

BOARD OF PUBLIC WORKS MEETING AGENDA
Monday, January 14, 2013 – 6:05 p.m.
(or immediately following previously scheduled meeting)
Lincoln Center, 1519 Water Street
Stevens Point, WI 54481

[A quorum of the City Council may attend this meeting]

CONSIDERATION AND POSSIBLE ACTION ON THE FOLLOWING:

1. To approve Affordable Tree Service in the amount of \$20,252.00 for the 2013 Tree Care Operations.
2. To accept the Ordinance changes to Chapter 12 Section 02 for Licenses and Permits for the Public Square – Farmer’s Market and Vending Area.
3. Business 51 Project: Purpose and Need Presentation – Bruce Gerland AECOM
4. To approve the Director’s Report and place it on file.
5. Adjournment.

Any person who has special needs while attending this meeting or needs agenda materials for this meeting should contact the City Clerk as soon as possible to ensure a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569, TOD #346-1556, or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481

Copies of ordinances, resolutions, reports, and minutes of the committee meetings are on file at the office of the City Clerk for inspection during normal business hours from 7:30 A.M. to 4:00 P.M.



CITY OF STEVENS POINT
DEPARTMENT OF PARKS, RECREATION AND FORESTRY

January 4, 2013

To the Board of Public Works;

The City Forester is recommending approval of the 2013 Tree Care Operation Quote in the amount of \$20,252.00 provided by Affordable Tree Service. The Forester solicited quotes from four tree vendors which have expressed interest in the project in the past. The Forester received two quotes back. The Forester has reviewed the quote prices and found them to be acceptable based upon comparables in surrounding communities. The quote is within budget and includes tree removal, stump removal and pruning services to be conducted by December 31, 2013 or until funds are expended.

Staff recommendation is to approve the quote from Affordable Tree Service in the amount of \$20,252.00.

Sincerely,

City of Stevens Point

Todd M. Ernster
City Forester

This Proposal is submitted by Affordable Tree Service, LLC
(Name)

Submitter,

of 1590 City Rd J Stevens Point, WI. 54482
(Street Number) (City) (State)

Telephone Number 715-252-8733

a LLC.
(Corporation, Partnership, etc.)

at Stevens Point, Wisconsin, this 4th day of Jan., 2013.

If a corporation, answer the following:

Incorporated under laws of what state? _____

If a foreign corporation, are you licensed to do business in Wisconsin? _____

Randy KAWSKI

(Name of Quote Submitter)

Randy KAWSKI
(Signature of Quote Submitter)

Randy KAWSKI Owner
(Name and Title)

December 12, 2012

PROPOSAL

The City of Stevens Point is accepting quotes for tree care operations. The selected tree care company must provide a quote for each category tree pruning, removal (storm cleanup), sampling and stump removal. Quotes must be received at the Stevens Point Forestry Department at 2442 Sims Avenue, Stevens Point WI 54481 by 11:00 am Friday January 4th, 2013. Work will begin following acceptance of quote and run until December 31, 2013 or when work is completed, whichever comes first.

TREE AND STUMP REMOVAL

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTALS
1	1200	Inches	Diameter inches of tree removal	13.50	16,200. ⁰⁰
2	1000	Inches	Diameter inches of stump removal	2.90	2900. ⁰⁰
3	200	Inches	Diameter of area ground/Tree planting	1.40	280. ⁰⁰
			Total 1 & 2 & 3	\$	19,380. ⁰⁰

TREE PRUNING

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTAL
4	1	Tree	Trim trees 0" - 6" diameter class	22. ⁰⁰	22. ⁰⁰
5	1	Tree	Trim trees 7" - 12" diameter class	26. ⁰⁰	26. ⁰⁰
6	1	Tree	Trim trees 13" - 18" diameter class	49. ⁰⁰	49. ⁰⁰
7	1	Tree	Trim trees 19" - 24" diameter class	60. ⁰⁰	60. ⁰⁰
8	1	Tree	Trim trees 25" - 30" diameter class	80. ⁰⁰	80. ⁰⁰
9	1	Tree	Trim trees 31" - 40" diameter class	140. ⁰⁰	140. ⁰⁰
10	1	Tree	Trim trees greater than 40" diameter class	285. ⁰⁰	285. ⁰⁰
			Total 4 - 10		662. ⁰⁰

HOURLY RATES

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTALS
11	1	Hours	Aerial bucket truck with operator(s)	125. ⁰⁰	125. ⁰⁰
12	1	Hours	Pulp loader truck with operator(s)	85. ⁰⁰	85. ⁰⁰
Total 11 - 12					210. ⁰⁰

TOTALS OF 1 - 12 \$ 20,252.⁰⁰

This Proposal is submitted by Robert Landwer
(Name)

Submitter,

of 3834 Hwy 34N Junction City WI
(Street Number) (City) (State)

Telephone Number 715-457-6707

a Rob's Lakeshore Services LLC
(Corporation, Partnership, etc.)

at Stevens Point, Wisconsin, this 4th day of January, 2013.

