

CITY OF STEVENS POINT

BOARD OF PUBLIC WORKS MEETING

Monday, April 14, 2014

Lincoln Center – 1519 Water Street

Stevens Point, WI 54481

MINUTES

PRESENT:

Mayor Andrew Halverson, Comptroller/Treasurer (C/T) Corey Ladick, Director of Public Works Scott Schatschneider and Tricia Church; **Alderspersons:** George Doxtator(1st), JoAnne Suomi(2nd), Michael O’Meara(3rd), Tony Patton(8th) and Randal Stroik(9th).

ALSO PRESENT:

DIRECTORS: Michael Ostrowski – Community Development, Joel Lemke – Public Utilities, and Tom Schrader – Parks and Recreation.

ALDERPERSONS: Mary Stroik(5th), Jeremy Slowinski(6th), Roger Trzebiatowski(7th), and Michael Phillips(10th).

CITY STAFF MEMBERS: City Attorney A. Logan Beverage, City Clerk John Moe, Fire Department Chief Tracey Kujawa, Assistant Police Chief Tom Zenner, Administrative Assistant to the Mayor Kelley Pazdernik, Streets Department Superintendent Dennis Laidlaw, and Streets Department Employees David Worzalla, Ernie Quesada, Todd Jacowski and Steve Louis.

OTHERS PRESENT: Brandi Makuski – Stevens Point City Times, Nate Enwald – Portage County Gazette, Bob Fisch – 1033 Smith Street, Barb Jacob – 1616 Depot Street, MaryAnn Laszewski – 9th District, Sarah Wallace – Portage County Planning & Zoning, Chuck Rasmussen – OTIE Engineer, Eric Hofmeister – Spectra Print, Josh Eisenhauer and Kevin Hagen – AECOM Engineers.

Mayor Andrew Halverson called the Board of Public Works meeting to order on April 14, 2014 at 6:17 P.M. The meeting was held at The Lincoln Center at 1519 Water Street in Stevens Point, WI 54481.

1. Hoover Road/Country Club Drive Grade Separation Presentation by AECOM.

Due to the size of the Presentation from AECOM, please visit our website to view the video of the Board of Public Works Meeting along with the PowerPoint Presentation.

Mayor Halverson introduced Josh Eisenhauer and Kevin Hagen Engineers with AECOM to do a presentation to update us on the Hoover Road/Country Club Drive Grade Separation Project.

Kevin Hagen took the podium to present the typical process they go through for this type of a study through a PowerPoint Presentation. First they start with conceptual alternatives, and then move through some preliminary analysis of the alternatives. Once they determine what the best means of solving the problem, they get into a detailed alternative analysis which is where we are sitting now with this project and then ultimately the preferred alternative which we are hoping for this spring or summer. The first alternative they looked at was the Road under Railroad Alternative. He explained in great detail the amount of land impacts, costs and construction involved with that alternative. Then he explained in great detail the Road over Railroad Alternative and explained why it would be the better alternative at this railroad crossing. He explained that the

land impacts, costs and overall construction all would be greatly reduced with the Road over Railroad Alternative. However, we will have to work with some of the businesses at that location to figure out access.

Mayor Halverson added that with the price tag of doing this project this may be an opportunity to look at shifting our project priority from the Business 51 Project to doing this project and shifting any available dollars that we have for doing Business 51 to this project and submit a transfer of the STP Urban Grants that we received for the Business 51 to transfer it all to this project.

Aldersperson O'Meara asked if this project would be eligible for HSIP (Highway Safety Improvement Program) because if we are eligible for it, it is 90/10 and it doesn't go into our urban funds. He expressed his concerns of using our urban funds because it is sort of an allotment. He encourages us to try to get the HSIP because it would be additional money coming into the city. Mayor Halverson and Kevin Hagen with AECOM said it would be eligible and we will do what we can to get approval.

Mayor Halverson asked that Kevin Hagen explain the level of ratings that this particular crossing has. Kevin Hagen said they measure safety of a rail crossing in terms of exposure factor by multiplying the number of cars that cross that crossing per day by the number of trains that use that crossing per day. The WIDOT has a level of exposure factor where you should start considering separating the grade at about 100,000. At this particular intersection, we have about 30 trains and 6,000 cars north of the tracks per day. When you multiply those together, that intersection is at an exposure factor is doubled.

Aldersperson Slowinski asked how long it would take for something like this. Kevin Hagen said one season if we had a good construction season, we should be able to get the majority of the work done.

