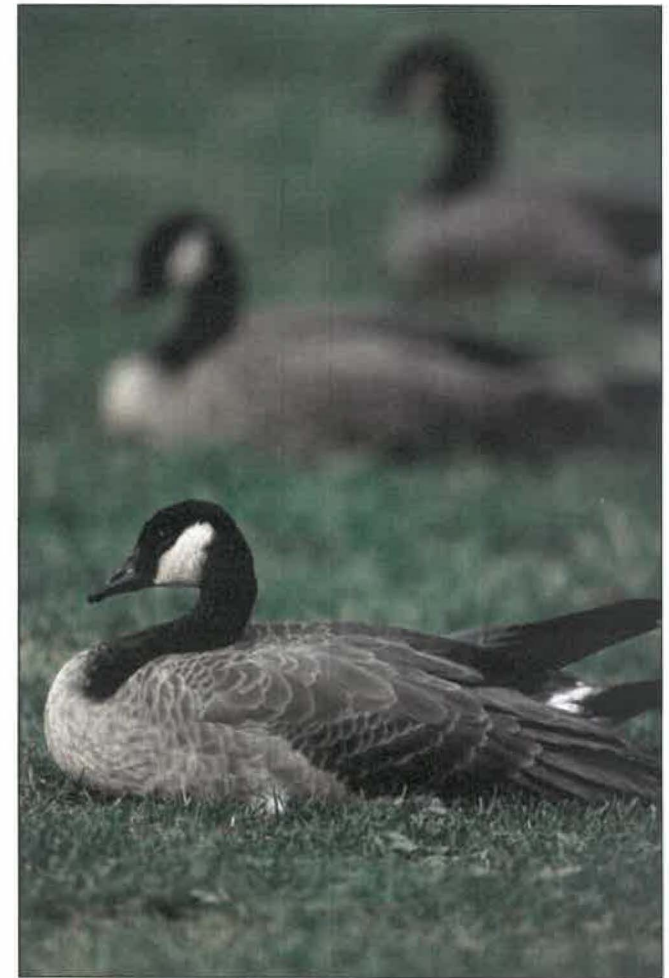
This publication was made possible by the WDNR and the USDA.

This publication can be made available in alternate format upon request. Please call (608) 264-6036 for information.

The Wisconsin Department of Natural Resources provides equal opportunity in its employment, programs, services, and functions under an Affirmative Action Plan. If you have any questions, please write to Equal Opportunity Office, Department of Interior, Washington, D.C. 20240.



Resident Canada Goose Management in Wisconsin



PUB WM-474-2007



Resident Canada Geese

The population of resident Canada geese in Wisconsin has dramatically increased over the last 25 years. This phenomenal growth has been recorded throughout the United States as well as internationally. This is partially due to the development of large open mowed grassy areas that humans have created and the protection that they provide. Resident Canada geese are large, very adaptable, long lived, productive, and protective of nests and young. These traits often lead to conflicts with citizens.

Conflicts

As the population increases, so do the incidents of human conflict. High concentrations of resident Canada geese can lead to landscape damage, decreased water quality, disruption of recreational activities and decreased aesthetics from abundant droppings. However, there are solutions to these problems for landowners and local governments. In Wisconsin, the management strategy for these geese is twofold: 1) Manage the overall population through hunter harvest and 2) Address property or community specific problems with professionally guided integrated management.



Management Decision

The decision and cost to manage the local Canada goose situation lies with local leaders in accordance with State and/or Federal rules.

Integrated Management Plan

It is recommended that an integrated plan, utilizing multiple techniques, be implemented to successfully resolve conflicts with resident Canada geese.

Techniques to consider include:

Habitat modification. Habitat modification is altering the characteristics of the site so that geese do not find it attractive. This can be achieved by allowing grass to grow or planting buffer strips of native grasses or shrubs around water bodies to block the geese's clear view of potential predators, making them feel uncomfortable.

Fence barriers. Fences can prevent geese from conveniently walking from water to grass areas. Many different cost effective varieties, from mesh fencing to monofilament lines, can work well at disrupting access to feeding or loafing areas.

Scare devices. It is legal to harass Canada geese without a state or federal permit as long as the geese are not touched and adults are not kept away from their nests with eggs. These techniques are designed to make the geese uncomfortable and encourage them to find friendlier habitat. Trained dogs, auditory calls, predator effigies, mylar flagging, pyrotechnics and human harassment can be a critical part of an integrated plan.

Repellants. Chemical repellents can be applied to grassy areas where geese are accustomed to feeding. Typical goose repellents coat the grass with products that the geese find distasteful. They often associate the repellent's slight discoloration of the treated areas with the bad taste and avoid feeding in the area. Landowners should contact the Wisconsin DNR before using repellents because a permit may be needed.

Population management. Population management is achieved by either reducing the recruitment and/or increasing the mortality of the local population. This can be done several ways. Where possible, hunters harvesting geese during the early September hunt can be effective at reducing local populations and establishing that the area is no longer a safe refuge for the geese. However, local ordinances may have to be altered to allow hunting in developed areas. In order to manage the local population outside of the established hunting season, either by reducing nesting success or removal of adult and juvenile birds, a State and/or Federal permit is



necessary to conduct these activities in Wisconsin. Nesting success can be reduced by obtaining a nest destruction permit. This will allow the permit holder to oil, addle or destroy a nest with eggs. Destroying alone may cause the geese to attempt re-nesting. Nests without eggs may be destroyed without a permit. The removal of adults and juvenile geese or "round-up" is conducted in mid-June to early July during the molting process when geese are flightless. Prior to removing geese the population must be sampled for environmental contaminants. Captured birds are processed and made available to local food pantries for human consumption.

Important things to consider

Consider the timing of your actions. Goose behavior and damage changes throughout the year.

Reduce the available food and eliminate the ability of geese to walk from the water to feeding areas.

Solicit public involvement. While some people enjoy observing geese others would rather have them removed. Consider all opinions to avoid negative reactions.

Be aware of laws and regulations. These change over time.

Consider reducing geese, not eliminating them. Most successful plans aim to reduce goose numbers to a level tolerable to all stakeholders.

Be proactive. Many people wait until the problem is out of control before seeking help.

3

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members
From: Scott J. Kluver, Administrator ^{SK}
Re: TIF Request from Lost Apostle Brewery
Date: January 22, 2024

Enclosed you will find a letter from Matt Crowell of Chippewa Valley Bank requesting Tax Increment Financing (TIF) funding for the Lost Apostle Brewery project along with a preliminary sources and uses of funds document. To review, TIF is an economic development tool allowed by the State to essentially use anticipated future tax dollars (*including what would ordinarily go to the County, School, and Tech College*) from new development to assist with the costs of infrastructure or the project itself to make the project to be financially feasible to happen. I have included some basic information at the end that may answer some general questions regarding TIF.

The subject property is located within TID #3, and is included in the project plan. When TID #3 was created in 2015, the Lost Apostle property was listed on the project plan as one of the properties intended to be improved with the use of TIF. A couple years later, the City borrowed money to purchase the property that was then known as the Brokedown Palace. This loan was charged to TID #3, with the full intention that these costs would be reimbursed through the TID. In addition, it was intended that this property would eventually be sold/transferred to a potential developer with a viable plan to rehabilitate the property to a vibrant purpose that would generate additional taxable revenue. In the process of marketing the property, it was decided that a new roof was essential to any future use of the existing structure. The cost of the property purchase and the roof totaled \$234,595 that was charged to the TID. At this time, it is projected that these dollars will be fully reimbursed to the City by 2027. Given that, TID #3 is currently financially sound even though there has not been a great amount of new development within the district.

As the City marketed the property, two proposals were eventually received at the same time for serious consideration. One was the Lost Apostle Brewery concept and the other was a retail downstairs/residential upstairs redevelopment of the building. The Council at the time voted to proceed with a development agreement for the Lost Apostle Project. During this time, no additional use of TID was requested or anticipated; however, the City agreed that it would sponsor an application to WHEDA for a Community Development Investment (CDI) grant, which was done along with a Site Assessment Grant (SAG). During the development of the Lost Apostle plans, it was requested of the City that the existing structure be demolished to allow a new structure to be built as it was anticipated that it would be less expensive than

rehabilitating the existing structure and it could be built specifically to suit a brewery. The City had no objections to this, and the SAG grant largely covered the demolition costs that occurred last summer. The property was transferred at no cost to the developer per the approved development agreement. At this time, the Lost Apostle Project has zoning approvals with some conditions, and we are waiting for state approved plans to so that Badger can apply for construction permits.

You will note that the request is for \$250,000. Given the current tax rate, in order for the City to be able to accommodate that request without donating dollars to the project, the structure completed by the end of this year would need to have an assessed value of \$1,417,448 $\{(\$250,000 / 11 \text{ years}) / \text{tax rate of } .016033936 = \$1,417,448 \text{ assessed value}\}$ *(Some of you saw a preliminary projection of 10 years – that was not correct – it will be 11 years assuming full construction completed by the end of 2024.)* I believe this would make the structure the second highest valued property within the City. The eleven-year timeframe is used because the district is required to terminate in 2035 with the last revenue year in 2036. The only way to provide more years (20 max) would be to create a new district. That could technically be done, but there would be additional expenses (estimated \$10 -\$20K) and require the approval of the Joint Review Board (representatives of each of the taxing jurisdictions). This means it would take longer to implement.

If the Council decides to pursue this, a development agreement would need to be drafted and approved. This is required under state law. I strongly recommend that a “pay as you go” arrangement be used. This essentially means that the risk is on the developer to complete the project to at least the minimum assessed value, and if this is done, the City would refund the anticipated \$22,727.27 tax payment received each year for the next 11 years. If the project did not meet the target value, the City would only reimburse the amount for the actual assessed value. The alternative is for the City to take out a loan in the amount of \$250,000 and provide that to the developer upfront. The “pay as you go” method protects the taxpayer from the risk of the project failing and not being completed but having a loan to pay back that might put the District in distress requiring the General Fund to contribute. Another reason I favor the “pay as you go” method is that we are trying to complete a significant bonding/borrowing right now with multiple loans. I do not want to complicate that or have more debt count against our borrowing capacity.

If the Council would approve this, TID #3 would have contributed to about 10 percent of the anticipated project costs (which includes the previous investment prior to Badger being involved i.e. purchasing land and roof) which by standards in most communities is considered reasonable. I do recommend some cautions though as use of TIDs can be controversial and create political black-eyes when things go wrong. Again, I would strongly recommend a “pay as you go” method if this is going to be used and build in a cushion. This could be done by requiring a higher than minimum assessed value. There have been years when values have dropped, and we do not know what the future may bring. Another potential risk that can be lessened by a cushion is if the State would make additional property tax law changes that may affect our tax rate. One possibility *(that would actually be a potential benefit to the City in any other circumstance)* is if sales tax increased but property tax decreased.

If the Council denies the request, this project would likely come to an end and the City would obtain the property back and would need to find a new developer for it. It is very possible that a TIF request would come in that scenario as well.

Please let me know your questions related to this so that I can seek answers prior to the meeting.



January 19, 2024

City of Washburn
Scott Kluver, City Administrator
119 Washington Ave (POB 638)
Washburn, WI 54891

Re: TIF Funding Request – Lost Apostle Brewing, LLC

Dear Scott:

As you are aware, Badger Colish and Lost Apostle Brewing, LLC are planning to construct a new brewpub on the site of the former Brokedown Palace in Washburn. Badger and I have been working together on this project for over two years, and I am optimistic that the \$4.8 million project will move forward this spring. I am equally optimistic that the new business will be a boon to the economy of Washburn, with patronage coming from locals and tourists alike. This level of private investment in our community is rare.

One of the challenges from Chippewa Valley Bank's perspective is trying to nail down the various funding sources for the cost of construction, equipment, and working capital needs. From investors to local economic development agencies to SBA and bank funding, there are a lot of moving parts. Additionally, it has been difficult for Badger to obtain hard numbers from his general contractor and sub-contractors until recently. We are getting very close to getting final numbers for the project, and I have prepared a preliminary Sources and Uses of Funds spreadsheet (attached). You will see that part of the funding sources include TIF funding from the City of Washburn in the amount of \$250,000.

By way of explanation on the request for TIF funding, Chippewa Valley Bank and SBA would like to see the support of the community, including the City of Washburn, for this project. In order for any new business to thrive, it is imperative to have the support of the community. In fact, the loan approval I have is contingent upon obtaining TIF funding from the City, as a way of supporting the project. Support from the community at large has been overwhelming, and the support of the City of Washburn (City Council, Mayor and staff) thus far has been excellent. Taking this support one step further through TIF funding is critical to the success of the project. Please consider this a formal request for TIF funding in the amount of \$250,000 for Lost Apostle Brewing, LLC.

