



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation or Sub-unit thereof.

Notice is hereby given that the CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU

Date/Time:

Monday, May 1, 2023 at 5:15 p.m.

Location:

City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS

Members:

Lou Larson (C), Doug Diny, Gary Gisselman, Chad Henke, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION

1. Discussion and possible action approving the closure of the McClellan Ramp and skywalk.

Adjournment

LOU LARSON - Committee Chair

Members of the public who do not wish to appear in person may view the meeting live over the internet, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at <https://tinyurl.com/WausauCityCouncil>. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@ci.wausau.wi.us with "CISM public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, if agendaized, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 04/27/23 @ 11:30 a.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Becher Hoppe Associates, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell



Dept. of Public Works & Utilities

Eric Lindman, P.E.
Director of Public Works & Utilities

TO: Finance Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: April 25, 2023

SUBJECT: Closing McClellan Ramp – Improvements to Jefferson

The City has been closely monitoring the condition of the McClellan Ramp for the past several years. The ramp has exceeded its expected design life. In 2021 city staff determined an annual evaluation of the McClellan Ramp be completed to ensure its safety and viability for use. As part of the annual evaluation recommendations and cost estimates have been provided to the city. It has been the goal for the City to do our very best to extend the life of the ramp into 2024 and the 2022 evaluation showed the ramp was in need of temporary shoring and repairs to tripping hazards and other concrete areas. In 2022 some temporary shoring and other work was completed to maintain the viability and safety of the ramp for an additional year. In 2023 another evaluation was completed and the costs to keep it fully operational until fall of 2023 are significantly higher than expected. Staff feels with the condition of the ramp continuing to deteriorate it is in the best interest to close the ramp and move all parkers to other locations.

Based on the assessment report and discussions with Walker Parking (ramp consultants) there are proposed options for consideration:

1. Try and keep the entire ramp viable into 2025 (not guaranteed)
 - a. Cost = \$335,000 plus any engineering analysis and annual inspections
2. Keep ramp viable with closing the top two levels to fall of 2023
 - a. Cost = \$156,000
3. Close the ramp June 1 and relocate parkers to Jefferson Ramp and surface lots
 - a. Cost = \$0.00

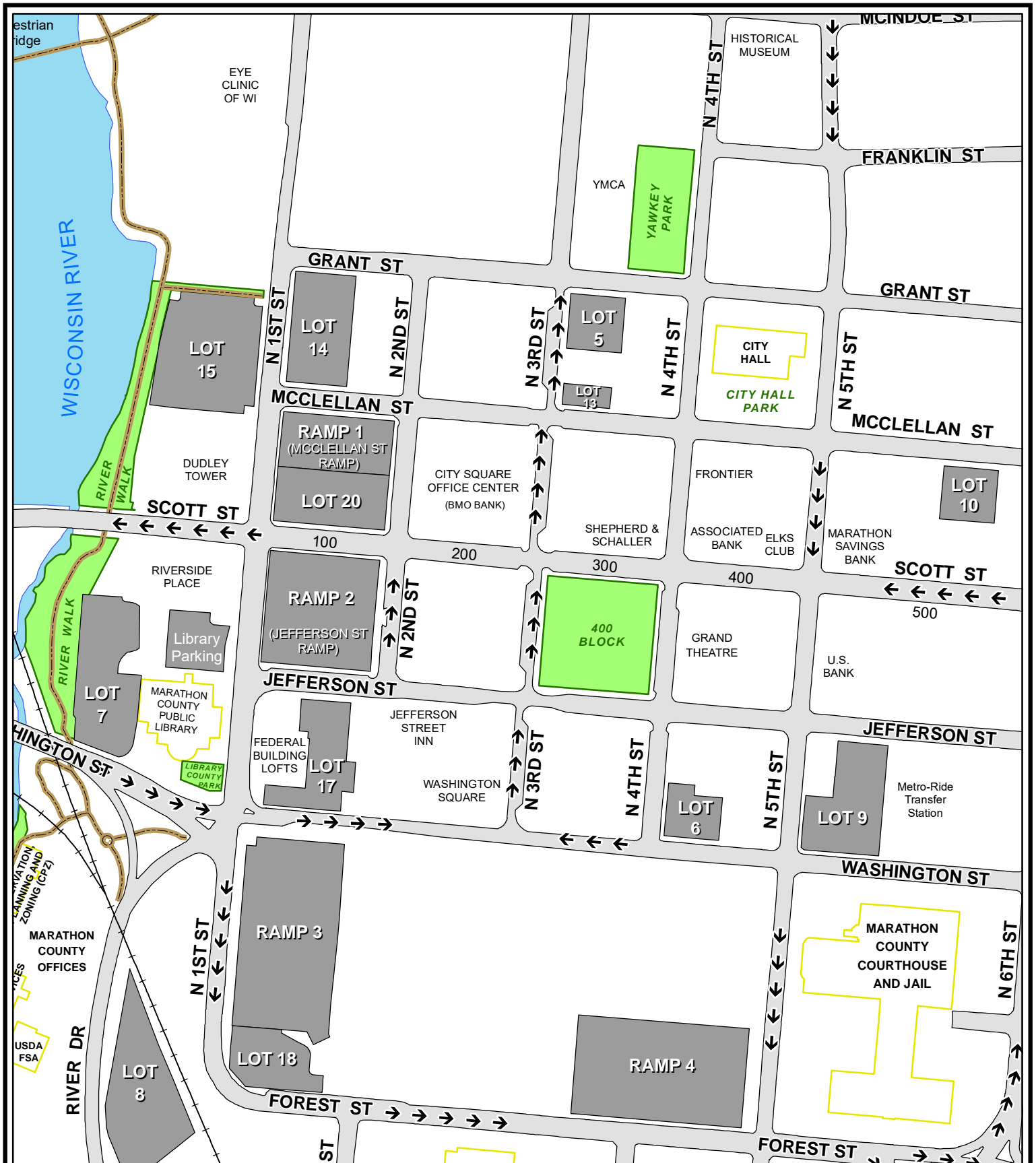
Staff recommends closing the McClellan Ramp as of June 1, 2023 due to excessive costs to keep it viable and the rapid rate of deterioration that has been seen over the past 18-months. It is recommended to budget in 2024 for the demolition of the facility.