If a corporation, answer the following:

Incorporated under laws of what state? wisconsin

If a foreign corporation, are you licensed to do business in Wisconsin? _____

Robert Landwer

(Name of Quote Submitter)

Robert Landwer
(Signature of Quote Submitter)

Robert Landwer (owner)
(Name and Title)

December 12, 2012

PROPOSAL

The City of Stevens Point is accepting quotes for tree care operations. The selected tree care company must provide a quote for each category tree pruning, removal (storm cleanup), sampling and stump removal. Quotes must be received at the Stevens Point Forestry Department at 2442 Sims Avenue, Stevens Point WI 54481 by 11:00 am Friday January 4th, 2013. Work will begin following acceptance of quote and run until December 31, 2013 or when work is completed, whichever comes first.

TREE AND STUMP REMOVAL

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTALS
1	1200	Inches	Diameter inches of tree removal	16. ⁰⁰	19,200
2	1000	Inches	Diameter inches of stump removal	3. ²⁰	3200
3	200	Inches	Diameter of area ground/Tree planting	3. ⁰⁰	600
			Total 1 & 2 & 3		\$ 23,000. ⁰⁰

TREE PRUNING

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTAL
4	1	Tree	Trim trees 0" – 6" diameter class	25. ⁰⁰	\$ 25. ⁰⁰
5	1	Tree	Trim trees 7" – 12" diameter class	35. ⁰⁰	\$ 35. ⁰⁰
6	1	Tree	Trim trees 13" – 18" diameter class	50. ⁰⁰	\$ 50. ⁰⁰
7	1	Tree	Trim trees 19" – 24" diameter class	80. ⁰⁰	\$ 80. ⁰⁰
8	1	Tree	Trim trees 25" – 30" diameter class	100. ⁰⁰	\$ 100. ⁰⁰
9	1	Tree	Trim trees 31" – 40" diameter class	175. ⁰⁰	\$ 175. ⁰⁰
10	1	Tree	Trim trees greater than 40" diameter class	325. ⁰⁰	\$ 325. ⁰⁰
			Total 4 - 10		\$ 790. ⁰⁰

HOURLY RATES

ITEM NO.	EST. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE IN DOLLARS & CENTS (EACH UNIT)	TOTALS
11	1	Hours	Aerial bucket truck with operator(s)	140. ⁰⁰	\$ 140. ⁰⁰
12	1	Hours	Pulp loader truck with operator(s)	110. ⁰⁰	\$ 110. ⁰⁰
			Total 11 - 12		\$ 250. ⁰⁰

TOTALS OF 1 - 12 \$ 24,040.⁰⁰

12.02 PUBLIC SQUARE – FARMERS MARKET AND VENDING AREA.

(1) There is hereby created and set aside that portion of the public square as shown on the attached map and which shall be deemed the Farmers Market and Public Vending area. This area shall be used exclusively for farmers for the sale of farm produce and for the vending of other goods and assorted products during the months of May, June, July, August, September, and October of each year. Tuesday through Sunday; between the hours of 4:00 A.M. and 5:00 P.M. ~~of each day and Monday between the hours of 4:00 A.M. and 9:00 P.M. of each week.~~ The location and number of stalls shall be determined by the City ~~Clerk.~~

(2) The ~~Farmer's Market Association~~ City Clerk's office shall permit spaces to be used by vendors pursuant to rules established by such ~~association~~ office. Vending areas are established as shown on the attached map. No motorized vehicles or large trailers are allowed on the interior areas as shown on the attached map unless approved by the City.

(3) Rules and regulations for sale of produce:

(a) Vendors spaces shall be reserved to the assigned vendor until 6:30 A.M. each day. All rights to the assigned space ~~is~~ are forfeit for that day in the event that the vendor has not arrived and occupied the space by 6:30 A.M. A vendor space is not assignable by the vendor.

(b) All produce must be grown within a ~~60~~ 30 mile radius of Stevens Point ~~unless grandfathered in.~~ Some exceptions may be made for Wisconsin grown products not grown locally.

(c) Produce purchased at wholesale or retail from third parties shall not be permitted except from other market vendors who sell at this market.

(d) All vendors shall clean daily, their respective stall area and shall remove all debris and waste generated by their sales and shall not deposit such waste in adjacent dumpsters.