Aldersperson Stroik asked if this project would take away the possibility of further development in the TIF District at the Spectra Print site or if that area was never targeted for further development. Mayor Halverson said the front of Spectra Print was targeted as two lots of anywhere from 1-3/4 to maybe 2-1/2 to 3 acres would be possible but in terms of it being needed for this as a definite priority and size and scale of that TIF District still having significantly marketable property along the interstate and the dimensions of that TIF stretching into the Stevens Point Industrial Park. This project is not only eligible for TIF VIII but it is also eligible for TIF IX. So there would be a few acres lost but it will be appropriately appraised. Mayor Halverson added that the opportunity lost versus the ability to make this project happen knowing that it will drive other value. Also there is still opportunity at the rear of the Spectra Print site.

Aldersperson Stroik asked where most of the semi traffic come in to the Industrial Park. Mayor Halverson said they do use Joerns Drive but mostly Coye Drive. Mayor Halverson added that one of the sub conversations that will happen given the efficiency of mobilization at the same time will be turning lane construction and widening of Coye Drive/Hoover Drive intersection with more than likely traffic signals there as well. Coye Drive warrants improvements now but once Joerns Drive is made a cul-de-sac we would have to warrant it at that time.

Aldersperson Doxtator mentioned if we have a choice of walls or a slope, we have the opportunity to put some art and make something better than just an ugly overpass, especially because you may be able to see it from I39. Mayor Halverson said there has been some discussion with Spectra Print property owners and Warehouse Specialists as well as the Country Club regarding landscaping allowances.

2. Consideration and possible action for the North Reserve Street/I-39 Project: Revised State Municipal Agreement.

Aldersperson Suomi asked why there is a difference in price. Director Schatschneider explained that the difference was with the rock in proximity to the structure we weren't allowed to do all the utility work we wanted to do so that brought down the price of the project.

Aldersperson Suomi then made the motion to approve; seconded by Aldersperson Doxtator.

Aldersperson Stroik asked if this still includes the bike path and everything we saw last year with no other changes. Director Schatschneider affirmed.

Ayes all; nays none; motion carried

3. Consideration and possible action to award the Street Seal Coating Project #14-04 to Fahrner Asphalt Sealers, LLC out of Plover, WI in the amount not to exceed \$424,314.93.

There were no comments or questions regarding the equipment.

Aldersperson O'Meara moved approval; seconded by Aldersperson Stroik.

Ayes all; nays none; motion carried

4. Consideration and possible action to award the Bukolt Avenue Reconstruction Project #14-01 to Earth Inc. out of Arpin, WI in the amount not to exceed \$1,597,723.78.

Aldersperson Patton moved approval; seconded by Aldersperson Doxtator.

Director Schatschneider added that given the winter and late spring, Wisconsin Public Service has not been able to start moving the 19 or 20 electrical poles or replacing the existing gas mains. As a result, we would like to move the start date from mid to late May and start after the July 4th celebration.

Aldersperson Doxtator asked if there have been any discussions with Wisconsin Public Service about getting their utilities underground so we could have better services and not so many power outages due to the weather and downed branches and have more trees. Director Schatschneider said they could go underground but the cost is pushed back onto the municipality and it gets to be very expensive.

Ayes all; nays none; motion carried

5. Consideration and possible action to award the Shopko Parking Lot Phase 2 Project #14-12 to Ron Christiansen Trucking out of Weston, WI in the amount not to exceed \$265,963.20.

Aldersperson Stroik moved approval; seconded by Aldersperson Doxtator.

Mayor Halverson reported that all the bids are very competitive and have been coming in under our estimates.

Ayes all; nays none; motion carried

6. Consideration and possible action to award the Influent Pumping and pH Control Project #14-07 to Staab Construction out of Marshfield, WI.

Alderson O'Meara moved approval; seconded by Alderson Patton.

Alderson Patton asked if this is for the replacement of an old one. Director Lemke took the podium to explain this project. In the influent building there are two influent screw pumps that get used off and on in alternation. Each one is capable of handling our average and even peak day flows and two of them are for redundancy. A third one would accomplish 1. If we have to do maintenance on either of those there would be one that can operate in a standalone environment and 2. This would be a smaller horsepower submersible pump with two bypass channels where raw water there is a vine screen that the water goes through to remove solids or anything that does not dissolve in water in storm events. Also it would be equipped with a pH adjustment that is a regulatory item. Our last permit renewal required that we have an ability to adjust the pH of the effluent leaving the plant.