McClellan Ramp permit holders have the option to move to the Jefferson Ramp and use levels 2-4 at no additional cost or expense and they have the option to use Lot 20 (NE corner of 1st St and Scott St) or use Lot 14 (NE corner of 1st St and McClellan St). All these options are available to parking permit holders for the McClellan Ramp.

The designated parking signs on the 2nd floor of the Jefferson Ramp have been removed and the parking in this ramp is open to permit holders. The Jefferson Ramp has over 500 stalls available with over 300 of those available on floors 2 through 4.

Staff recommends budgeting to complete the construction to pave Lot 14, anticipated to provide an additional 70 surface parking spaces. It is recommended this lot be constructed in 2024 after the McClellan Ramp is taken down.

Staff recommends using some of the 2023 budgeted funds to perform heavy cleaning in the stairwells of the Jefferson Ramp to eliminate the stains and odors from urine and feces. It is recommended to clean these surfaces in the stairwells and then coat/seal the concrete floors and paint the walls. Sealing these surfaces will help with cleaning in the future and prevent staining of the concrete. Staff continues to look at securing the stairwells in a way that would still allow all users of the ramp access and mitigate people from sleeping and living in the stairwells.



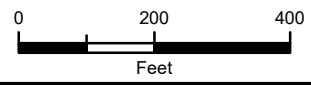
City of Wausau
 Department of Public Works
 GIS Division
 407 Grant St
 Wausau, WI 54403
 gis@ci.wausau.wi.us
 www.ci.wausau.wi.us

Map Date: April 19, 2023

DISCLAIMER:
 1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

Downtown Parking

City of Wausau



- Parks
- Parking Lots
- Public Buildings
- Multi - Use Trail



April 5, 2023

Mr. Allen Wesolowski
City Engineer
City of Wausau
Wausau City Hall
407 Grant Street
Wausau, WI 54403-4783

Re: *Forensic Restoration Report for the McClellan Parking Ramp
Wausau, WI
Walker Consultants Project # 21-004750.12*

Dear:

Walker Consultants is pleased to submit for your review this report for the McClellan Parking Ramp. This report summarizes our findings regarding our observations and testing and includes an opinion of costs for recommended repairs/maintenance.