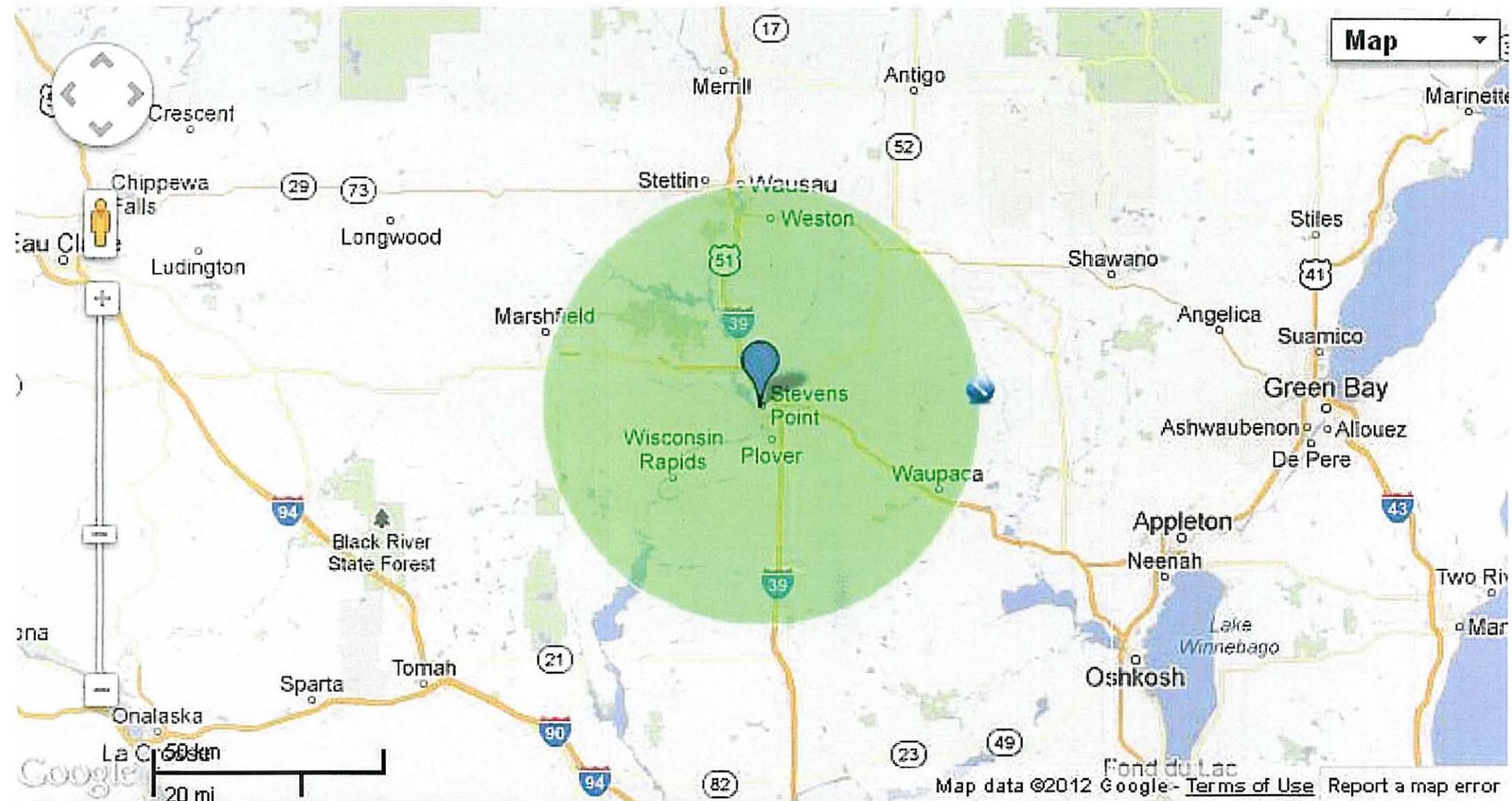
(e) All vendors are prohibited from using tobacco products within the vending area or reserved space.

(f) Vendors shall not engage in hawking, or use a radio or any sound amplification device emitting sound within the vending area or reserved space.

(g) Vendors shall not deposit produce or other items for sale in any area which would impede or hinder pedestrian or handicap traffic.

(h) Vendors shall not make any disparaging remarks concerning other vendors or make any false representation concerning their products.

(4) Penalty. Any vendor violating any provisions of this ordinance may suffer a forfeiture of not less than \$10 nor more than \$100 and in addition the City reserves the right to revoke such vendors right to occupy a space.



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Options

Radius Distance km OR miles

PURPOSE AND NEED FOR PROPOSED ACTION

Business 51 Improvement Study

South City Limits to I-39

Stevens Point, WI

WisDOT ID 6998-13-00

AECOM Project No. 60239982

The purpose of this study is to develop an improvement plan for Business 51 (Church Street) in the city of Stevens Point to allow the roadway to serve as a safe and efficient link in the city's transportation system. The study will develop alternatives to improve safety, traffic flow, geometric deficiencies, pavement condition, and bicycle and pedestrian accommodations.