Ayes all; nays none; motion carried

7. Consideration and possible action to accept the Director's Report and place it on file.

Director Schatschneider added that there were two things that came in after the packet was sent out. 1. The Strongs Parking Lot Project will start in late April. 2. We have won an award for the Third Street Concrete Mix Design and Rettler will be at the Common Council Meeting to present that award.

Alderson Stroik moved approval; seconded by Alderson Doxtator.

Ayes all; nays none; motion carried

6. ADJOURNMENT: Mayor Andrew Halverson adjourned the April 14, 2014 Board of Public Works Meeting at 7:14 P.M.

Country Club Drive/Hoover Road Rail Grade Separation Study



AECOM

Board of Public Works Meeting

April 14, 2014, 6:15 p.m.

Lincoln Center – 1519 Water Street, Stevens Point



Agenda



- Purpose and Need of Study
- Project Status
- Alternatives Considered
- Alternatives Review
- Alternatives Comparison
- Next Steps



Purpose and Need of Study



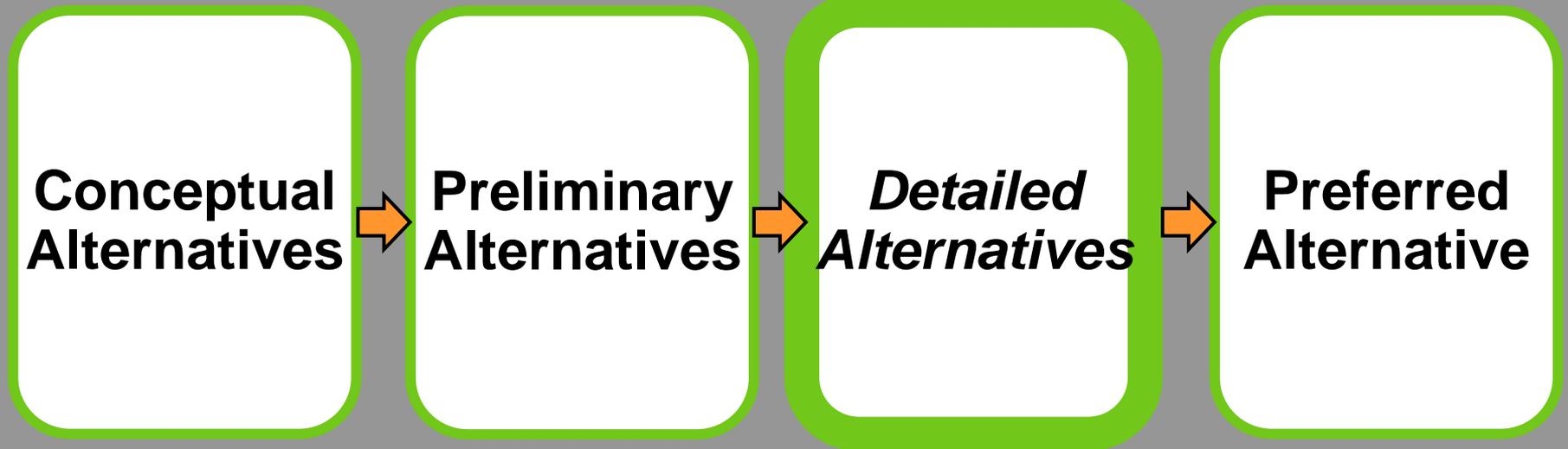
- The purpose of this study is to develop a plan to improve the operational efficiency and safety of Hoover Road/Country Club Drive to allow the facility to serve as a key north-south link in Steven Point's transportation system.
- This study is needed to:
 - Improve Reliability
 - Reduce Traffic Delay
 - Improve railroad crossing safety
 - Enhance potential for economic development
 - Improve bike and pedestrian accommodations



Project Status



We are here



Alternatives Development



1. No build
2. Grade Separation (Roadway under Railroad)
3. Grade Separation (Roadway over Railroad)
4. Eliminate Country Club Drive/Hoover Road Crossing



Alternatives Development



1. ~~No build~~ Dropped from consideration
2. Grade Separation (Roadway under Railroad)
3. Grade Separation (Roadway over Railroad)
4. ~~Eliminate Country Club Drive/Hoover Road Crossing~~
Dropped from consideration