Recommendations

Walker recommends addressing limited concrete repairs, sealant replacement, and installation of shoring at locations where advanced deterioration was observed. The repair recommendations in this report are made on the premise that the facility will be taken out of service in the next two years (2), at the end of 2025 or the beginning of 2026. Annual structural review of the facility is recommended until the facility is taken out of service.

Our opinion of probable repair costs for the recommended actions is summarized in the following table:

Table 1. Opinion of Probable Repair Costs if the Top Level Remains Open

| Repair Items | Costs |
|---------------------|------------------|
| 1. Concrete Repairs | \$48,415 |
| 2. Shoring | \$28,000 |
| 3. Waterproofing | \$44,100 |
| 4. Mechanical | \$8,650 |
| 5. Miscellaneous | \$111,500 |
| 6. Mobilization | \$38,506 |
| 7. Contingency | \$55,834 |
| Total | \$335,005 |

Table 2. Opinion of Probable Repair Costs if the Top Level is Closed

| Repair Items | Costs |
|---------------------|------------------|
| 1. Concrete Repairs | \$25,165 |
| 2. Shoring | \$28,000 |
| 3. Waterproofing | \$44,100 |
| 4. Mechanical | \$8,650 |
| 5. Miscellaneous | \$6,000 |
| 6. Mobilization | \$17,906 |
| 7. Contingency | \$25,964 |
| Total | \$155,785 |

A breakdown of the probable repair costs is presented in the attached Appendix A – Opinion of Probable Costs.

Discussion

Deterioration (concrete delamination, spalling, and cracking) was observed at the concrete floors, ceilings, beams, columns, haunches, and double tee stems. Timber shoring was observed to be installed at several locations throughout the facility. It was installed at inverted T and L beams to provide bearing surface where the double tee stems were deteriorated, at deteriorated haunches on levels 3 and 4, and at a deteriorated beam on level 1. Sealants throughout the facility were observed to be weathering and had adhesive failures throughout. Traffic membrane was observed to be installed at pour strips and drains throughout the ramp. The traffic membrane had moderate to heavy wear with isolated failures. Cracked and leaking drainpipes were observed throughout. Distress was observed at the facility’s exterior, but no fall hazards (loose overhead concrete) were identified.

It is understood that the facility is nearing the end of its service life and is planned to be taken out of service at the end of 2025/beginning of 2026. Due to the short remaining life, repair efforts should be focused on structural integrity, general waterproofing, and safety concerns.

Observations and Findings

The list of observations below includes only items that were deemed to be an immediate structural concern, waterproofing, or that pose a risk to the public e.g., trip hazards, or falling overhead concrete. The recommended repairs associated with the listed observations are bolded and italicized.

1. Spalled concrete was observed throughout the facility. Concrete spalls deeper than a 1/2” are defined as a trip hazard, per ADA, and should be repaired. Refer to Photo 1.

Repair spalled concrete to eliminate trip hazards.

2. Delaminated/spalled concrete was observed on the underside of the double tees. Refer to Photo 2.

Repair delaminated and spalled concrete. Knock down loose overhead concrete.

3. Delaminated/spalled concrete was observed at the wall haunches reducing the bearing area that supports the double tee. Refer to Photo 3.

Repair concrete wall haunch to restore bearing surface.

4. Advanced stages of deterioration of the double tee stems were observed at isolated locations. Advanced deterioration observed includes delaminated concrete and cracking along prestressed tendons with rust stains originating from the distressed area. Possible debonding or corrosion of the bonded prestressed tendons may be present. Refer to Photo 4.

Shore double tees that exhibit an advanced stage of deterioration.

5. A wide crack was observed at the center of an isolated double tee stem. The depth of the crack was approximated to be thirty percent (30%) of the depth of the stem. Debonded prestressed tendons are suspected at this location. Refer to Photo 5.

Install supplemental reinforcement at double tee stem.

6. At an isolated location a haunch at a concrete column was observed to be failed. The double tee at this location is currently supported by a timber post. Refer to Photo 6. The subsequent levels below did not have a timber/shoring post to transmit the load to the grade level.

Provide timber shoring on levels below the failed haunch to transfer loads directly to the on-grade level.

7. Differential movement between adjacent double tees was observed as cars drove over the double tees, which is due to failed flange connectors. The movement of the double tees will cause sealants to fail prematurely.