Sincerely,

Matt Crowell
Vice President

LOST APOSTLE BREWING SOURCES AND USES OF FUNDS

USES:

| <u>Estimate</u> | <u>Actual</u> | |
|---------------------|---------------|---|
| \$ 28,001 | 28001 | Acquisition of land and adjacent property |
| \$ 321,000 | | Demolition and asbestos removal |
| \$ 100,000 | | Architect |
| \$ 2,765,624 | | New building |
| \$ 75,000 | | FFE |
| \$ 55,000 | | Company vehicle |
| \$ 430,387 | | Brewhouse equipment |
| \$ 42,500 | | Shipping fees |
| \$ 30,000 | | Brewhouse floor |
| \$ 229,000 | | Brewhouse peripheral equipment |
| \$ 43,000 | | Bar equipment |
| \$ 92,500 | | Kitchen equipment |
| \$ 30,000 | | POS and AV systems |
| \$ 150,000 | | Start-up inventories |
| \$ 107,160 | | Start-up labor |
| \$ 303,225 | | Operating capital |
| <u>\$ 4,802,397</u> | | Total Uses |

SOURCES:

| | |
|---------------------|--|
| \$ 600,000 | Equity - cash |
| \$ 150,000 | SAG grant - demolition |
| \$ 250,000 | CDI grant - construction costs |
| \$ 1,847,756 | Bank loan - 50% of total construction cost and equipment |
| \$ 1,293,429 | SBA loan - 35% of total construction cost and equipment |
| \$ 55,000 | Vehicle loan - outside lender |
| \$ 100,000 | NWBDC |
| \$ 256,212 | Entrepreneur Fund |
| \$ 250,000 | City of Washburn TIF funding |
| <u>\$ 4,802,397</u> | |

1. What is the difference between TIF and a Tax Incremental District (TID)?

- **TIF** — an economic development technique to expand the property tax base. Property value increases fund site improvements that would not otherwise occur.
- **TID** — the actual physical area (whole parcels) designated for improvements using tax incremental financing

2. What is the Wisconsin Department of Revenue's (DOR) role?

- TIF is intended to be locally initiated and managed, with minimal State oversight. However, DOR cannot certify a tax incremental base until we determine procedures were followed, documents were completed correctly, and notices were provided timely.
- Facts supporting any document adopted or action taken by the local governing body are not subject to review by DOR. The municipality's documents and proposed project costs must comply with state law. A municipality is encouraged to consult with an attorney and auditor about any questions.
- If you have questions about a specific project in a TID, contact the municipality or the members of the Joint Review Board (JRB) that approved the TID project plan and boundaries

3. What statutes regulate TIF?

- Village and City (regular) — sec. 66.1105, Wis. Stats.
- Town — sec. 60.85 and sec. 60.23(32), Wis. Stats.
- Environmental remediation (municipal resolution adopted before November 29, 2017) — sec. 66.1106, Wis. Stats.

4. How is TIF funded?

When a TID is created, the municipality and other taxing jurisdictions agree to support their normal operations from the existing tax base within the district. Property taxes for the school, county, technical college, and municipality are based on the taxable value of the TID at the time it is created.

The municipality funds development through the increases to the property values in the TID. The taxes on the TID value increment (the difference between the TID's current value and the TID's base value), results in additional revenues collected for the district's fund. The municipality must use the funds to pay eligible TID costs. When costs are paid and the municipality closes the TID, the increased tax base is shared with all taxing jurisdictions.

The State of Wisconsin does **not** collect or pay tax increments to municipal governments.

5. Besides a municipality, what are the other taxing jurisdictions?

The other taxing jurisdictions are the school district, county, and technical college. A municipality may also have a lake district, sanitary district or metro sewer district.

6. Are there limits on the use of TIF?

Yes. State law limits a municipality's ability to create new TIDs and add property to existing TIDs. The equalized value of property in the TID, plus the value increment of all existing TIDs cannot exceed 12% of the total municipal equalized value. This restriction does not apply to an Environmental Remediation TID created under sec. [66.1106](#), Wis. Stats., or when subtracting territory from a TID. For more information, review the [Value Limit](#) Common Questions.

7. What is the TID maximum life with or without extensions?

The TID maximum life without an extension depends on the TID type declared in the creation resolution and the date the municipality adopted the resolution. For more information on the maximum life without an extension for each type, see the [TID Criteria Matrix](#).

The municipality can approve an extension as a separate resolution later in a TID's life. The TID maximum life with an extension depends on the extension type. See [TID Extension Types](#) for extensions available including the length.

8. How can I obtain information (ex: map, parcels) about a specific TID or TIDs throughout the state?

Contact the municipality where the TID is located for information on a specific TID. Visit the DOR Reports page for yearly statewide TID reports; select "[Tax Incremental Financing](#)" as the category.

9. When property is in a TID, does that change how the property assessment is determined?

No. Property in a TID is assessed the same way as other taxable property. See the DOR [Guide for Property Owners](#) for more information.

10. What fees are involved with having a TID and how does a municipality pay them?

Municipality must pay the following fees electronically through [My Tax Account](#):

Payable by October 31 – once per request

- Creation: \$1,000
- Territory Amendment (addition or subtraction): \$1,000
- Territory Amendment (addition and subtraction): \$2,000
- Base Value Redetermination: \$1,000

Payable by April 15 – yearly

- Administrative fee: \$150 per active TID

11. When are reports and documents due?

Due dates:

- July 1 — TID Annual Report (late fee of \$100 per TID per day applicable after grace period) – e-file Form PE-300 through My DOR Government Account
- October 31 — Creations, Territory Amendments, and Base Value Redeterminations – email required documents to tif@wisconsin.gov
- December 31 — Project Plan and/or Allocation Amendments – email required documents to tif@wisconsin.gov

Planning Implementation Tools

Tax Increment Financing



Center for Land Use Education

www.uwsp.edu/cnr/landcenter

November 2009

TOOL DESCRIPTION

Tax increment financing (TIF) is a tool used to spur the development or redevelopment of an area. When a tax incremental district (TID) is created, all taxing jurisdictions—including the county, municipality, school district, technical college, and special taxing districts—agree to limit the amount of taxes they receive from the district based on property values in place when the district was created. The municipality agrees to pay for public improvements in the district in hopes of spurring additional private investment. As property values rise, taxes resulting from the incremental rise in value are used to repay the municipality.

COMMON USES

Since Wisconsin's TIF law was adopted in 1975, TIF use has expanded dramatically. Originally designed to redevelop blighted urban areas and to promote industrial development, TIF may now be used by cities and villages, and to a lesser extent, towns and counties for a variety of purposes. The tables below provide a list of eligible districts and costs by level of government.

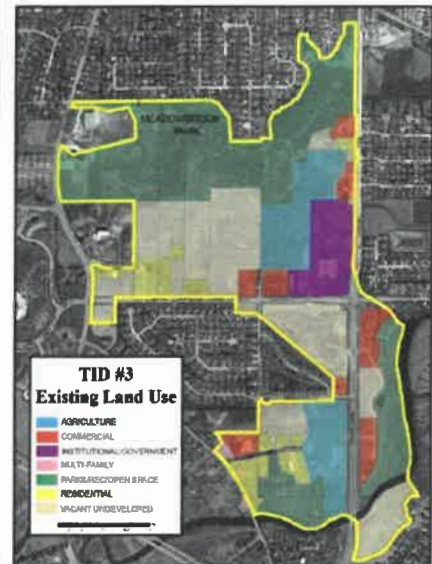
Table 1: TIF Use by Local Government

| Level of government | Statute | District type |
|-----------------------------|----------|--|
| City or village | §66.1105 | Blight, Rehabilitation/Conservation, Industrial, Mixed-use |
| Town | §66.1105 | Any of the above as part of an annexation agreement |
| Town | §60.85 | Agricultural, Forestry, Manufacturing, Tourism |
| City, village, town, county | §66.1106 | Environmental Remediation |

Table 2: TIF Project Costs

| Eligible project costs | Ineligible project costs |
|--|--|
| <ul style="list-style-type: none"> ▪ Capital costs of buildings, public improvements and equipment to service the district ▪ Planning, engineering, architecture, legal, and other professional services ▪ Financing and property acquisition costs ▪ Environmental investigation and remediation ▪ Demolition, including removal of underground storage tanks, abandoned containers or asbestos ▪ Redevelopment, including business relocation and other improvements | <ul style="list-style-type: none"> ▪ Costs of constructing or expanding administrative buildings, police and fire buildings, libraries, community and recreational buildings, and schools ▪ Costs generally financed by user fees ▪ General government expenses unrelated to TIF ▪ Cash grants made to owners, lessees or developers of land within a TIF district, unless a development agreement has been signed |
| <p>⤿ Eligible costs may vary by type of district. Please refer to the appropriate state statute for your project. ⤿</p> | |

Figure 1: TID #3 in the Village of Howard is being used to develop a new mixed-use village center.



CREATION

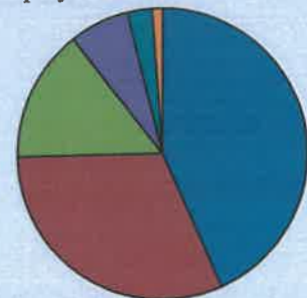
1. **Tax Incremental District.** The municipality identifies or a developer requests that an area be developed using TIF funds. Land must be contiguous, unlikely to develop “but for” the use of TIF, and qualify as one of the district types identified in Table 1.
2. **Project Plan and District Boundaries.** The plan commission prepares a project plan identifying district boundaries, public improvements, estimated project costs, financing and other details.
3. **Public Hearing and Notice.** The plan commission holds separate or joint public hearings to review the project plan and district boundaries. Advance notice is provided to affected property owners, taxing jurisdictions, and the general public.
4. **Local Government Approval.** Following public review and a recommendation from the plan commission, the governing body may approve, deny or modify the project plan and district boundaries. The governing body adopts a resolution creating the district.
5. **Joint Review Board Approval.** A joint review board, consisting of one representative from the county, municipality, school district, technical college and general public approves or denies the district.
6. **Determination of Base Value.** Once approved, the municipal clerk forwards an application to the Department of Revenue to determine the current or ‘base value’ of property located in the district. Until the district closes, property taxes allocated to each taxing jurisdiction are based on this value—all remaining taxes repay the municipality.

ADMINISTRATION

1. **Project Costs.** The municipality finances public improvements and other eligible costs shown in Table 2 through its general fund, a special TIF fund, or through the sale of notes or bonds. Some municipalities are also working with developers to provide financing.
2. **Private Investment.** As the municipality and private investors make improvements in the district (i.e. upgrading roads, adding sewer service, rehabilitating old buildings, etc.), the district’s property values increase. In some cases, staff may need to solicit or negotiate with developers to provide specific public improvements or favorable financing terms to make private investment more feasible.
3. **Allocation of Tax Increment.** Taxes on increased property values above the base value—known as the ‘tax increment’—are captured by the municipality to pay off its initial investment in the district.
4. **Annual Report.** Municipal officials are required to report annually on the status of the district to the general public, local taxing jurisdictions, and the Department of Revenue. Periodic accounting audits are also required.
5. **Amendment or Extension.** Following the same process used to create a district, a municipality may amend the project plan, add or remove property from the district, or reallocate excess TIF funds to another district. The life of some districts may be extended.
6. **District Closure.** After all project costs have been recovered, or the maximum life of the district is reached, whichever occurs first, the governing body adopts a resolution dissolving the district. District life is specified in state statutes and ranges from 16-27 years depending on the district type and date of creation. Upon closure, unpaid project costs become the responsibility of the municipality.

TIF by the numbers...

- In 2008, 389 Wisconsin municipalities (178 cities, 207 villages, and 4 towns) had 1,006 TIF districts, collecting \$334.4 million in property taxes.
- The state’s ten largest cities each had at least 5 districts.
- 104 municipalities (27%) had districts totaling at least 12% of municipal value, the current statutory limit for TIF spending.
- Twelve (3%) had districts totaling more than 30%.
- At 3.5% of gross property taxes, TIF levies are approaching the municipal portion of property taxes for towns and villages.
- Among 81 recently closed districts, 75% of TIF expenditures went to capital improvements and borrowing. Other expenditures are displayed below.



- Capital Expenditures 43.2%
 - Borrowing Costs 31.5%
 - Subsidies to Other TIDs 14.7%
 - Miscellaneous 6.7%
 - Grants to Developers 2.7%
 - Administrative Costs 1.2%
- The average life of closed districts is 16.5 years.
 - Since the state’s TIF law was adopted in 1975, Wisconsin property owners have paid a total of \$3.7 billion in property taxes towards TIF projects.