The proposed action is located on 3.5 miles of Business 51 from the south Stevens Point city limits to Interstate (I) 39. The southern Stevens Point city limits were selected as the logical termini for the project because the roadway south of this point is currently being reconstructed to improve traffic operations, safety, and pavement condition. I-39 was selected as the northern logical termini because Business 51 terminates at this point. See Exhibits 1A, and 1B for project location maps.

The need for the project is described in further detail below:

1. Route Importance/System Linkages

Business 51 is functionally classified as an urban principal arterial and is the only continuous north-south route in Stevens Point other than I-39. In addition to the 3.5 miles within Stevens Point, Business 51 continues another 5.4 miles south of city limits through Whiting and Plover before terminating at I-39 for a total route length of 8.9 miles. An important link in the city's transportation system, Business 51 connects residential neighborhoods to schools, commercial businesses, parks, community facilities, and retail centers.

The speed limit is 25 mph for the entire corridor except north of Northpoint Drive where it rises to 45 mph. The typical section is generally that of a 4-lane undivided roadway, with a two-way left turn lane provided between Michigan and Heffron Streets and 4th and Academy Avenues. North of Academy Avenue, the roadway has a raised median. Business 51 is a 65-foot restricted truck route and 6.7 percent of the average annual daily traffic (AADT) on the roadway is trucks. Truck routes also intersect or cross Business 51 at the following side streets: Northpoint Drive, Main Street, Clark Street, Park Street, Patch Street, Whiting Avenue, Michigan Avenue, and Riverview Avenue. The roadway is also utilized for several Stevens Point public bus routes.

The AADT on Business 51 ranges from 10,500 to 16,600 vehicles per day. Traffic forecasts were completed by the Wisconsin Department of Transportation (WisDOT) for the design year 2036. The overall corridor vehicular level of service (LOS) is presently LOS B or C, depending on the direction of travel and time of day. In 2036, vehicular level of service along the existing roadway is still anticipated to be LOS B or C in the peak hours. Although additional capacity is not needed for the Business 51 corridor as a

whole, there are presently, and will be in the future, spot capacity deficiencies at some intersections and improvements will be needed to ensure efficient traffic flow in the future.

2. Safety

Crash data was analyzed for the five year period between 2006 and 2010. The average annual crash rate (number of crashes per 100 million vehicle miles traveled) for the Business 51 corridor during that time period was 595. The comparable average annual crash rate for corridors with similar characteristics around the state was 335 in 2009. The crash rate on Business 51 is 1.8 times the state average, with some segments having crash rates as much as 4.6 times the state average crash rate (see Table 1).

Table 1: Segment Crash Rates

Roadway Segment		Segment Length (mi)	Segment Crash Rate	2009 Statewide Average Crash Rate (peer group)
From	To			
South City Limits	Patch Street	1.11	655	335 ¹
Patch Street	Dixon Street	0.28	373	
Dixon Street	Ellis Street	0.40	210	
Ellis Street	4 th Avenue	0.50	1541	
4 th Avenue	I-39	0.87	508	326 ²
Business 51 Corridor		3.16	595	335¹

1. Source: WisDOT 2009 crash statistics, peer group 9, large urban undivided highways.

2. Source: WisDOT 2009 crash statistics, peer group 8, large urban divided highways and one way.

Corridor-wide, the majority of the crashes occurred at intersections or mid-block access points. Significant crash trends include:

- Right angle crashes were the most common crash type. Causes of these crashes include:
 - Blocked vision at unsignalized intersections where vehicles in one lane on Business 51 block the view of vehicles in the other lane in the same travel direction.
 - Red light running at signalized intersections due to poor signal visibility, signal confusion at closely spaced intersections, flashing signals at night, driver error, and outdated signal coordination or the lack thereof.
- Rear end crashes caused by a lack of turn lanes at intersections. The lack of turn lanes at intersections also impedes traffic flow.
- Left turn crashes where an opposing vehicle turning left blocks the view of oncoming vehicles.
- Dwelling crashes where a vehicle intending to turn left has to dwell in the through lane to wait for a gap in opposing traffic and is either rear-ended, side swiped, or narrowly missed by drivers making erratic movements to bypass the dwelling vehicle.

Several intersections in the corridor had crash rates (number of crashes per million entering vehicles) above 1.0. A crash rate of 1.0 is a threshold commonly used to identify intersections with safety concerns. A list of intersections with crash rates above

1.0 is below. In addition to the intersections listed, eight additional intersections had crash rates between 0.6 and 1.0.