Reweld flange connectors, replace as needed. Alternatively, sealants could be installed at the top level, without replacement/repair of flange connectors if the upper level is closed to traffic for the remainder of the facilities service life.

8. Sealants were observed to be in poor condition throughout the facility. The sealants were observed to be weathered with adhesive failures. Refer to Photo 7.

Replace failed sealants as needed.

Conclusion

Concrete deterioration was noted at concrete elements throughout the facility. Concrete floor repairs should be made at locations where spalled concrete is a trip hazard. Advanced stages of deterioration were observed at isolated double tees and should be shored/reinforced. Timber post shoring should be installed at subsequent levels below the location of an existing timber shoring post on level 3. Sealants should be selectively replaced to provide enhanced water proofing at critical areas, and at other locations to improve user experience. Onsite management should routinely walk the facility and knock down loose overhead concrete when observed. An annual structural review of the facility should be conducted annually until the facility is taken out of service.



Sincerely,

WALKER CONSULTANTS

A handwritten signature in black ink, appearing to read "Chris Grapentin".

Christopher Grapentin
Restoration Consultant

A handwritten signature in black ink, appearing to read "Scott Froemming".

Scott R. Froemming, PE (WI)
Vice President

Enclosures Limitations
Appendix A – Opinion of Probable Costs
Appendix B - Photographs

Limitations

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by the City of Wausau (Client). This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations, limited testing, and field survey work. The opinion of probable repair costs is based on available information at the time of our assessment and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the assessment was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represents current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our assessment was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements.

Similarly, we have not reviewed or evaluated the presence of, or the subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. Use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. Client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense including reasonable attorney's fees, incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

Appendix A – Opinion of Probable Costs

| Opinion of Probable Construction Costs (Top Level Remains Open) | | | | | |
|--|--|--------------|-----------------|-------------------|-----------------------------|
| WORK ITEM | DESCRIPTION | UNITS | QUANTITY | UNIT PRICE | CALCULATED EXTENSION |
| 1.0 GENERAL REQUIREMENTS | | | | | |
| 1.1 | Project Mobilization | L.S. | | | \$ 38,506 |
| 3.0 CONCRETE FLOOR REPAIR | | | | | |
| 3.1 | Floor Repair - Tee Flange - Partial Depth | S.F. | 475 | \$ 75 | \$ 35,625 |
| 3.3 | Floor Repair - Tee Flange - Full Depth | S.F. | 90 | \$ 100 | \$ 9,000 |
| 3.11 | Floor Repair - Slab-on-Grade | S.F. | 18 | \$ 75 | \$ 1,350 |
| 4.0 CONCRETE CEILING REPAIR | | | | | |
| 4.1 | Ceiling Repair - Partial Depth/Shallow | S.F. | 10 | \$ 100 | \$ 1,000 |
| 7.0 CONCRETE WALL REPAIR | | | | | |
| 7.5 | Wall Repair - Concrete Haunch | S.F. | 12 | \$ 120 | \$ 1,440 |
| 11.0 CRACK AND JOINT REPAIR | | | | | |
| 11.2 | Repair Crack/Joint Sealant | L.F. | 250 | \$ 7 | \$ 1,750 |
| 11.2.1 | Repair Crack/Joint Sealant (Double Tee Joint) | L.F. | 4550 | \$ 7 | \$ 31,850 |
| 11.7 | Cove Sealant | L.F. | 1500 | \$ 7 | \$ 10,500 |
| 25.0 MECHANICAL - DRAINAGE | | | | | |
| 25.3 | Mechanical - Pipe and Hangers | L.F. | 21 | \$ 150 | \$ 3,150 |
| 25.5 | Mechanical - Floor Drain Removal and Replacement | EA. | 1 | \$ 5,000 | \$ 5,000 |
| 25.8 | Replace Drain Grate | EA. | 1 | \$ 500 | \$ 500 |
| PART IX: METAL WORK | | | | | |
| 40.0 CONNECTIONS/BEARINGS | | | | | |
| 40.2 | Shear Connector Replacement (per pair) | EA. | 125 | \$ 700 | \$ 87,500 |
| 40.3 | Re-weld Shear Connector | EA. | 400 | \$ 60 | \$ 24,000 |
| 42.0 SHORING | | | | | |
| 42.1 | Tee Stem Support - Structural Steel | L.S. | 1 | \$ 15,000 | \$ 15,000 |
| 42.2 | 6x6 Shoring Timbers | E.A. | 2 | \$ 500 | \$ 1,000 |
| 42.3 | Double Tee Shoring | E.A. | 6 | \$ 2,000 | \$ 12,000 |
| Sub total | | | | | \$ 279,171 |
| Contingency (20%) | | | | | \$ 55,834 |
| TOTAL | | | | | \$ 335,005 |