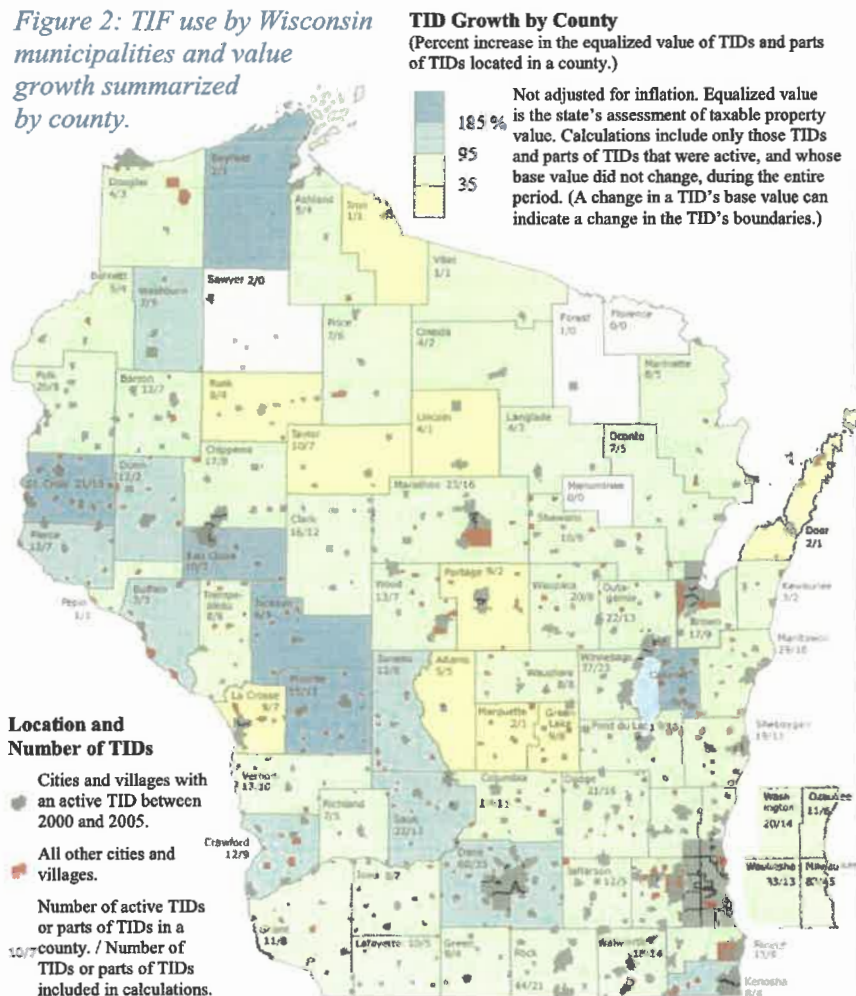
Excerpted from The Wisconsin Taxpayer, May 2009, Vol 77, No 5

Report Card

| | |
|-----------------------------------|---|
| Cost | <i>Money or staff resources required to implement the tool.</i> |
| Upfront costs, long-term gains | A TIF bond is riskier than a general obligation bond, resulting in higher interest rates and more total interest paid. There are also higher issuance costs including feasibility studies, outside financial audits, and extra legal fees. The return on investment is not immediate, and there is no guarantee that a municipality will recoup its entire investment. Between 2007 and 2008, 24% of Wisconsin TIF districts lost property value. Conservative fiscal estimates and an understanding of long-term market trends can protect against these situations. |
| Public Acceptance | <i>The public's positive or negative perception of the tool.</i> |
| Mixed support | The public hearing required by the TIF law is often the only opportunity for the public to voice their support or concern over a proposed district. While many members of the public are willing to support the greater goal of improving a designated area, others are leery of forgone taxes, the inability to recoup the municipality's investment, and concerns over "greenfield" development, "big box" development, displaced businesses, and other negative externalities. |
| Political Acceptance | <i>Local officials' willingness to implement the tool.</i> |
| Widely used | In 2008, nearly 400 Wisconsin municipalities administered TIF districts. Given budget constraints and public concern over new taxes, TIF is one tool that local officials can use to find revenue sources without significantly raising taxes. Though TIF is widely used, there are political risks. If a TIF project does not perform as expected, local officials may be blamed. Taxing jurisdictions that do not see immediate benefit such as schools may be hesitant to support TIF. |
| Equity | <i>Fairness to stakeholders regarding who incurs costs and consequences.</i> |
| Shared benefits and risks | TIF allows for sharing of costs among all beneficiaries of public improvements. In the absence of TIF, municipalities and developers are responsible for financing public improvements. With TIF, the investment made by a municipality or developer is repaid, and the community-at-large benefits from an expanded tax base. However, there are also opportunity costs for all parties involved. There is no guarantee that the initial investment in the district will be repaid. Taxing jurisdictions forego increased taxes during the life of district. As property values rise, district property owners pay an increasing tax bill. The general public may also pay increasing taxes if additional services are provided. |
| Administration | <i>Level of complexity to manage, maintain, enforce, and monitor the tool.</i> |
| Highly technical | Many Wisconsin municipalities lack professional economic development and planning staff necessary to properly administer TIF. A great deal of work is required upfront to prepare the required planning documents and financial analyses. During the life of the district, regular accounting audits, assessment data and certification paperwork must be submitted to the Department of Revenue. If a municipality does not have adequate staff to perform these tasks, it may need to contract with a professional planning or accounting firm. |
| Scale | <i>The geographic scale at which the tool is best implemented.</i> |
| Local government | TIF has been used successfully by municipalities of all sizes. Cities and villages have greatest latitude in using TIF. County and town use is limited. |

WISCONSIN EXAMPLES

Figure 2: TIF use by Wisconsin municipalities and value growth summarized by county.



Developing a TIF Policy

The City of Madison's TIF policy provides a model for how a community can set standards for TIF-funded development that goes above and beyond state requirements. The city encourages TIF districts that create living wage jobs, provide affordable housing, promote historic revitalization, encourage adaptive reuse, and promote infill development, among other goals. The policy document is available online at:

www.cityofmadison.com/planning/tidmaps/tifpolicy.pdf

The City of Muskego has also adopted TIF guidelines which are available online at:

<http://www.ci.muskego.wi.us/planning/CurrentPlanning/Documents/tabid/907/Default.aspx>

FOR MORE INFORMATION

Wisconsin Department of Revenue. Tax Incremental Financing Information. www.dor.state.wi.us/slf/tif.html Contains links to state statutes, an updated TIF Manual, and related reports and forms.

Moskal, Joe. 2005. Tax Incremental Finance Law of Wisconsin for Cities and Villages. Center for Community and Economic Development. www.uwex.edu/ces/CCED/economies/Tif_forWeb.pdf

Mayrl, Matthew. 2006. Efficient and Strategic TIF Use: A Guide for Wisconsin Municipalities. Center on Wisconsin Strategy. www.cows.org/pdf/rp_tif.pdf

ACKNOWLEDGEMENTS

Document prepared by Rebecca Roberts, 2009. The author gratefully acknowledges the thoughtful review and contributions of Linda Stoll, Center for Land Use Education; Kurt Muchow, Vierbicher Associates, Inc.; Russell Kashian, Department of Economics, UW-Whitewater; and Doug Venable, Economic Development Director (Retired), City of Janesville.

Figure 1 map from the Village of Howard www.villageofhoward.com/gis-maps.cfm. Figure 2 modified from the Wisconsin Legislative Reference Bureau www.legis.state.wi.us/LRB/pubs/waag/WAAG-06-2.pdf.

4

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members
From: Scott J. Kluver, Administrator
Re: Bike Park Location Discussion
Date: January 30, 2024

At the last meeting, the Council decided that it would make a decision on the location of a conceptual bike park at the February meeting in order to continue planning purposes. The two locations are the lakefront area along Holman Lakeview Drive and the area referred to as the Omaha property. No doubt people have strong opinions about the possibility of a bike park at either location. From my perspective, it boils down to either utilizing or preserving as is a section of the City's lakefront, and/or converting the last large section of City-owned land available for taxable development into a bike park and community centerpiece or keeping the land available for taxable development.

Please let me know if there is any specific information you are looking for in order to assist you with this discussion.



WASHBURN
WISCONSIN
 NOVEMBER 2023

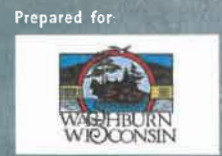
KEY

- 1 Bike Park Focus Area 1
- 2 Beginner Bike-optimized Trails
- 3 Existing Shared-use ATV Trail
- 4 Bike Skills Lines
- 5 Existing Walking Path
- 6 Beginner Shared-use Trail
- 7 Intermediate & Advanced Bike-optimized Trails

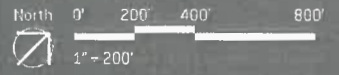
| Washburn Trail Concept Table | | | | |
|------------------------------|----------------|-------|----------------|-----------------|
| Segment # | Style | Color | Length (Miles) | Length (Feet) |
| 101 | Bike-optimized | Green | 0.48 | 1,248.00 |
| 102 | Bike-optimized | Green | 0.20 | 1,675.47 |
| 103 | Bike-optimized | Green | 0.19 | 1,502.79 |
| 104 | Shared-use | Blue | 0.04 | 292.32 |
| 105 | Shared-use | Blue | 0.03 | 197.84 |
| 106 | Shared-use | Blue | 0.29 | 1,344.74 |
| 107 | Shared-use | Blue | 0.22 | 1,483.68 |
| 108 | Shared-use | Blue | 0.15 | 853.34 |
| TOTAL | | | 1.58 | 8,379.84 |



DRAFT



Note: This map is intended for planning purposes only. Property boundaries are approximate. Do not use for design development or construction estimate.



LAKE SUPERIOR

WASHBURN
WISCONSIN
NOVEMBER 2023

KEY

- 1 Parking Area
- 2 Restrooms
- 3 Information Kiosk
- 4 Skills Trails
- 5 Pumptrack
- 6 Shared-use Paths
- 7 Bench
- 8 Meadow Areas
- 9 Slopestyle Start Platform
- 10 Slopestyle Lines
- 11 Return Trail
- 12 Stormwater Infrastructure
- 13 Existing Walking Path
- 14 Beginner Bike-optimized Trail

Prepared for:



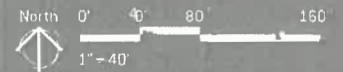
Prepared by:



Note: This map is intended for planning purposes only. Property boundaries are Approximate. Do not use for design, development or construction.



DRAFT



WASHBURN
WISCONSIN
 NOVEMBER 2023

KEY

- 1 Bike Park Focus Area 2
- 2 Beginner Bike-optimized Trails
- 3 Existing Shared-use ATV Trail
- 4 Bike Skills Lines
- 5 Existing Walking Path
- 6 Beginner Shared-use Trail
- 7 Intermediate & Advanced Bike-optimized Trails

| Segment | Style | Start (Mile) | Length (Mile) | End (Mile) |
|---------|----------------------|--------------|---------------|------------|
| 100 | Bike-optimized Green | 0.00 | 0.34 | 0.34 |
| 101 | Bike-optimized Green | 0.34 | 0.73 | 1.07 |
| 102 | Bike-optimized Green | 0.73 | 1.02 | 1.75 |
| 103 | Skills | 0.00 | 2.13 | 2.13 |
| 104 | Skills | 0.00 | 1.27 | 1.27 |
| 105 | Traditional Green | 0.23 | 1.54 | 1.74 |
| 106 | Bike-optimized Blue | 0.20 | 1.49 | 1.69 |
| 107 | Bike-optimized Black | 0.15 | 0.11 | 0.26 |
| TOTAL | | | 9.08 | 9.31 |



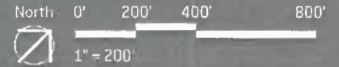
Prepared for:



Prepared by:



Note: This map is intended for planning purposes only. Property boundaries are Approximate. Do not use for design development or construction estimates.



BIKE PARK CONCEPT - FOCUS AREA 2



WASHBURN
WISCONSIN
NOVEMBER 2023

KEY

- 1 Parking Area
- 2 Food Truck Parking
- 3 Pavilion
- 4 Splash Pad
- 5 Natural Play Area
- 6 Amphitheater
- 7 Restrooms
- 8 Shared-Use Paths
- 9 Pumptrack
- 10 Slopestyle Start Platform
- 11 Slopestyle Lines
- 12 Stormwater Infrastructure
- 13 Drop Zone
- 14 Pump Straight/Skills Lines
- 15 Native Plant Meadow
- 16 ATV Trail Re-Route
- 17 Skills Lines

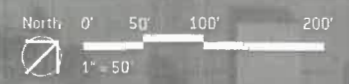
Prepared for:



Prepared by:



Note: This map is intended for planning purposes only. Property boundaries are approximate. Do not use for design, development or construction estimates.



WASHBURN BIKE PARK BACKGROUND FOR 1/8/24 CITY COUNCIL MEETING

- The Bike Park Steering Committee appreciates the time the Parks Committee, the City Staff and City Council have spent learning more about the opportunity for a Bike Park in Washburn and discussing the possibilities.
- The Steering Committee believes the Bike Park would be a well-used, destination-level amenity for both local youth and adults, as well as visitors to the community.
- The Steering Committee opened discussion with the Parks Committee on this concept in July of 2022.
- The Steering Committee wrote 3 successful grants on behalf of the City to raise \$20,000 in funding to hire the International Mountain Biking Association (IMBA) to support a robust site selection and design process for a Washburn park.
 - IMBA is the pre-imminent bike trail and park development entity in the US.