- Nebel Street (signalized)
- Franklin Street (unsignalized)
- 4th Avenue (signalized)
- Northpoint Drive (signalized)

The Business 51 corridor also experienced 31 bicycle crashes and 11 pedestrian crashes during the 5 year analysis period. There are no bicycle accommodations on Business 51 (with the exception of a 0.4 mile section between Academy Avenue and Northpoint Drive) and bicycles were observed riding almost exclusively on sidewalks throughout the project corridor. Most bicycle crashes occurred when bicyclists were attempting to cross a street in the crosswalk and were struck by a turning vehicle. There are sidewalks on both sides of the roadway from the south city limits to Schofield Avenue. Sidewalk continues on the west side of Business 51 from Schofield Avenue to 500 feet before Northpoint Drive. The existing 4-lane undivided typical section is hazardous to pedestrians due to the lack of median refuge areas. Pedestrians are required to wait for gaps in both directions of traffic in order to cross the street. Safe pedestrian and bicycle accommodations are needed on Business 51 to provide access to McKinley and Jefferson elementary schools, Ben Franklin Middle School, Pacelli and Stevens Point Area high schools, and the University of Wisconsin – Stevens Point.

A contributing factor to safety issues on Business 51 is the abundance of access points throughout the corridor. There are 240 access points within the project limits including 34 public road intersections, 139 commercial driveways, and 67 residential driveways. Every access point increases the number of conflict points on the roadway which in turn increases the potential for crashes. The frequency of access points also impedes traffic flow as vehicles slow or stop to turn into driveways.

Crashes on Business 51 are currently costing society approximately \$3.6 million dollars per year, based on societal crash cost estimates provided by the Federal Highway Administration (FHWA). If no safety improvements are made, the societal cost of crashes on this facility can be expected to increase as higher volumes of traffic utilize the roadway.

3. Correct geometric deficiencies

Lane widths on Business 51 vary from 9 feet to 12 feet as detailed below:

- 10-foot outside lanes and 12-foot inside lanes between the south city limits and Patch Street (1.11 mi.)
- 9-foot outside and inside lanes between Patch Street and Monroe Street (0.15 miles)
- 11-foot outside and inside lanes between Monroe Street and Dixon Street (0.13 miles)
- 10-foot outside and inside lanes between Dixon Street and 4th Avenue (0.90 miles)
- 12-foot outside and inside lanes between 4th Avenue and I-39 (1.00 miles)

WisDOT Facilities Development Manual (FDM) standards call for a minimum standard of 11-foot lanes, with at least one 12-foot lane on roadways designated as truck routes, like Business 51. If the substandard lane widths on Business 51 are not improved, large

trucks will either occupy two lanes of traffic or other drivers will feel uncomfortable traveling next to trucks due to the confined space. Both options result in a decline in operational efficiency when compared to a facility with lane widths that meet FDM standards.

4. Pavement

The existing roadway pavement section is predominately 9 inches of reinforced concrete over 3 inches of base. The exact age of the pavement is unknown, but the City believes the interior lanes date back to as early as 1960 and are over 50 years old. The deterioration of the Business 51 pavement includes excessive cracking, spalling, faulting, surface polishing, potholes and joint failures. Table 2 below details the pavement condition of the Business 51 corridor.

Table 2: Pavement Condition

Roadway Segment		Pavement Condition
From	To	
South City Limits	Patch Street	Major cracking, faulting, and polishing evident in 80% of slabs, minor cracking throughout entire stretch. Nearly 50% of the joints show spalling and 30% of the slabs have at least one filled pothole.
Patch Street	Dixon Street	A portion of this segment is asphalt (Approx. 30%). There is no major cracking evident, and no noticeable potholes. Roughly 1/3 of the segment shows minor cracking.
Dixon Street	Ellis Street	Spalling and joint failures are evident in nearly 90% of the joints through this section. There are major cracks and signs of surface polishing in 40% of the slabs, with nearly ¾ of the segment showing minor cracking, and 30% of the slabs have noticeable potholes.
Ellis Street	4 th Avenue	Approximately ¼ of the slabs in this segment have major cracking, surface polishing, and show signs of faulting and spalling. There are minor cracks on 60% of the segment, and potholes in 20% of the slabs.
4 th Avenue	I-39	A majority of the joints between lanes (65%) shows spalling and faulting, with 50% of the slabs showing minor cracking. Nearly ¼ of the slabs have some surface polishing and show signs of filled potholes.

If improvements are not made, the pavement will continue to deteriorate. Deteriorated pavement will result in an increase in potholes which could be unsafe for drivers and will require additional maintenance efforts. In rainy or snowy weather, moisture can collect in cracks, potholes, and ruts and cause slippery conditions. Drivers will also notice an uneven and bumpy riding surface. Delaying pavement improvements could result in the need for more costly repairs at a later date.

5. Bicycle and Pedestrian Accommodations

As described in the Safety section, Business 51 lacks bicycle accommodations. Although the roadway is not a bicycle route in the city's bike plan, it provides access to several neighborhoods, schools, community facilities, and various places of

employment. The existing lane widths, which vary from 9 to 12 feet, are not wide enough for bicyclists to feel safe biking on the roadway, so many bicyclists use the sidewalks instead. Wisconsin State Statute Trans 75 now requires the inclusion of bikeways and sidewalks in all roadway reconstruction projects funded with state or federal transportation funds.