Alternatives Development



1. ~~No build~~
2. Grade Separation (Roadway under Railroad)
 - a. Full Length Retaining Walls
 - b. Retaining Walls and Slopes
3. Grade Separation (Roadway over Railroad)
 - a. Full Length Retaining Walls
 - b. Retaining Walls and Slopes
4. ~~Eliminate Country Club Drive/Hoover Road Crossing~~

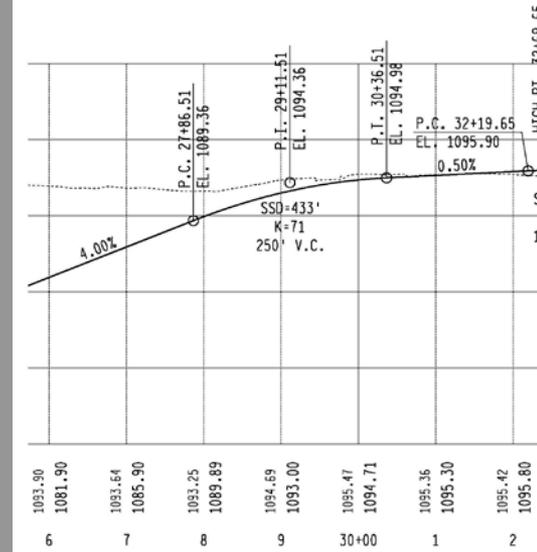
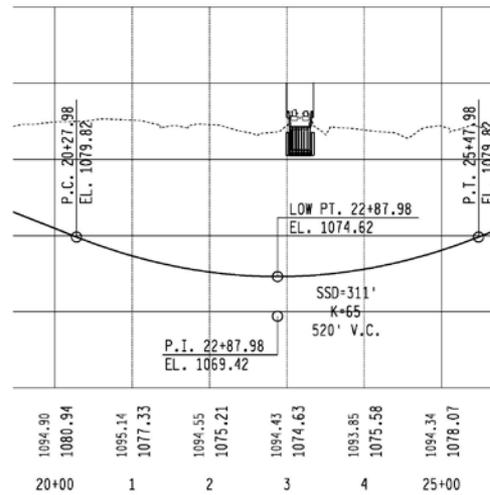
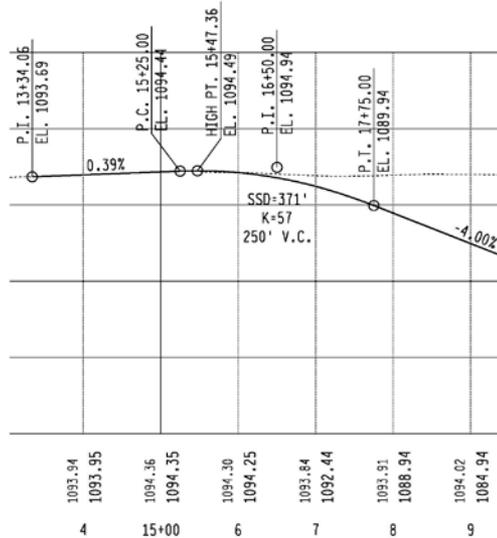
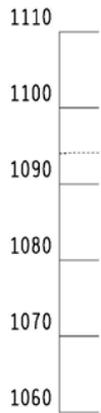