IMBA SCOPE OF WORK & TIMELINE

- IMBA has met with City Staff, Parks Committee, Steering Committee, and stakeholders to review Bike Park opportunities within the City, including an in-person visit on 10/16/23.
- Through rigorous review, IMBA has narrowed down the Bike Park site options:
 - 1) **Holman Lake View Drive:** This site is a more concentrated area with a grand view and could supply needed bathrooms for the adjacent beach and walking trail.
 - 2) **Omaha Street property:** This site has more room for additional amenities making it a grand destination, almost a “Central Park” for Washburn.

IMBA has also noted opportunities for additional natural surface trails to increase connectivity between both sites and other key areas in town. See draft concept plan.
- The Steering Committee feels either site would function well for the purposes of the bike park and is hopeful the Council will approve continued explorations and development of the Bike Park concept and design.
- Once a site is selected, IMBA will:
 - refine the design concept in accordance with community desires;
 - provide cost and budget estimates for designs;
 - provide recommendations on phases of construction;
 - provide recommendations on maintenance and upkeep plans.
- Based on IMBA's final proposal, the Steering Committee would then seek pledges and grants to funds to cover the cost of building and maintaining the Bike Park.
 - With sufficient funds identified, the Steering Committee would work in partnership with the City to develop an appropriate construction timeline.

STEERING COMMITTEE ASK

- The Steering Committee is eager to work with the City and IMBA to finalize site selection and complete IMBA's contract. **The Steering Committee requests the Council's approval for continued exploration of the Bike Park.**
- *The Council's approval of this effort on 1/8/24 does not obligate the City to construct the park, only to the completion of the concept and design phase, based on site selection.*

5

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members
From: Scott J. Kluver, Administrator
Re: Review of Goals and Objectives for 2023 and Establishment of Projects/Goals for 2024
Date: January 19, 2024

Related to the administrator's evaluation is the establishment of specific goals and projects that should be accomplished within a given timeframe. Please keep in mind that goals and projects approved here are not just for me, but will be providing general direction to all of the staff. It is understood that there is always a need to adapt to changing priorities, but expectations should be set. If too many conflicts occur, or the priorities of the Council change, then this list needs to be reviewed and modified as well.

Below is a list of the 2023 projects/goals that were established, and my response to them in *italics*.

Bayfield Street Reconstruction Phase 1 and Phase 2- For 2023, it will be necessary to prepare the financing for Phase 1, identify any properties that may need to be specially assessed, and inform property owners along the route of additional details and utility requirements. There will also be a significant public education process and cooperative work that will need to occur with the Chamber for detour/signage preparations. The DOT portion of project will occur in August, with the detour route preparation occurring in the fall. The utility portion of the work will be bid in the winter with the entire project expected to start in April of 2024. Planning for Phase 2 has begun, and public meetings are scheduled for later this month. Based on the funding situation for Phase 1, a decision will need to be made as to whether or not to push the DOT to resume the 2026 start time or to leave the new 2027 start time intact. *Planning continued as expected for both phases of this project.*

Planning for Early 2024 Borrowing – Phase 1 of the Bayfield Street Project will be starting in just over a year. With that, it will be necessary to have all of the financing set for that project about one year from now as well. This will include any other capital items that the City may be able to afford with the borrowing that will need to occur for the project (e.g. fire truck, park improvements). *The planning for this occurred last year and the list of priority projects were approved. We would be in process with bidding for the funding at this time except for the disruption caused by the direct legislation referendum. This process will need to resume with whatever modifications are necessary immediately after the April election.*

Brokedown – It is anticipated in this year that the existing building will be taken down and construction will occur on a new facility. Work on this project for the coming year will focus on grant administration and zoning review. *This past year the old building was taken down and the zoning for the project was approved. Work related to one of the grants received was completed, but work for the other grant received has not started.*

West End Park Campground Expansion Planning – Based on recent Council action, the Council will likely be in a position later this spring/early summer to consider next steps on the desire to increase camping at West End Park. Once approved, the final engineering and financing plans will need to be completed. *Based on the comments and planning that occurred, the Council voted to have final plans prepared for bidding. Those plans were prepared and provided to the Council for review. There were some edits to be made to the plan. At this time, permits are being sought for the project, and another attempt at grant funding will be made. The financing plan for the project was disrupted by the direct legislation referendum.*

Revaluation Project – With the revaluation occurring this year, which is the first time in about 18 years, we should anticipate a far more active Board of Review. This will likely occur in the late summer, early fall. Public education on this process will begin later this spring and into the summer. *The revaluation of the City occurred and resulted in three cases heard by the Board of Review.*

Sidewalks – A discussion should be held with the Council and the Public to determine what the desire is for sidewalks in the community. If there is a desire for sidewalks throughout the City or if there is only a desire for sidewalks in certain locations will have an impact on how this could/should be funded and implemented. *This project has not progressed very far. A start has been made on entering existing status of sidewalks in the City into the City GIS system.*

Other Budgeted Projects/E-mail Conversion – There are other projects approved in the budget such as the HVAC replacement and window replacement at City Hall. It is my hope to have the e-mail conversion of all of the e-mail addresses in the City to a .gov by the time the new Council is seated. The Mayor would like to have the City's website replaced and we are looking at a contract with CivicPlus. Police contract negotiations will need to occur starting in July. *HVAC and window replacements occurred at City Hall this past summer and the environment is much more pleasant. The .gov e-mail conversion finally occurred, so now it is just getting everyone to use the new addresses in order to eliminate monitoring two accounts. Work has been progressing on a new City website with that expected to be implemented late winter/spring. Police contract negotiations were completed and approved.*

Below is a list of the proposed 2024 projects/goals. Know that I alone will not accomplish these tasks single handedly, these would be the projects of the senior staff of the City. It would however be my responsibility to see these tasks through to fruition. Please keep in mind that this does not include all annual/routine matters that must also be addressed. This list also does not include all departmental level goals, but rather just the larger “big picture” projects.

Bayfield Street Reconstruction Phase 1 and Phase 2- Phase 1 is scheduled to begin in April. While there will be construction oversight from our engineer for the City utility work, there are going to be many other items that need to be worked on during this time including special assessments, lateral replacements and the funding and loan programs associated with that, all of the detailed construction issues that come up, oversight of funding, grants, payment of bills, coordination with the Chamber on signage issues, and coordination of property owner/citizen concerns and public information during the project. In addition, we will continue to work on planning for Phase 2 of the project. This item will consume significant time this year and will be the priority project.

Borrowing/Project Implementation – Later this spring the City will need to finalize its financing for the Bayfield Street Project and other items that have been identified. Some of those items will be implemented this year, and others would be implemented next year as funding allows. Many of these items will require additional planning and details that need to be done. I am hopeful that the Thompson’s West End Park Campground Expansion can be finalized and funded this year for construction to begin as soon as possible.

Sidewalks – As soon as the weather allows, inventory of existing sidewalks needs to resume so that we can then present that and have discussion on what the community desires, how it would be implemented, and how that would be paid for.

This year I am keeping the list purposely small so that we can keep focus of the main project. There are a number of small items that can be done in many areas, and we will certainly keep busy by inserting small projects into the workload as time allows. I request the Council to come to an agreement as to what they believe the priorities should be so that I, and the rest of the staff, have a clear direction and focus. Once a final list is established, the Council should deflect additional wants and desires until the tasks at hand have been completed unless there is a desire to change priorities.

Below is a list of day-to-day tasks so that everyone is aware of what goes on within the year:

1. Conduct two or four elections each year which includes required hours of election training; absentee ballot request preparation, mailing, and tracking; nursing home voting, voter registrations, notifications and publications, various reports to the state, voter balancing and data entry, machine maintenance and testing, and Mayor/Council nomination process.
2. Issuance of construction permits, zoning and site plan reviews, survey map reviews. Complete reports of activities and permits issued to state and federal entities.
3. Issuance of various licenses including alcohol, bartender, short-term rentals, dogs. Complete reports of activities and permits issued to state and county entities.

4. Parks seasonal reservations, cable box maintenance, pavilion rentals, special event reservations.
5. Maintain cemetery records, schedule burials, sell lots.
6. Maintain special assessments and provide special assessment/utility review for property sales.
7. Complete review and renewal of municipal insurance for all city property and equipment.
8. Conduct staff reviews and address personnel matters as they present themselves.
9. Conduct seasonal hiring and staff supervision (ice rinks, campgrounds, public works).
10. Complete payroll every two weeks, quarterly reports, year end reports, issuance of W-2s and 1099s.
11. Administer employee benefit programs for full and part-time employees, and LOSA program for Fire and EMTs.
12. Complete general accounting, pay bills, receipt funds, transfers between two dozen funds, complete multiple reports, and prepare materials for auditing processes.
13. Receipt first property tax payments and settle with other taxing jurisdictions.
14. Conduct quarterly utility billing for water, sewer, storm sewer, refuse. Receipt funds, send late notices, disconnect notices, complete various reports and audit requirements.
15. Manage contracts for attorney, assessor, refuse, engineering services and other projects.
16. Staff, prepare materials, and take minutes for Council, Plan Commission, Harbor Commission, Parks Committee, and Personnel/Finance Committees. Follow up on actions taken. Also coordinate annual Board of Review and Joint Review Board meetings.
17. Maintain website and Facebook pages, issue press releases, public hearing notices, and other materials as necessary for public education.
18. Prepare the annual budget for all major funds.
19. Administer various grants (internal and external) and prepare required reports.
20. Facilitate ambulance billing.
21. Facilitate Room Tax collection and distribution
22. Advise Council on legislative matters and make policy recommendations.
23. Maintain records and answer public records requests.
24. Answer phone, e-mail, and in-person inquiries on all issues above and then some.

6

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members

From: Gerald J Schuette, Director of Public Works 

Re: Weight Limit & Parking Restrictions

Date: January 25, 2024

With the Bayfield Street Reconstruction Project beginning this Spring and the Hwy 13 Detour soon becoming the main route into Washburn; the Wis DOT has requested that the City impose temporary weight restrictions along this route. The restrictions will be along Bigelow St., Holman Lakeview Dr., and short sections of Washington Ave., Omaha St., and S 1st Ave. W.

The purpose for this request is that the Wis DOT has established a trucking detour route at Hwy A, in Iron River, up to Hwy 13. And the DOT does not want to have to repave the City's detour route if heavy traffic has damaged the road surface.

Weight limits will be reduced to Class B, which is 60% of Class A limits. These temporary weight restrictions will begin on March 15, 2024, and expire upon the re-opening of Hwy 13.

It is further requested that Local Deliveries Traffic be exempt from the Class B restrictions, to allow for deliveries to local businesses. The DOT has no objection to this exemption.

Police Chief Johnson has also indicated that no On-Street Parking be allowed along the Hwy 13 Detour Route, to allow for better ease and safety from highway traffic.

Washburn Police Department
119 Washington Avenue, P.O. Box 638
Washburn, WI 54891

Ken Johnson
Chief of Police
(715)373-6164 ext 106
k.johnson@washburnpd.com

Jeremy Clapero
Assistant Chief of Police
(715)373-6164, EXT 202
j.clapero@washburnpd.com

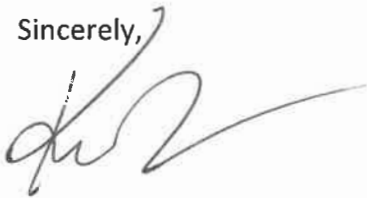
Mayor Mary Motiff
City Council Members

January 29, 2024

Re: Parking on the detour route

I have started to notice vehicles parking on the detour route on Bigelow and Holman Lakeview Drive. As the street is not wide enough to accommodate two lanes of travel and parking, I would recommend prohibiting parking on the entire length of the detour as soon as possible so that residents can get used to the change. This does not have to be permanent but should be in effect for as long as it is the official detour route.

Sincerely,



Ken Johnson
Chief of Police
Washburn Police Department

**BAYFIELD STREET PROJECT
PHASE 1 (2nd Ave to Thompson Creek)
Detour Route**



1st Ave. W

Omaha St.

Washington Ave.

Bigelow St.

Holman Lakeview Dr.