Pedestrian accommodations, which are provided with sidewalks along both sides of the roadway for the majority of the study area, are often separated from the roadway by only 1 foot and do not meet the standards of the American with Disabilities Act (ADA) in some areas. The existing 4-lane undivided typical section is hazardous to pedestrians due to the lack of median refuge areas.



Business 51 Improvements

From South City Limits to IH 39



January 14, 2013



Presentation Overview

- History
- Safety
- Pavement/utilities
- Lane width
- Do nothing consequences



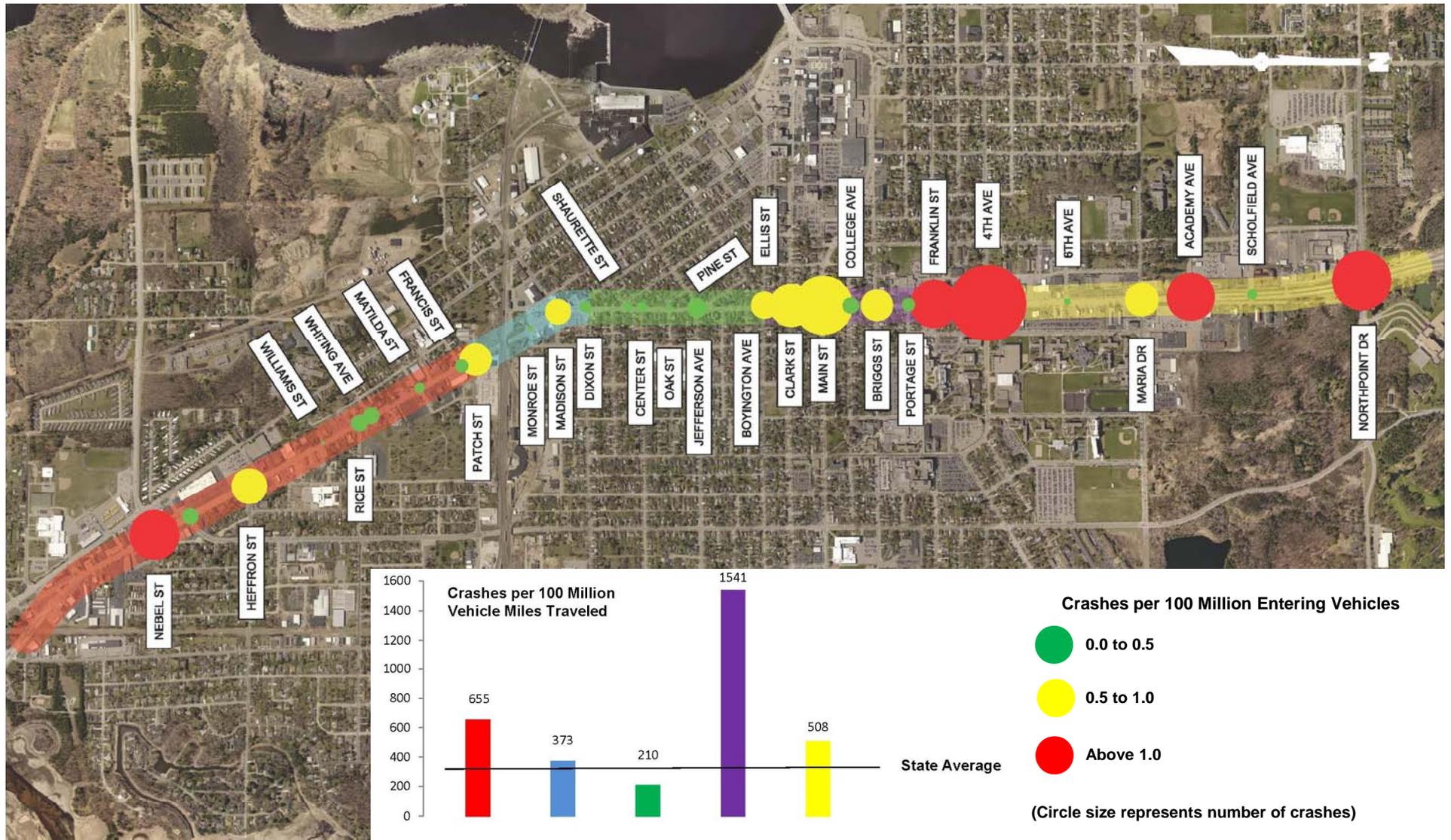
History

- Only continuous north-south link through Stevens Point, Whiting, and Plover
- Urban arterial providing service to local communities and truck routes
- Original pavement placed in the 1960s is in poor condition
- Aging utility infrastructure
- Narrow travel lanes = geometric deficiencies
- High access density = safety and operational deficiencies
- Vehicles and design standards have changed
 - Bigger vehicles
 - More vehicles
 - Bikes and pedestrians
- New conditions require new solutions