E.A. – Each

L.S. – Lump Sum

S.F. – Square Feet

| Opinion of Probable Construction Costs (Top Level is Closed) | | | | | |
|---|--|--------------|-----------------|-------------------|-----------------------------|
| WORK ITEM | DESCRIPTION | UNITS | QUANTITY | UNIT PRICE | CALCULATED EXTENSION |
| 1.0 | GENERAL REQUIREMENTS | | | | |
| 1.1 | Project Mobilization | L.S. | | | \$ 17,906 |
| 3.0 | CONCRETE FLOOR REPAIR | | | | |
| 3.1 | Floor Repair - Tee Flange - Partial Depth | S.F. | 205 | \$ 75 | \$ 15,375 |
| 3.3 | Floor Repair - Tee Flange - Full Depth | S.F. | 50 | \$ 100 | \$ 6,000 |
| 3.11 | Floor Repair - Slab-on-Grade | S.F. | 18 | \$ 75 | \$ 1,350 |
| 4.0 | CONCRETE CEILING REPAIR | | | | |
| 4.1 | Ceiling Repair - Partial Depth/Shallow | S.F. | 10 | \$ 100 | \$ 1,000 |
| 7.0 | CONCRETE WALL REPAIR | | | | |
| 7.5 | Wall Repair - Concrete Haunch | S.F. | 12 | \$ 120 | \$ 1,440 |
| 11.0 | CRACK AND JOINT REPAIR | | | | |
| 11.2 | Repair Crack/Joint Sealant | L.F. | 250 | \$ 7 | \$ 1,750 |
| 11.2.1 | Repair Crack/Joint Sealant (Double Tee Joint) | L.F. | 4550 | \$ 7 | \$ 31,850 |
| 11.7 | Cove Sealant | L.F. | 1500 | \$ 7 | \$ 10,500 |
| 25.0 | MECHANICAL - DRAINAGE | | | | |
| 25.3 | Mechanical - Pipe and Hangers | L.F. | 21 | \$ 150 | \$ 3,150 |
| 25.5 | Mechanical - Floor Drain Removal and Replacement | EA. | 1 | \$ 5,000 | \$ 5,000 |
| 25.8 | Replace Drain Grate | EA. | 1 | \$ 500 | \$ 500 |
| PART IX: METAL WORK | | | | | |
| 40.0 | CONNECTIONS/BEARINGS | | | | |
| 40.2 | Shear Connector Replacement (per pair) | EA. | 0 | \$ 700 | \$ - |
| 40.3 | Re-weld Shear Connector | EA. | 100 | \$ 60 | \$ 6,000 |
| 42.0 | SHORING | | | | |
| 42.1 | Tee Stem Support - Structural Steel | L.S. | 1 | \$ 15,000 | \$ 15,000 |
| 42.2 | 6x6 Shoring Timbers | E.A. | 2 | \$ 500 | \$ 1,000 |
| 42.3 | Double Tee Shoring Posts | E.A. | 6 | \$ 2,000 | \$ 12,000 |
| | | | | Sub total | \$ 129,821 |
| | | | | Contingency (20%) | \$ 25,964 |
| | | | | TOTAL | \$ 155,785 |

E.A. – Each

L.S. – Lump Sum

S.F. – Square Feet

Appendix B: Photographs

Photo 1. Trip hazard at spalled floor concrete. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 2. Spalled Concrete at ceiling. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 3. Spall at concrete haunch. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 4. Advanced deterioration at double tee stem. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 5. Cracking down the center of double tee stem. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 6. Failed/missing concrete haunch. Double tee is supported by timber post. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).



Photo 7. Section of sealant missing, and adhesive failure at double tee joint. Source and Annotation: Walker Consultants (Photo taken 12/8/2022).