Traffic Flow
— Multi-directional

MAXIMUM WEIGHT LIMITATIONS CHART Vehicle Not In Combination

Column **A** - Distance in Feet between foremost and rearmost axles of a group

Column **B** - **2** consecutive axles: of a 2-axle vehicle;
OR of any vehicle having a total of 3 or more axles

Column **C** - **3** consecutive axles: of a 3-axle vehicle;
OR of any vehicle having a total of 4 or more axles

Column **D** - **4** consecutive axles: of a 4-axle vehicle;
OR of any vehicle having a total of 5 or more axles

Column **E** - **5** consecutive axles: of a 5-axle vehicle;
OR of any vehicle having a total of 6 or more axles

Column **F** - **6** consecutive axles of any vehicle having a total of 6 or more axles

Column **G** - **7** consecutive axles: of a 7-axle vehicle;
OR of any vehicle having a total of 7 or more axles

Column **H** - **8** consecutive axles: of an 8-axle vehicle;
OR of any vehicle having a total of 8 or more axles

Maximum Gross Weight in Pounds on a Group of Axles

| A - Feet | B - 2 axles | C - 3 axles | D - 4 axles | E - 5 axles | F - 6 axles | G - 7 axles | H - 8 axles |
|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 4 | 34,000 | | | | | | |
| 5 | 34,000 | | | | | | |
| 6 | 34,000 | | | | | | |
| 7 | 34,000 | 37,000 | | | | | |
| 7.5-8 | 35,000 | 38,500 | | | | | |
| 8.1-8.4 | 38,000 | 42,000 | | | | | |
| 9 | 39,000 | 43,000 | | | | | |
| 10 | 40,000* | 43,500 | | | | | |
| 11 | | 44,500 | | | | | |
| 12 | | 45,000 | 55,500 | | | | |
| 13 | | 46,000 | 60,000 | | | | |
| 14 | | 46,500 | 60,500 | | | | |
| 15 | | 47,500 | 61,500 | | | | |
| 16 | | 48,000 | 62,000 | 64,200 | | | |
| 17 | | 49,000 | 63,000 | 71,700 | | | |
| 18 | | 49,500 | 63,500 | 72,200 | | | |
| 19 | | 50,500 | 64,500 | 73,000 | | | |
| 20 | | 51,500 | 65,000 | 73,000 | 73,000 | | |
| 21 | | 52,200 | 66,000 | 73,000 | 73,000 | 73,000 | |
| 22 | | 52,900 | 66,500 | 73,000 | 73,000 | 73,000 | |
| 23 | | 53,600 | 67,500 | 73,000 | 73,000 | 73,500 | |
| 24 | | 54,300 | 68,500 | 73,000 | 73,000 | 74,000 | |
| 25 | | 55,000 | 69,000 | 73,000 | 73,000 | 74,500 | 80,000 |
| 26 | | 55,700 | 69,500 | 73,000 | 73,000 | 75,000 | 80,000 |
| 27 | | 56,500 | 70,500 | 73,000 | 73,000 | 76,000 | 80,000 |
| 28 | | 57,100 | 71,300 | 73,000 | 73,000 | 76,500 | 80,000 |
| 29 | | 58,000 | 72,000 | 73,000 | 73,000 | 77,000 | 80,000 |
| 30 | | 58,500 | 72,700 | 73,000 | 73,000 | 77,500 | 80,000 |
| 31 | | 59,500 | 73,000 | 73,000 | 73,000 | 78,000 | 80,000 |
| 32 | | 60,000** | 73,000** | 73,000** | 73,000** | 78,500 | 80,000** |
| 33 | | | | | | 79,500 | |
| 34 | | | | | | 80,000*** | |

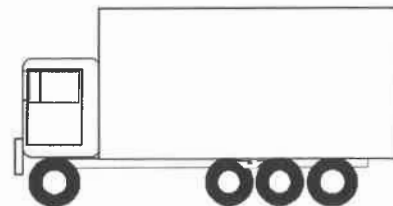
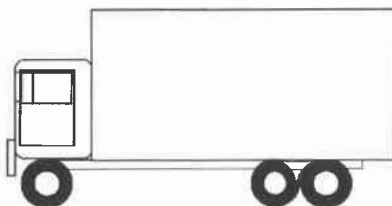
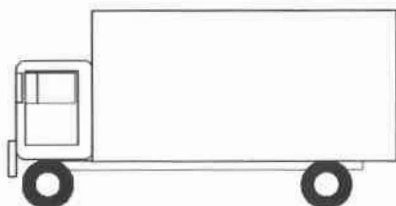
Instructions: Use this chart to determine maximum gross weight in pounds, on a group of axles for a vehicle **not in combination**, on Class "A" highways. See examples of vehicles below.

* Maximum at 10 or more feet between axles

** Maximum at 32 or more feet between axles

*** Maximum at 34 or more feet between axles

20,000 pounds for a single axle



MAXIMUM WEIGHT LIMITATIONS CHART Combination of Vehicles

Column **A** - Distance in Feet between foremost and rearmost axles of a group

Column **B** - 2 consecutive axles of any combination of vehicles having a total of 3 or more axles

Column **C** - 3 consecutive axles of any combination of vehicles having a total of 4 or more axles

Column **D** - 4 consecutive axles of any combination of vehicles having a total of 5 or more axles

Column **E** - 5 consecutive axles of any combination of vehicles having a total of 5 or more axles

Column **F** - 6 consecutive axles of any combination of vehicles having a total of 6 or more axles

Column **G** - 7 consecutive axles of any combination of vehicles having a total of 7 or more axles

Column **H** - 8 consecutive axles of any combination of vehicles having a total of 8 or more axles

Maximum Gross Weight in Pounds on a Group of Axles

| A - Feet | B - 2 axles | C - 3 axles | D - 4 axles | E - 5 axles | F - 6 axles | G - 7 axles | H - 8 axles |
|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 4 | 34,000 | | | | | | |
| 5 | 34,000 | | | | | | |
| 6 | 34,000 | | | | | | |
| 7 | 34,000 | 37,000 | | | | | |
| 7.5-8 | 35,000 | 38,500 | | | | | |
| 8.1-8.4 | 38,000 | 42,000 | | | | | |
| 9 | 39,000 | 43,000 | | | | | |
| 10 | 40,000* | 43,500 | 48,500 | | | | |
| 11 | | 44,500 | 49,500 | | | | |
| 12 | | 45,000 | 50,000 | | | | |
| 13 | | 46,000 | 50,500 | 62,500 | | | |
| 14 | | 46,500 | 51,500 | 62,500 | | | |
| 15 | | 47,500 | 52,000 | 62,500 | | | |
| 16 | | 48,000 | 52,500 | 62,500 | | | |
| 17 | | 49,000 | 53,500 | 63,200 | 64,000 | | |
| 18 | | 49,500 | 54,100 | 64,400 | 65,000 | | |
| 19 | | 50,500 | 55,100 | 65,000 | 65,500 | | |
| 20 | | 51,500 | 56,000 | 65,700 | 66,000 | | |
| 21 | | 52,200 | 56,800 | 66,900 | 66,900 | 73,000 | |
| 22 | | 52,900 | 57,600 | 67,700 | 67,700 | 73,000 | |
| 23 | | 53,600 | 58,400 | 68,900 | 68,900 | 73,500 | |
| 24 | | 54,300 | 59,200 | 70,000 | 70,000 | 74,000 | |
| 25 | | 55,000 | 60,000 | 71,000 | 71,000 | 74,500 | 80,000 |
| 26 | | 55,700 | 60,800 | 72,000 | 72,000 | 75,000 | 80,000 |
| 27 | | 56,500 | 61,600 | 72,800 | 72,800 | 76,000 | 80,000 |
| 28 | | 57,100 | 62,400 | 73,000 | 73,000 | 76,500 | 80,000 |
| 29 | | 58,000 | 63,200 | 73,000 | 73,000 | 77,000 | 80,000 |
| 30 | | 58,500 | 64,000 | 73,000 | 73,000 | 77,500 | 80,000 |
| 31 | | 59,500 | 64,000 | 73,000 | 73,000 | 78,000 | 80,000 |
| 32 | | 60,000** | 64,000 | 73,000 | 73,000 | 78,500 | 80,000** |
| 33 | | | 64,000 | 73,000 | 74,000 | 79,500 | |
| 34 | | | 64,500 | 73,000 | 74,500 | 80,000*** | |
| 35 | | | 65,500 | 73,000 | 75,000 | | |
| ▪ 36 | | | 66,000 | 73,000 | 75,500 | | |
| ▪ 37 | | | 66,500 | 73,000 | 76,000 | | |
| ▪ 38 | | | 67,500 | 73,000 | 77,000 | | |
| 39 | | | 68,000 | 73,000 | 77,500 | | |
| 40 | | | 68,500 | 73,000 | 78,000 | | |
| 41 | | | 69,500 | 73,500 | 78,500 | | |
| 42 | | | 70,000 | 74,500 | 79,000 | | |
| 43 | | | 70,500 | 75,000 | 80,000 | | |
| 44 | | | 71,500 | 75,500 | 80,000 | | |
| 45 | | | 72,000 | 76,000 | 80,000 | | |
| 46 | | | 72,500 | 77,000 | 80,000 | | |
| 47 | | | 73,500 | 77,500 | 80,000 | | |
| 48 | | | 74,000 | 78,000 | 80,000 | | |
| 49 | | | 74,500 | 78,500 | 80,000 | | |
| 50 | | | 75,500 | 79,500 | 80,000 | | |
| 51 | | | 76,000**** | 80,000**** | 80,000**** | | |

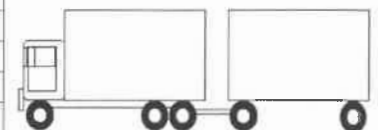
Instructions: Use this chart to determine maximum gross weight in pounds, on a group of axles for a **combination of vehicles**, on Class "A" highways. See examples of combination of vehicles below.

* Maximum at 10 or more feet between axles

** Maximum at 32 or more feet between axles

*** Maximum at 34 or more feet between axles

**** Maximum at 51 or more feet between axles



2 consecutive sets of tandem axles may impose on the highway a gross load of 34,000 pounds each if the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more [348.15(3)(d)]

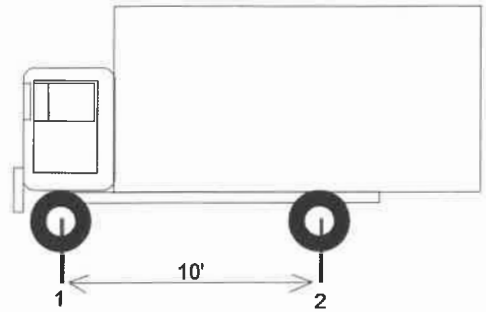
Examples of Maximum Weight that may be imposed on Class "A" Highways By axle, axle groups and gross weight of various vehicles

Measuring: [348.15(5m)]

The distances between the foremost and rearmost of a group of axles shall be measured between axle **CENTERS** to the nearest even foot, and when a fraction is exactly one-half foot, the nearest larger whole number shall be used. Example: 50 feet 5 inches = 50 feet; 50 feet 6 inches = 51 feet.

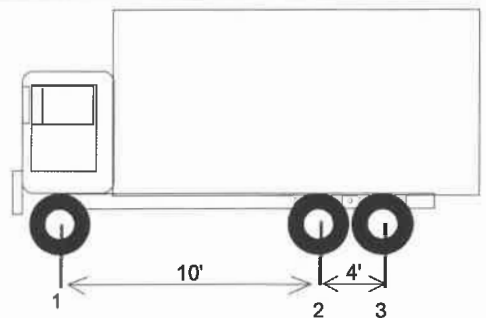
Example No. 1

1. Maximum weight that may be imposed by any axle of this vehicle is 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 when 10 feet or more apart is 40,000 lbs.



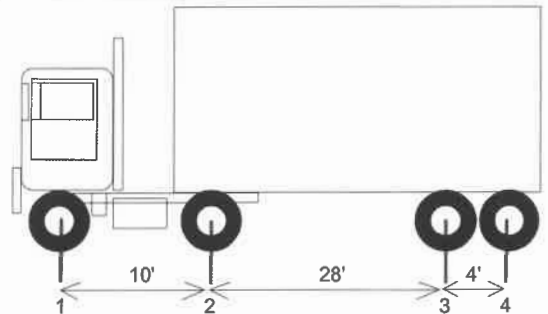
Example No. 2

1. Maximum weight that may be imposed by any axle of this vehicle is 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 with 10 feet spacing is 40,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 4 feet spacing is 34,000 lbs.
4. Maximum weight by the group of axles 1, 2 and 3 with a total spacing of 14 feet is 46,500 lbs.



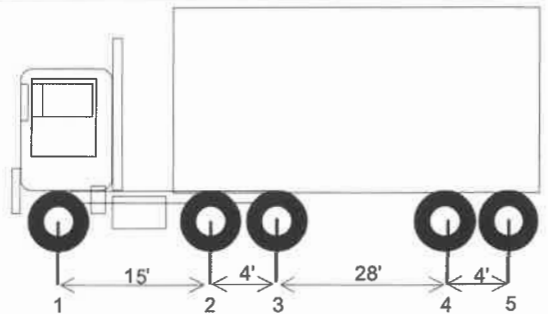
Example No. 3

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 28 feet spacing is 40,000 lbs.
4. Maximum weight by the group of axles 3 and 4 with 4 feet spacing is 34,000 lbs.
5. Maximum weight by the group of axles 1, 2 and 3 is 53,000 lbs.
6. Maximum weight by the group of axles 2, 3 and 4 is 54,000 lbs.