- Corridor crash history
- Intersection crashes
- Bicycle and pedestrian crashes
- Access related crashes

Corridor crash history



565 crashes occurred on Business 51 between 2006 and 2010

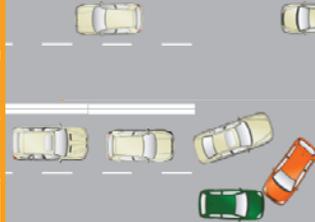
Intersection crashes

82% of crashes on Business 51 occurred at intersections.

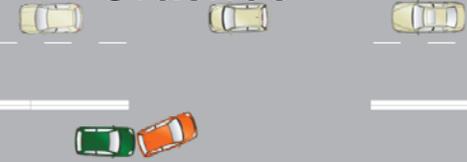
Angle Crashes



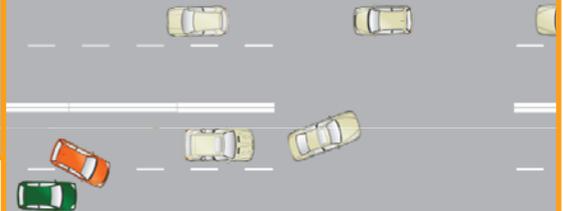
Left Turn Crashes



Dwelling Left Turn Crashes



Sideswipe Crashes



Rear End Crashes



Contributing factors include outdated traffic signal equipment, outdated traffic signal timing, lack of left turn lanes on Business 51, and left turn vision blocking.

Bicycle and pedestrian crashes



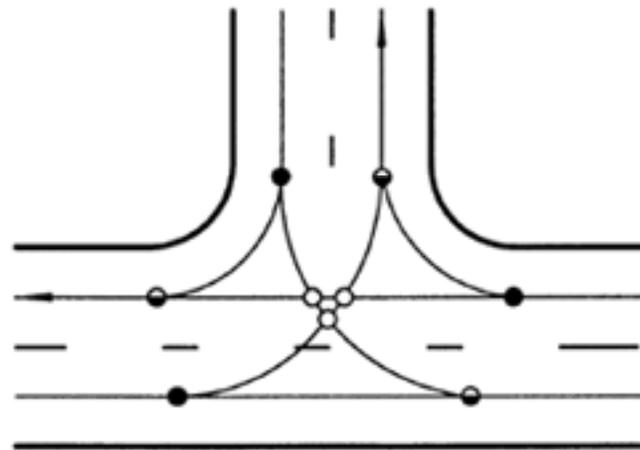
- 11 pedestrian crashes
- 31 bicycle crashes

Contributing factors include a lack of bicycle accommodations, a lack of pedestrian refuge, and multiple lane approaches.



Bicycles in crosswalks

Access related crashes



- Diverging
- Merging
- Crossing



Transportation Research Board, Access Management Manual 2003

- 82 crashes were access related
- Most prevalent crash type: rear end and dwelling left turn
- Contributing factors: high access density and lack of left turn lanes

Pavement/utilities



- Approximately 9" of reinforced concrete over 3" of base
- More than 50 years old
- Failing pavement exhibiting excessive cracking, spalling, faulting, surface polishing, pot holes, joint failures
- Utility infrastructure is old and likely to fail, or cause problems in the near future

Lane width



- Current standards call for minimum 11' lanes with at least one 12' lane on roadways designated as truck routes
- Trans 75 requires bikeways and sidewalks in all roadway reconstruction projects funded with state or federal funds

Lane width



- Lane widths vary from 9' to 12'
- 10' outside lanes & 12' inside lanes between south city limits & Patch (1.11 mi)
- 9' outside & inside lanes between Patch & Monroe (0.15 mi)
- 11' outside & inside lanes between Monroe & Dixon (0.13 mi)
- 10' outside & inside lanes between Dixon & 4th (0.90 mi)
- 12' outside & inside lanes between 4th & IH 39 (1.0 mi)

Do nothing consequences

An average of 113 crashes per year have occurred on Business 51 from 2006 to 2010. The yearly cost of these crashes to society is **\$3.6 million**.



If no improvements are made, crashes on Business 51 are expected to have an estimated cost to society of **\$4.2 million** per year and **\$57 million** over the 20-year lifespan of the road.