Alternatives Review

Road under Railroad



- Profile

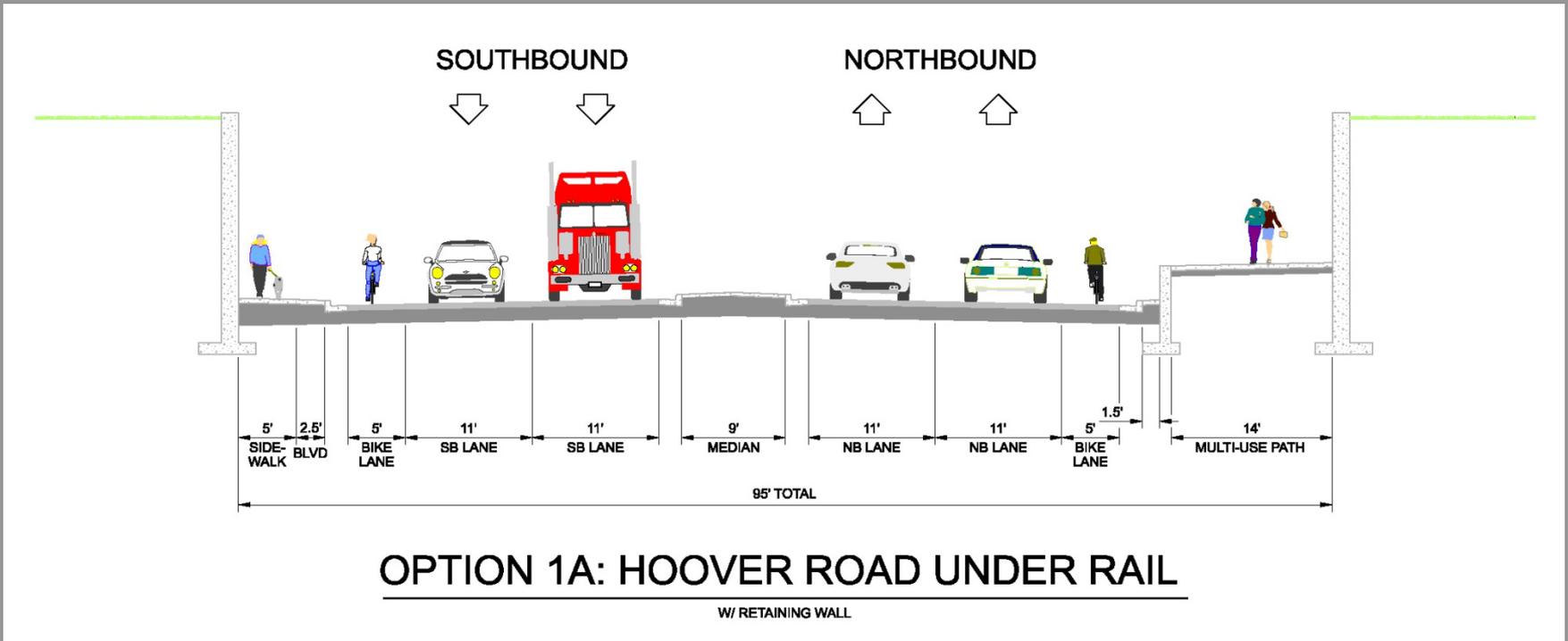


Alternatives Review

Road under Railroad



- Typical Section with Walls

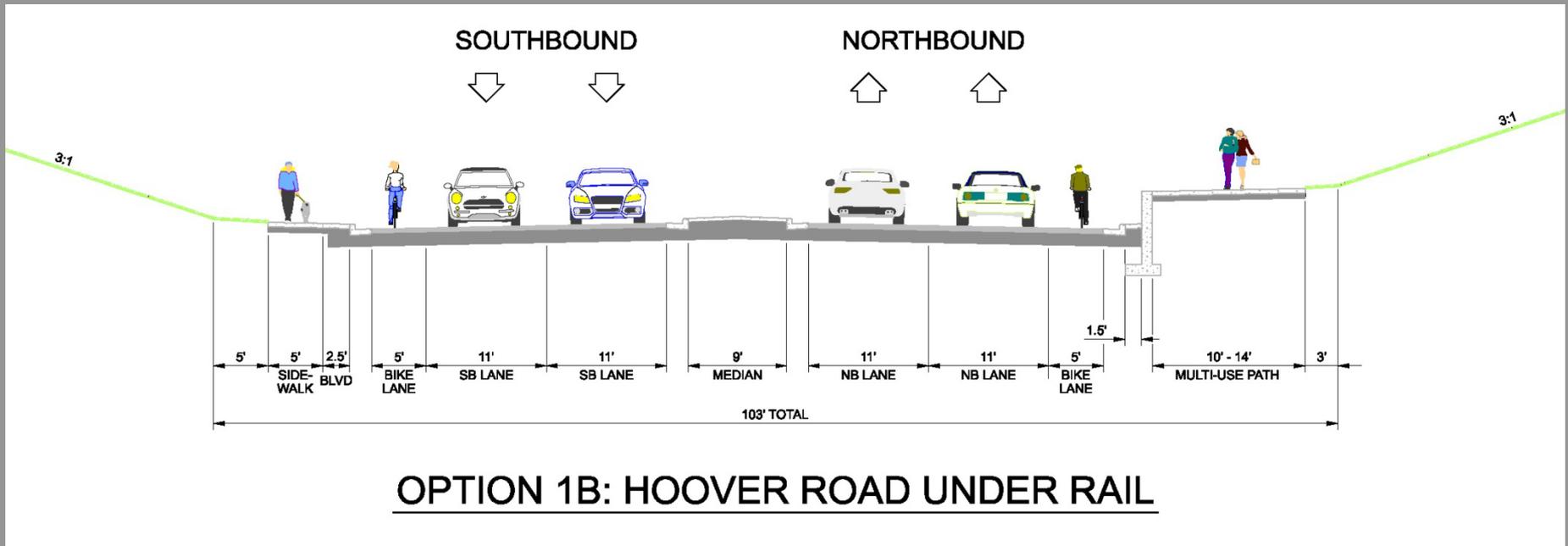


Alternatives Review