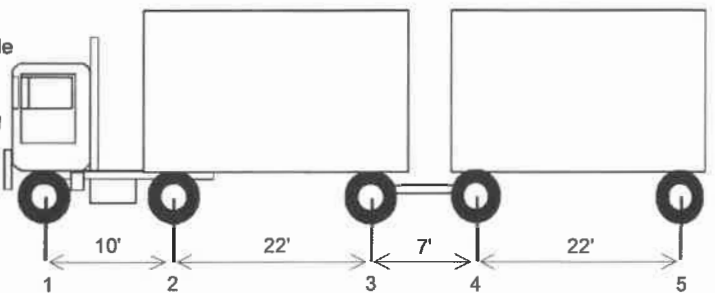
Example No. 4

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 4 feet spacing is 34,000 lbs.
4. Maximum weight by the group of axles 4 and 5 with 4 feet spacing is 34,000 lbs.
5. Since there is 36 feet between the group of axles 2, 3, 4 and 5 each consecutive set of tandem axles may impose 34,000 lbs. To attain 80,000 lbs., the remaining 12,000 lbs. may be imposed only by axle no. 1.
6. Maximum weight that this vehicle may impose is 80,000 lbs. See chart on previous page (axles 1 to 5 have 51 feet spacing).

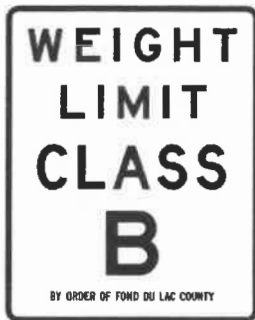


Example No. 5

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 22 feet spacing is 40,000 lbs.
4. Maximum weight by the group of axles 3 and 4 with 7 feet spacing is 34,000 lbs.
5. Maximum weight by the group of axles 4 and 5 is 40,000 lbs.
6. Maximum weight by the group of axles 2, 3 and 4 OR 3, 4, and 5 is 58,000 lbs.
7. Maximum weight by the group of axles 2, 3, 4 and 5 is 76,000 lbs.
8. Maximum weight is 80,000 lbs.



Weight Limit Class B By Order Of...



How to Order

Call 800.274.5495 or Fax 608.242.5777

[EMAIL US](#)

R12-53

Sign made in Madison, Wisconsin using 5052-H38 Aluminum and 3M Reflective Sheeting

| Size | Aluminum Thickness | Sheeting Type | Color |
|-----------|--------------------|----------------|-------------|
| 24" X 30" | .080GA | Diamond Grade | Black/White |
| 24" X 30" | .080GA | Engineer Grade | Black/White |
| 24" X 30" | .080GA | High Intensity | Black/White |

349.15 Authority to modify weight limitations and classify highways.

- (1) The limitations on size and weight imposed by ch. 348 are lawful throughout the state and local authorities may not alter such limitations except as otherwise provided in this chapter.
- (2) The county highway committee with respect to the county trunk highway system and the local authorities with respect to highways maintained by them may designate all or parts of such highways to be class "B" highways for the purpose of putting into effect the weight limitations set forth in s. 348.16, except that no portion of any such highway which is a state trunk highway or connecting highway may be so designated.
- (3) Any city of the first class may, with respect to the streets of such city, by ordinance increase the maximum weight limitations specified in ss. 348.15 and 348.16.

History: 1977 c. 29 s. 1654 (3).

The police power under this section need not be based on the condition of the roadbed, but may be exercised to promote the general welfare of the public. 66 Atty. Gen. 110.

349.16 Authority to impose special or seasonal weight limitations.

- (1) The officer in charge of maintenance in case of highways maintained by a town, city or village, the county highway commissioner or county highway committee in the case of highways maintained by the county and the department in the case of highways maintained by the state may:
 - (a) Impose special weight limitations on any such highway or portion thereof which, because of weakness of the roadbed due to deterioration or climatic conditions or other special or temporary condition, would likely be seriously damaged or destroyed in the absence of such special limitations;
 - (b) Impose special weight limitations on bridges or culverts when in its judgment such bridge or culvert cannot safely sustain the maximum weights permitted by statute;
 - (c) Order the owner or operator of any vehicle being operated on a highway to suspend operation if in its judgment such vehicle is causing or likely to cause injury to such highway or is visibly injuring the permanence thereof or the public investment therein, except when s. 84.20 is applicable or when the vehicle is being operated pursuant to a contract which provides that the governmental unit will be reimbursed for any damage done to the highway. Traffic officers also may order suspension of operation under the circumstances and subject to the limitations stated in this paragraph.
- (2) Imposition of the special weight limitations authorized by sub. (1) (a) shall be done by erecting signs on or along the highway on which it is desired to impose the limitation sufficient to give reasonable notice that a special weight limitation is in effect and the nature of that limitation. Imposition of the special weight limitations authorized by sub. (1) (b) shall be done by erecting signs before each end of the bridge or culvert to which the weight limitation applies sufficient to give reasonable notice that a special weight limitation is in effect and the nature of that limitation. All weight limitation signs and their erection shall comply with the rules of the department and shall be standard throughout the state.
- (3)
 - (a) The authority in charge of the maintenance of the highway may exempt vehicles carrying certain commodities specified by the authority or which are used to perform certain services specified by the authority from the special weight limitations which are imposed under sub. (1) (a), or may set different weight limitations than those imposed under sub. (1) (a) for vehicles carrying those commodities or which are used to perform those services, if the exemption or limitation is reasonable and necessary to promote the public health, safety, and welfare.
 - (b) The authority in charge of the maintenance of the highway shall exempt from the special or seasonal weight limitations imposed under sub. (1) (a) a vehicle that is used to transport material pumped from a septic or holding tank if, because of health concerns, material needs to be removed from a septic or holding tank within 24 hours after the vehicle owner or operator is notified and if the vehicle is operated for the purpose of emptying the septic or holding tank and disposing of its contents and is operated on a route that minimizes travel on highways subject to weight limitations imposed under sub. (1) (a). Within 72 hours after operating a vehicle that transported material pumped from a septic or holding tank and that exceeded special or seasonal weight limitations as authorized by this paragraph, the owner or operator of

the vehicle shall notify the authority in charge of maintenance of the highways over which the vehicle was operated.

- (c) The authority in charge of the maintenance of the highway shall exempt from the special or seasonal weight limitations imposed under sub. (1) (a) a vehicle operated by or at the direction of a public utility, as defined in s. 196.01 (5), a telecommunications provider, as defined in s. 196.01 (8p), or a cooperative association organized under ch. 185 for the purpose of producing or furnishing heat, light, power, or water to its members, that is being operated for the purpose of responding to a service interruption.
- (d) The authority in charge of the maintenance of the highway shall exempt from the special or seasonal weight limitations imposed under sub. (1) (a) a motor vehicle that is being operated to deliver propane for heating purposes if the gross weight imposed on the highway by the vehicle does not exceed 30,000 pounds, for a vehicle with a single rear axle, or 40,000 pounds, for a vehicle with tandem rear axles, and, if the motor vehicle is a tank vehicle, the tank is loaded to no more than 50 percent of the capacity of the tank. A tank vehicle operated under this paragraph shall be equipped with a gauge on the tank that shows the amount of propane in the tank as a percent of the capacity of the tank and shall carry documentation of the capacity of the tank either on the cargo tank or in the cab of the vehicle. A motor vehicle operated under this paragraph shall, to the extent practicable, make deliveries on seasonally weight-restricted roads at times of the day when the highways used are the least vulnerable.

349.17 Authority of cities, villages and towns to regulate heavy traffic.

- (1) Any city, village or town may by ordinance or resolution designate any street or highway under its jurisdiction as a heavy traffic route and designate the type and character of vehicles which may be operated thereon. A city, village or town may restrict or prohibit heavy traffic from using other streets or highways under its jurisdiction except that it may not place such restrictions on streets or highways over which are routed state trunk highways and may not prohibit heavy traffic from using a street or highway for the purpose of obtaining orders for supplies or moving or delivering supplies or commodities to or from any place of business or residence which has an entrance on such street or highway. Whenever a city, village or town designates any street or highway under its jurisdiction as a heavy traffic route, it shall cause appropriate signs to be erected giving notice thereof.
- (2) In this section, "heavy traffic" means all vehicles not operating completely on pneumatic tires and all vehicles or combination of vehicles, other than motor buses, designed or used for transporting property of any nature and having a gross weight of more than 6,000 pounds.

History: 1977 c. 116; 1993 a. 246.

Legislative Council Note, 1977: Sub. (1) authorizes cities and villages to designate any street as a heavy traffic route. As defined in s. 340.01 (64), the term "street" means every highway within the corporate limits of a city or village except alleys. By adding "or highway" after "street", s. 349.17 (1) authorizes a city or village to prohibit heavy traffic from using any street or alley which has not been designated as a heavy traffic route unless such street or alley is being used to obtain orders for supplies or to deliver supplies or commodities to or from a place of business or residence with an entrance on such street or alley. "Highway" is defined in s. 340.01 (22), to mean "all public ways and thoroughfares", including alleys. [Bill 465-A]

Weight Limit 2 Axle Vehicles...



How to Order

Call 800.274.5495 or Fax 608.242.5777

[EMAIL US](#)

R12-56

Sign made in Madison, Wisconsin using 5052-H38 Aluminum and 3M Reflective Sheeting

| Size | Aluminum Thickness | Sheeting Type | Color |
|-----------|--------------------|----------------|-------------|
| 30" x 30" | .080GA | Diamond Grade | Black/White |
| 30" x 30" | .080GA | Engineer Grade | Black/White |
| 30" x 30" | .080GA | High Intensity | Black/White |
| 54" X 42" | .125GA | Diamond Grade | Black/White |
| 54" X 42" | .125GA | Engineer Grade | Black/White |
| 54" X 42" | .125GA | High Intensity | Black/White |

MAXIMUM WEIGHT LIMITATIONS SUMMARY

On Class "A" Highways [348.15(1)(b)]

SP4075 3/2007 Corresponding Wisconsin Statute numbers in brackets [].

General Maximum Weight Restrictions:

Although there is the possibility of increased weight on a particular wheel or axle or group of axles due to practical operating problems, including, but not limited to, accumulation of snow, ice, mud or dirt, the use of tire chains or minor shifting of load, the following maximum weights include absolutely all weights allowable [348.15(4)]. Class "B" highway weight limitations are 60 per cent of class "A" highway weight limitations [348.16(2)].

| | |
|---|-------------|
| Any one wheel or wheels supporting one end of an axle [348.15(3)(a)]..... | 11,000 Lbs. |
| * Truck Tractor Steering Axle [348.15(3)(b)]..... | 13,000 Lbs. |
| ** Single Axle (See Note) [348.15(3)(b)]..... | 20,000 Lbs. |
| Maximum Gross Vehicle Weight of all Axles [348.15(3)(c)]..... | 80,000 Lbs. |

- * Truck tractor steering axle may exceed 13,000 lbs. if the manufacturer's rated capacity of the axle and the tires are sufficient to carry the weight, but not to exceed 20,000 lbs. [348.15(3)(b)].
- ** 21,000 lbs. in the case of a vehicle or combination of vehicles transporting exclusively milk from the point of production to the primary market and the return of dairy supplies and dairy products from such primary market to the farm (not applicable to the National System of Interstate and Defense Highways) [348.15(3)(bg)].
- ** 21,500 lbs. in the case of a vehicle or combination of vehicles transporting exclusively peeled or unpeeled forest products cut crosswise or exclusively scrap metal (not applicable to the National System of Interstate and Defense Highways) [348.15(3)(br)].

Measuring:

The distances between the foremost and rearmost of a group of axles shall be measured between axle centers to the nearest even foot, and when a fraction is exactly one-half foot, the nearest larger whole number shall be used [348.15(5m)].

Note:

"Axle" includes all wheels of a vehicle imposing weight on the highway, the centers of which are included between 2 parallel transverse vertical planes less than 42 inches apart, extending across the full width of vehicle and load. Therefore, two axles less than 42 inches apart are considered to be one axle and can carry no more than a single axle [348.01(2)(a)].

"Tandem axle" means any 2 or more consecutive axles whose centers are 42 or more inches apart and which are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles [348.01(2)(c)].

Any axle of a vehicle or combination of vehicles which does not impose on the highway at least 8% of the gross weight of the vehicle or combination of vehicles may not be counted as an axle [348.15(8)].

Request form SP4370 when hauling under the provisions of 348.15(3)(br), exclusively peeled or unpeeled forest products cut crosswise OR exclusively scrap metal.

Request form SP4415 for the motor vehicle size regulation summary.

Request form SP4416 when hauling under permits issued pursuant to 348.27(9m)(a)1, raw forest and agricultural products.

Request form SP4417 when hauling under the provisions of 348.15(3)(bg), transporting exclusively milk from point of production to primary market and return of dairy supplies and dairy products from such primary market to the farm.

Permits Issued by Division of Motor Vehicles:

Most permits for oversize/overweight (O/O) vehicles are issued by the maintenance authority for the class of roadway on which the O/O vehicle proposes to travel. With some exceptions, permits for operation on State, U.S. and Interstate highways are issued by the Permit Unit of the Motor Carrier Services Section of the Division of Motor Vehicles.