City of Stevens Point
1515 Strongs Avenue
Stevens Point, WI 54481-3594



Public Works
Engineering Department

Phone: 715-346-1561
Fax: 715-346-1650

January 9th, 2013

DIRECTOR OF PUBLIC WORKS REPORT
Scott Schatschneider

1. Engineering Division

- **McDill Dam Operation:** As reported last month, all construction activities related to the repairs are completed. The final cost to repair the structure was \$600,972.63, this includes grant applications, design/permitting and construction engineering fees. The DNR will be reimbursing the project \$250,243.00. Therefore the City's portion of the repairs is approximately \$116,910.00. There still is DNR documentation in regards to O&M Manuals and transfer of ownership of the dam that still needs to be completed. By the end of April the DNR signoff and the agreements regarding the dam should be completed and the re-filling will begin.
- **Performance Based Contracting:** Proposals from the interested companies were due on Friday, January 11th. Staff will review the proposals and submit a report of the proposals to the committee next month.
- **Business 51 Status Report:** AECOM will be presenting the Purpose and Need Development for the Bus. 51 Corridor Project at the Board of Public Works on Monday, January 14th. The Purpose and Need Development is a requirement through WisDOT and FHWA because the project's size and uniqueness. The first Public Information Meeting for the project is scheduled for Tuesday, January 22nd at Jefferson Elementary School, starting at 5:30 beginning with a 15 minute presentation followed with a question and answer period.
- **WisDOT traffic counts - State Hwy 66/Centerpoint Drive/Clark Street:** Spoke with DOT regarding the traffic counts that were done in November. The DOT was not done analyzing the data completely when we talked. However, the DOT will be looking at different potential traffic scenarios when analyzing the data.
- **Ellis Street Design:** P.O.B. has submitted 30% plans and staff met with P.O.B. to review and to go over questions regarding the project. The first Public Informational Meeting for this project is scheduled for Thursday, January 31st at Jefferson Elementary starting at 6:00 p.m.

- **Additional Ongoing Director\City Engineer\City Surveyor Projects**
 - Reviewing the Clark Street Bridge Report from the DOT regarding the upstream scour on the three piers for the structure. There is no immediate risk, but there will need to be some anti-scour protection done in 2014.
 - N. Reserve Street / I 39 Overpass (2014 Construction): There will be a 60% Plan meeting with WisDOT in Wisconsin Rapids on Jan. 30th at 1:00 p.m. At this meeting, the City's preliminary cost share for the project should become clearer and this information will be able to help in forecasting 2014 construction costs.
 - The survey department has been working on right of way verifications and CSMs.
- **Seawall Schedule Checklist**

<u>AGENCY</u>	<u>TASK</u>	<u>APPROXIMATE DATES</u>
<input checked="" type="checkbox"/> AECOM/GEI	Stability Analysis to FERC	Friday, Sept. 14 th (up to 90 days for review and approval)
<input checked="" type="checkbox"/> AECOM	CLOMR to FEMA & DNR	2 nd half of Dec. (up to 90 days for review and approval)
<input type="checkbox"/> Tom Witt (Newpage)	QCIP back to FERC	2 nd half of April (up to 60 days for review and approval)
<input type="checkbox"/> City	City accepts/allocates Construction money and Bidding/awarding of contracts in conjunction with NewPage	Mid-June (30 days)
<input type="checkbox"/> City/NewPage	Construction begins	Early August
<input type="checkbox"/> Tom Witt	Final drawings/"asbuilts" Submitted to FERC for Federal/licensing	November 15 th (Completion)

The CLOMR was sent to FEMA by Friday, December 14th we received confirmation of receipt. FEMA has had a few minor questions which were able to be answered, so the review is underway. FEMA has 90 days to review our application. Monday, March 18th is the 90 day deadline for FEMA.

2. Streets

- **Street work**
 - Continued Garbage and Recycling operations.
 - Sign work continued.
 - Street lamp maintenance continued.
 - Pit operations continued.
 - Patching continued.
 - Performed bridge repairs as time allowed.
 - Holiday Decorations maintained.
 - Snow and Ice Control Operations Began in earnest!

- **Equipment maintenance/garage**

- There were a total of 164 repair orders completed in the month of December. When broken down by department there were;

Engineering	9
Inspection/development	1
Police	22
Parks	38
Fire	8
Streets	84
Water/Waste water	2

- Other activities include; Setup of DPW pickup trucks is continuing. Rework of our one-ton flatbed is in process.

- **Signs, posts, barricades, and flags**

- 24 signs were replaced or added, 6 because of accidents, 8 for usual maintenance, 3 were moved, 5 new signs were put up, 4 because of vandalism and 3 because of ordinance change.
- 15 poles were replaced or added, 6 because of accidents, 5 for usual maintenance and 4 were moved.

- **Garbage/recycling/yard waste/drop-off**

- Garbage and recycling carts repaired/replaced/distributed as needed.
- Regular and holiday solid waste collection completed.
- Regular and holiday recycling collection completed.
- City drop-off operations were completed.

- **Leave**

- 42 days 4 hours of vacation, 13 days 3 hours sick and 9 floating holidays were utilized.