Applications may be submitted in several ways:

- * Online through a secured extranet application. For information, call 608-266-7320. Once you are enrolled, this application is available to you 24/7. Many permits are automatically analyzed and approved.
- * In person or by overnight mail to WisDOT Permits, 4802 Sheboygan Ave., Room 151, Madison, WI 53705. Office hours are 7:45 a.m. to 4:30 p.m. Monday through Friday.
- * By mail to WisDOT Permits, PO Box 7980, Madison, WI 53707-7980.

7

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members

From: Scott J. Kluver, Administrator

Re: Change Order with Jakes Excavating for Lead Service Line Work

Date: February 1, 2024

Enclosed you will find a change order for your approval for Jakes Excavating & Landscaping LLC, the City's contractor for water and sewer work for the Phase 1 Bayfield Street Project, to do work on any lead or galvanized water services that are discovered. This change order is coming to you because it is a brand new component of this project that we have not discussed and could potentially exceed the previously approved project contingency budget.

The City received a DNR grant to assist with the costs of replacement of water service lines that would contain lead or galvanized metal. The stipulations of the grant require that any lead or galvanized service discovered require that the entire service from the main to the meter in the structure be lead/galvanized free. Based on information that we have, we are hopeful that we do not encounter many properties with this situation, but we need to be prepared for the worst.

In discussing the best way to coordinate this, it was decided to negotiate with Jake's for this work as this will be a situation where we will not know for sure until the digging is occurring. They can then coordinate with the property owner when to do the work from the project limits to inside the house. To keep track of all of this, the City would coordinate the billing of any work that would be done through Jake's as the City would have the ability to specially assess the charges to the property owner to assure payment. Again, I am hopeful that the costs would not be anywhere near the cost of this change order, but we need to be prepared.

As an aside, you will find two flow charts that we will plan to release to all properties with utilities in Phase 1. This will help show when Jake's Excavating must be used as the contractor and when the property owner has their choice to pick their own contractor. Only the lead/galvanized water service lines and associated restoration work are eligible for grant assistance. We will be working to mesh the requirements of this grant program with the previously approved loan program the City is establishing for properties. This will be one of the more paperwork/labor intensive portions of this project for the City. Please let me know if you have any questions.



CHANGE ORDER

Project: STH 13 (Bayfield Street)
Sanitary Sewer & Water Main Replacement

Change Order No: 2

Owner: City of Washburn

Date: 1/29/2024

To (Contractor): Jake's Excavating & Landscaping LLC
N10633 Lake Road
Ironwood, MI 49938

Project No: 23-1795.00

Contract For: All Work

Contract Date: 10/10/2023

You are directed to make the following changes in the Contract Documents:

Description: Add private lead service line replacements and associated restoration to the contract.

Attachments: Change Order summary tabulation

| CHANGE IN CONTRACT PRICE (SUM) | CHANGE IN CONTRACT TIME(S) |
|--|--|
| Original Contract Price (Sum) \$ <u>2,874,019.70</u> | Original Contract Time(s) Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u> days or dates |
| Net changes from previous Change Orders No. <u>0</u> to No. <u>1</u> \$ <u>-19,132.40</u> | Net changes from previous Change Orders No. <u>0</u> to No. <u>1</u> Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u> days or dates |
| Contract Price (Sum) prior to this Change Order \$ <u>2,854,887.30</u> | Contract Time(s) prior to this Change Order Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u> days or dates |
| Net increase (decrease) of this Change Order \$ <u>365,565.00</u> | Net increase (decrease) of this Change Order Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u> days or dates |
| Contract Price (Sum) with all approved Change Orders \$ <u>3,220,452.30</u> | Contract Time(s) with all approved Change Orders Substantial Completion: <u>N/A</u> Ready for final payment: <u>N/A</u> days or dates |

RECOMMENDED:

Michael Stoffel, PE
Architect/Engineer

By: Michael Stoffel
(Authorized Signature and Title)

Date: 1/29/2024

APPROVED:

City of Washburn
Owner

By: _____
(Authorized Signature and Title)

Date: _____

ACCEPTED:

Jakes Exc. & Landscaping LLC
Contractor

By: [Signature]
(Authorized Signature and Title)

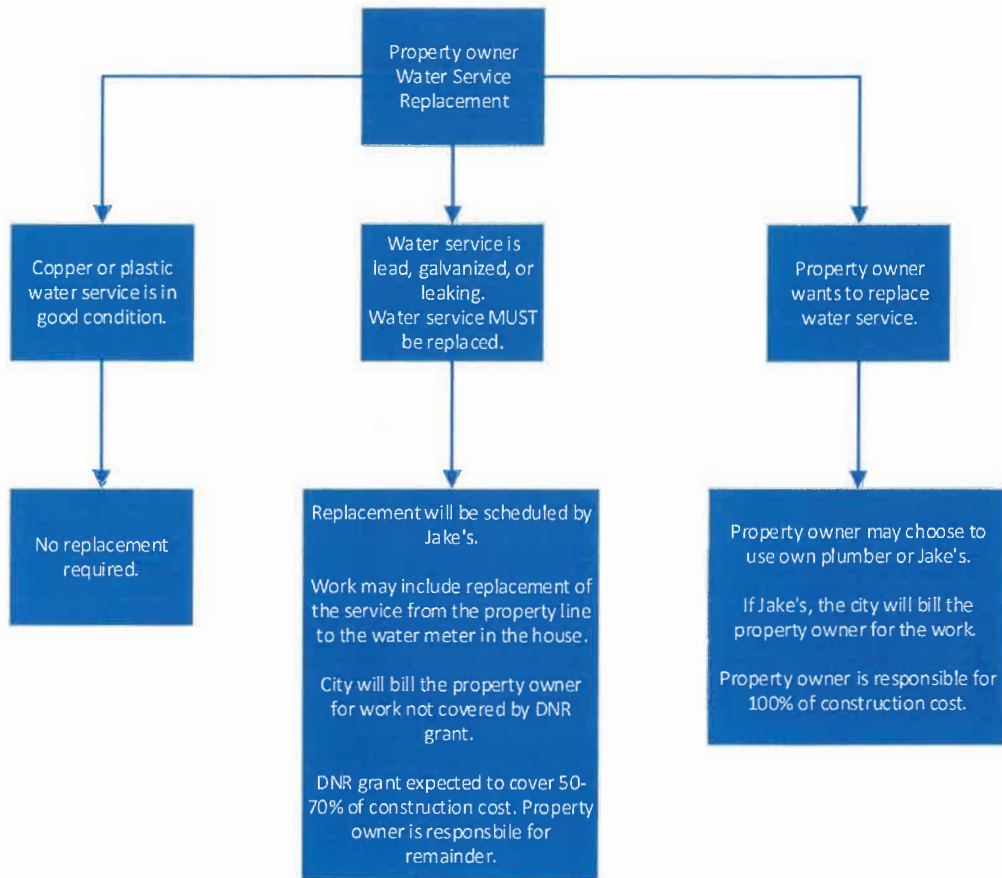
Date: 1/28/24

Copy to: Owner Contractor A/E Proj. Mgr. A/E Field Rep. Funding Files

**City of Washburn LSL
Change Order #2 Summary
January 22, 2024**

| Bid Item | Unit | Quantity | Price | Total |
|---------------------------------------|-------------|-----------------|--------------|---------------------|
| Connect to Water Meter | Each | 47 | \$1,500.00 | \$70,500.00 |
| 1" Water Service | L.F. | 1340 | \$149.00 | \$199,660.00 |
| 2" Water Service | L.F. | 10 | \$250.00 | \$2,500.00 |
| 1" Water Service (Pulled) | L.F. | 0 | \$95.00 | \$0.00 |
| 2" Water Service (Pulled) | L.F. | 0 | \$195.00 | \$0.00 |
| Remove Existing Concrete | S.Y. | 200 | \$7.00 | \$1,400.00 |
| Remove Existing Asphalt | S.Y. | 130 | \$5.00 | \$650.00 |
| Clearing and Grubbing | I.D. | 360 | \$55.00 | \$19,800.00 |
| Pavement Saw Cutting | L.F. | 230 | \$5.50 | \$1,265.00 |
| 2" Asphaltic Concrete Driveway Paving | S.Y. | 130 | \$42.00 | \$5,460.00 |
| Concrete Driveway Paving | S.F. | 740 | \$15.50 | \$11,470.00 |
| 4" Concrete Sidewalk | S.F. | 1080 | \$14.50 | \$15,660.00 |
| Base Course | C.Y. | 80 | \$45.00 | \$3,600.00 |
| Turf Replacement | S.Y. | 4200 | \$8.00 | \$33,600.00 |
| Total Change Order #2 | | | | \$365,565.00 |

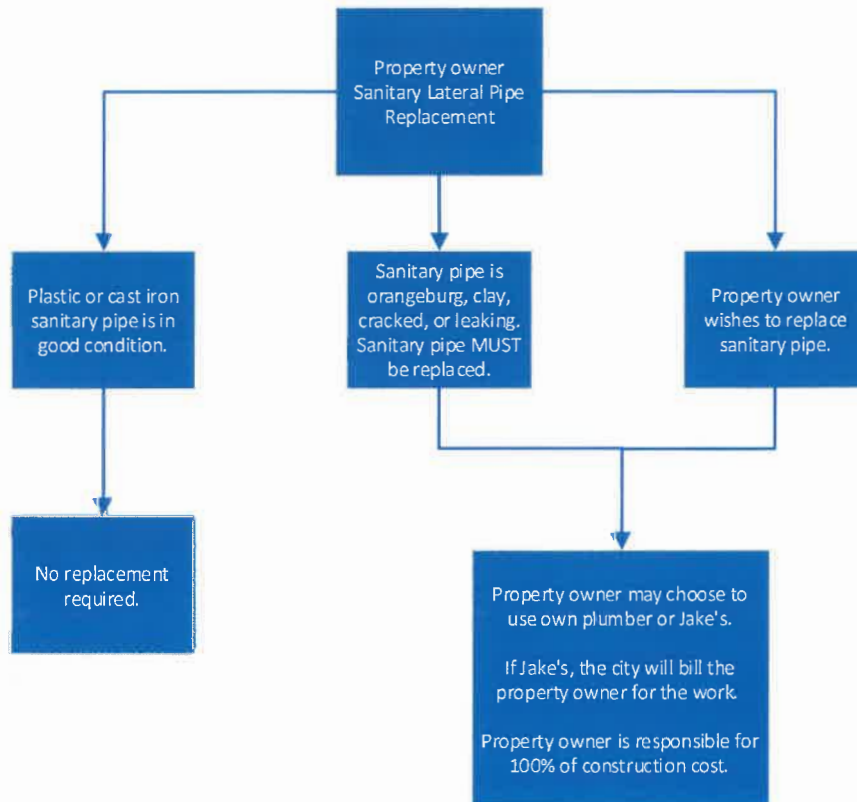
DRAFT



The city has contracted with Jake's Excavating and Landscaping (Jake's) for the 2024 sanitary and water utility replacement work.

The city intends to make short term financing available to the property owner for work done.

DRAFT



The city has contracted with Jake's Excavating and Landscaping (Jake's) for the 2024 sanitary and water utility replacement work.

The city intends to make short term financing available to the property owner for work done.

8

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members
From: Scott J. Kluver, Administrator
Re: Approval of Route/Permit to Relocate Building
Date: January 31, 2024

The City has received the attached permit application to relocate a cabin from 738 E. Memorial Park Dr. to a location outside of the City. Per ordinance, the Council needs to approve the route prior to the permit being issued. A map of the proposed route is enclosed and has been reviewed by the Public Works Director.

Know that the movers will need to comply with weight limits on the roads at the time of the move, and will need to provide a bond as a condition of the permit. The applicant was advised of recent weight limit restrictions that were imposed which may impact their plans. Nonetheless, the permit can be approved contingent upon compliance with weight limits and when conditions allow.



**APPLICATION FOR THE MOVING OF
OF BUILDINGS OR STRUCTURES
CITY OF WASHBURN ORDINANCE Sec. 15-1-13 (\$100.00 Fee)**

Applicant Name: Bakobii, LLC Date: 29-January-2024

Applicant Phone/Email: (715) 685-8437 drttcc@hotmail.com See contacts below

The undersigned hereby makes application for the moving of:

1. Type of building or structure to be moved nom. 20x36 woodframe, 1-story, gable roof cabin
2. House No. 738 Street E Memorial Park Dr
3. Lot Nos. 2 CSM 200 Block 107 Division Original Townsite Washburn
Tax ID# 33550
4. Size of building: Length 38' Width 24'8" No. stories in height 1; No. of feet in height from first floor to highest point of building 14
5. What type of trailer will structure be transported on Tractor/dollies Height from deck of trailer to highest point of structure 20 How many axles 8 Gross Weight 30,000 lbs
6. If applicable, attach an explanation of foundation removal and filling activities.
7. Date and hours of the move 14-Feb-2024
8. Attach a map showing route of travel.

I hereby certify that the foregoing is correct to the best of my knowledge and that the said work will be done in conformance with the information set forth herein and in compliance with all State and City Code and Ordinances. Streets, sidewalks, and boulevards used by contractors are to be kept in good order and free of debris during and after move operation.

Owner: Bakobii, LLC By: _____
(Please Print) (Signature)

Architect/Engineer: _____ By: _____
(Please Print) (Signature)

Contractor: Woodhull Construction Company By: _____
(Please Print) (Signature)

Permit No. _____ Issued Date: _____ Issued By: _____

Fee: _____

for Bakobii, LLC Cabin Move

Buildings or Structures
since Sec. 15-1-13

Legend
Bakobii Cabin Move R



eliminate such nuisance. The permittee shall take all necessary steps, prior to the razing of a building, through the employment of a qualified person in the field of pest control or by other appropriate means, to treat the building as to prevent the spread and migration of rodents and insects therefrom during and after the razing operations.

Sec. 15-1-10 Basements; Excavations.

- (a) **Basement Subflooring.** First floor subflooring shall be completed within sixty (60) days after the basement is excavated.
- (b) **Fencing of Excavations.** The owner of any premises on which there exists an opening or excavation which is located in close proximity to a public sidewalk or street right-of-way as to constitute a hazard to pedestrian or vehicular traffic shall erect a fence, wall or railing at least four (4) feet high between such opening or excavation and the public right-of-way.
- (c) **Closing of Abandoned Excavations.** Any excavation for building purposes or any uncovered foundation which shall remain open for more than three (3) months shall be deemed abandoned and a nuisance and the Building Inspector shall order that unless the erection of the building or structure on the excavation or foundation shall commence or continue forthwith suitable safeguards shall be provided to prevent accidental injury to children or other frequenters or that the excavation or foundation be filled to grade. Such order shall be served upon the owner of record or the owner's agent, where an agent is in charge of the premises, and upon the holder of an encumbrance of record in the manner provided for service of a summons in the circuit court. If the owner or the holder of an encumbrance of record cannot be found, the order may be served by posting it on the premises and make publication in the official newspaper for two (2) consecutive publications at least ten (10) days before the time for compliance stated in the order commences to run. Such time shall be not less than fourteen (14) nor more than twenty (20) days after service. If the owner of the land fails to comply with the order within the time required, the Building Inspector shall cause the excavation or foundation to be filled to grade. The cost of such abatement shall be charged against the real estate and entered on the next succeeding tax roll as a special charge and shall bear interest at a rate established by the Common Council from the date of the report by the Building Inspector on the cost thereof, pursuant to the provisions of the Wisconsin Statutes.

Sec. 15-1-11 Discharge of Clear Waters.

- (a) **Discharge.** No person shall cause, allow or permit any roof drain, surface drain, subsoil drain, drain from any mechanical device, gutter, ditch, pipe, conduit, sump pump or any other object or thing used for the purposes of collecting, conducting, transporting, diverting,

15-1-11

- draining or discharging clear water from any part of any private premises owned or occupied by said person to discharge into a sanitary sewer.
- (b) **Nuisance.** The discharge into a sanitary sewer from any roof drain, surface drain, subsoil drain, drain from any mechanical device, gutter, ditch, pipe, conduit, sump pump or any other object or thing used for the purposes of collecting, conducting, transporting, diverting, draining or discharging clear water from any part of any private premises is hereby declared to be a public nuisance and a hazard to the health, safety and well-being of the residents of the City and to the protection of the property.
 - (c) **Groundwater.** Where deemed necessary by the Building Inspector, every house shall have a sump pump installed for the purpose of discharging clear waters from foundation drains and ground infiltration and where the building is not serviced by a storm sewer shall either discharge into an underground conduit leading to a drainage ditch, gutter, dry well or shall discharge onto the ground surface in such other manner as will not constitute a nuisance as defined herein.
 - (d) **Storm Water.** All roof drains, surface drains, drains from any mechanical device, gutters, pipe, conduits or any other objects or things used for the purpose of collecting, conducting, transporting, diverting, draining or discharging storm waters shall be discharged either to a storm sewer, a dry well, an underground conduit leading to a drainage ditch or onto the ground surface in such other manner as will not constitute a nuisance as defined herein.
 - (e) **Storm Sewer Lateral.** Where municipal storm sewers are provided and it is deemed necessary by the property owner and/or the City to discharge clear waters from a parcel of land, a storm sewer lateral shall be installed and connected to the storm sewer main at the expense of the owner.
 - (f) **Conducting Tests.** If the Building Inspector or his/her designated agent suspects an illegal clear water discharge as defined by this Chapter or by any other applicable provision of the Wisconsin Administrative Code as it may, from time to time, be amended, he/she may, upon reasonable notice and at reasonable times, enter the private premises where such illegal clear water discharge is suspected and conduct appropriate tests to determine whether such suspected illegal clear water discharge actually exists.

Sec. 15-1-12 Duplex Service Connections.

Each unit of a duplex shall have a separate water and sewer services.

Sec. 15-1-13 Regulations for Moving Buildings.

- (a) **General Requirements.**
 - (1) No person shall move any building or structure upon any of the public ways of the City without first obtaining a permit therefor from the Building Inspector and upon

the payment of the required fee. Every such permit issued by the Building Inspector for the moving of a building shall designate the route to be taken, the conditions to be complied with and shall limit the time during which said moving operations shall be continued.

- (2) A report shall be made by City employees with regard to possible damage to trees. The estimated cost of trimming, removal and replacement of public trees, as determined by the City, shall be paid to the City Clerk prior to issuance of the moving permit.
 - (3) Issuance of moving permit shall further be conditioned on approval of the moving route by the Common Council.
- (b) **Continuous Movement.** The movement of buildings shall be a continuous operation during all the hours of the day and at night, until such movement is fully completed. All such operations shall be performed with the least possible obstruction to thoroughfares. No building shall be allowed to remain overnight upon any street crossing or intersection or so near thereto as to prevent easy access to any fire hydrant or any other public facility. Lights shall be kept in conspicuous places at each end of the building during the night.
- (c) **Street Repair.** Every person receiving a permit to move a building shall, within one (1) day after said building reaches its destination, report that fact to the Building Inspector, inspect the streets, highways and curbs and gutters over which said building has been moved and ascertain their condition. If the removal of said building has caused any damage to any street or highway, the person to whom the permit was issued shall forthwith place them in as good repair as they were before the permit was granted. On the failure of the said permittee to do so within ten (10) days thereafter to the satisfaction of the Common Council, the City shall repair the damage done to such streets and hold the person obtaining such permit and the sureties on his/her bond responsible for the payment of same.
- (d) **Conformance with Code.** No permit shall be issued to move a building within or into the City and to establish it upon a location within the said City until the Building Inspector has made an investigation of such building at the location from which it is to be moved and is satisfied from such investigation that said building is in a sound and stable condition and of such construction that it will meet the requirements of this Building Code in all respects. A complete plan of all further repairs, improvements and remodeling with reference to such building shall be submitted to the Building Inspector, and he/she shall make a finding of fact to the effect that all such repairs, improvements and remodeling are in conformity with the requirements of this Building Code and that, when the same are completed, the building as such will so comply with said Building Code. In the event a building is to be moved from the City to some point outside the boundaries thereof, the provisions with respect to the furnishing of plans and specifications for proposed alterations to such building may be disregarded.
- (e) **Bond.**
- (1) Before a permit is issued to move any building over any public way in the City, the party applying therefor shall give a bond to the City of Washburn in a sum to be

fixed by the Building Inspector and which shall not be less than One Thousand Dollars (\$1,000.00), said bond to be executed by a corporate surety or two (2) personal sureties to be approved by the Common Council or designated agent conditioned upon, among other things, the indemnification to the City for any costs or expenses incurred by it in connection with any claims for damages to any persons or property, and the payment of any judgment together with the costs and expenses incurred by the City in connection therewith arising out of the removal of the building for which the permit is issued.

- (2) Unless the Building Inspector, upon investigation, shall find it to be a fact that the excavation exposed by the removal of such building from its foundation shall not be so close to a public thoroughfare as to permit the accidental falling therein of travelers or the location, nature and physical characteristics of the premises and the exposed excavation, such as to make intrusion upon the premises and the falling into such excavation of children under twelve (12) years of age unlikely, the bond required by Subsection (e)(1) shall be further conditioned upon the permittee erecting adequate barriers and within forty-eight (48) hours, filling in such excavation or adopting and employing such other means, devices or methods approved by the Building Inspector and reasonably adopted or calculated to prevent the occurrences set forth herein.
- (f) **Insurance.** The Building Inspector shall require, in addition to said the said bond above indicated, public liability insurance covering injury to one (1) person in the sum of not less than One Hundred Thousand Dollars (\$100,000.00) and for one (1) accident in a sum not less than Two Hundred Thousand Dollars (\$200,000.00), together with property damage insurance in a sum not less than Fifty Thousand Dollars (\$50,000.00), or such other coverage as deemed necessary.
- (g) **Definition.** "Building" as used in this Section shall have the meaning as set forth in Sec. 348.27(12m)(a), Wis. Stats.

Sec. 15-1-14 Installation of Smoke- and Heat-Detecting Devices in Multiple Dwellings Units.

- (a) **Smoke-Detector Devices Required.**
 - (1) The owner of every premises on which is located a dwelling unit within the City of Washburn shall install smoke-detection devices so located as to protect:
 - a. The sleeping areas of each dwelling unit; and
 - b. All public hallways on the premises; and
 - c. All basement and storage areas.
 - (2) If sleeping areas are separated, the number of detection devices installed shall be that deemed sufficient by the City Fire Inspector to protect each sleeping area.
- (b) **Definitions.** For the purposes of this Chapter, the following words and phrases shall have the following meanings:

9

CITY OF WASHBURN
119 Washington Avenue
P.O. Box 638
Washburn, WI 54891



715-373-6160
715-373-6161
FAX 715-373-6148

To: Honorable Mayor and City Council Members
From: Tony Janisch, Assistant City Administrator
Re: Bike Across the Bay
Date: January 29, 2024

The Bike Across the Bay annual event, sponsored by the North Coast Cycling Association (NCCA), is scheduled for Sunday, February 18, 2024. This race event will be staged at the Harbor Table. Most of the race will occur on Lake Superior, entering at West End Park. As such, NCCA is requesting the temporary closure of city streets for a portion of the race route and for access to Thompson's West End Park.

The following streets would be impacted by a closure: W Harborview Dr, W Holman Lakeview Dr, S 6th Ave W, & Lake Dr. (Please find included map & email from Roger Aiken, NCCA)

Street closures will occur from approximately 10:00 am to 2:00 pm on Sunday, February 18th.

Request from North Coast Cycling Association

1/29/2024

Tony,

This a formal request from North Coast Cycling Association (NCCA) to the City of Washburn to allow us to have a pathway on city streets (Harbor View Drive, Holman Lakeview Drive, South 6th Ave. W. and possibly Lake Drive) for the Bike Across the Bay fat bike race on SUNDAY, FEB. 18, 2024.

The route we are taking runs from the start area at the Harbor View Event Center onto Harbor View Drive to Holman Lakeview Drive to 6th Ave. W., going onto Lake Superior at the boat landing or depending on ice conditions, continuing to Lake Drive for a short distance, entering West End Park and going onto Lake Superior near the pavilion of West End Park. The entry point is dependent upon ice conditions and our grooming. After finishing the portion of the course on Lake Superior the race would backtrack following the same route to the finish at Harbor View Event Center. Basically, an out and back course.

We expect to establish an 8-foot lane for the racers between 10 AM -2 PM on the day prior to the race although the time that they will be closed to traffic by our volunteers will be briefly at the start on Sunday(around 11:45AM) for about 10 minutes and then towards the end of the race as they return. As soon as possible after the completion of the race, NCCA will remove the traffic cones and barriers, to allow the usual flow of traffic to resume. A map of the proposed route will be available.

Traffic would be able to get in and out immediately after the start of the race from the Harbor View parking lot. I am envisioning using the south side of the proposed roads with a separation from vehicular traffic (if necessary) using cones and tape. I am thinking an appropriate width would be about 8' from the edge of the road, which would allow plenty of room for vehicles to also use the roads. We plan to have volunteers stationed along the course for safety and traffic management.

At the start of the race there would be a surge of cyclists for about 5 -10 minutes, however after that, cyclists would string out fast and that would be how they would finish on the return route in about 1 1/2 - 2 hrs. We do not plan to detain exiting / entering residential traffic on the south side of road for more than about 10 min at race start. We had no problems with residents crossing the racecourse during the race last time (2023).

Please contact me if you have any questions or need a clarification.

Thanks.

Dave Hollis
715-209-6089

Bike Across the Bay



12/20/2019, 1:45:15 PM



Bayfield County