Road under Railroad



- Typical Section with Slopes

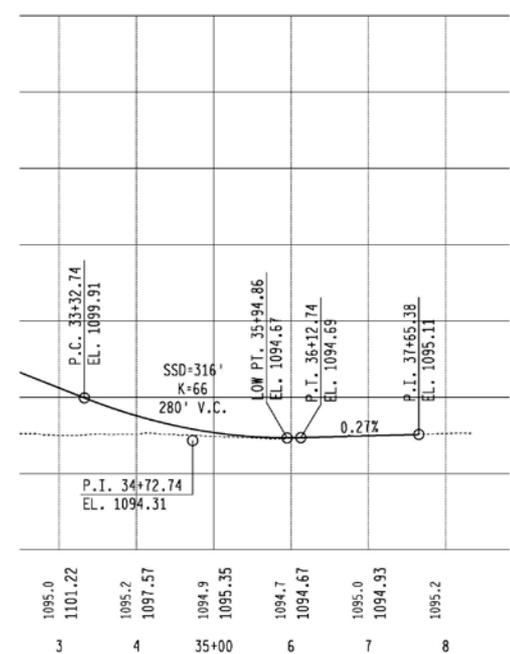
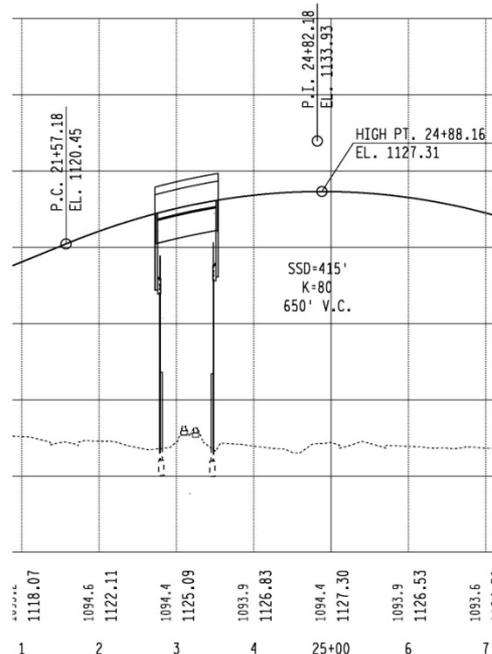
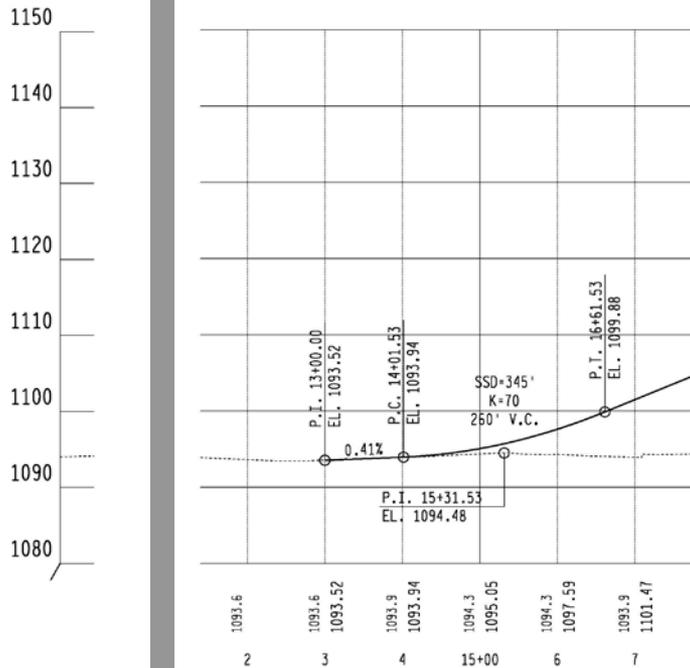


Alternatives Review

Road over Railroad



- Profile

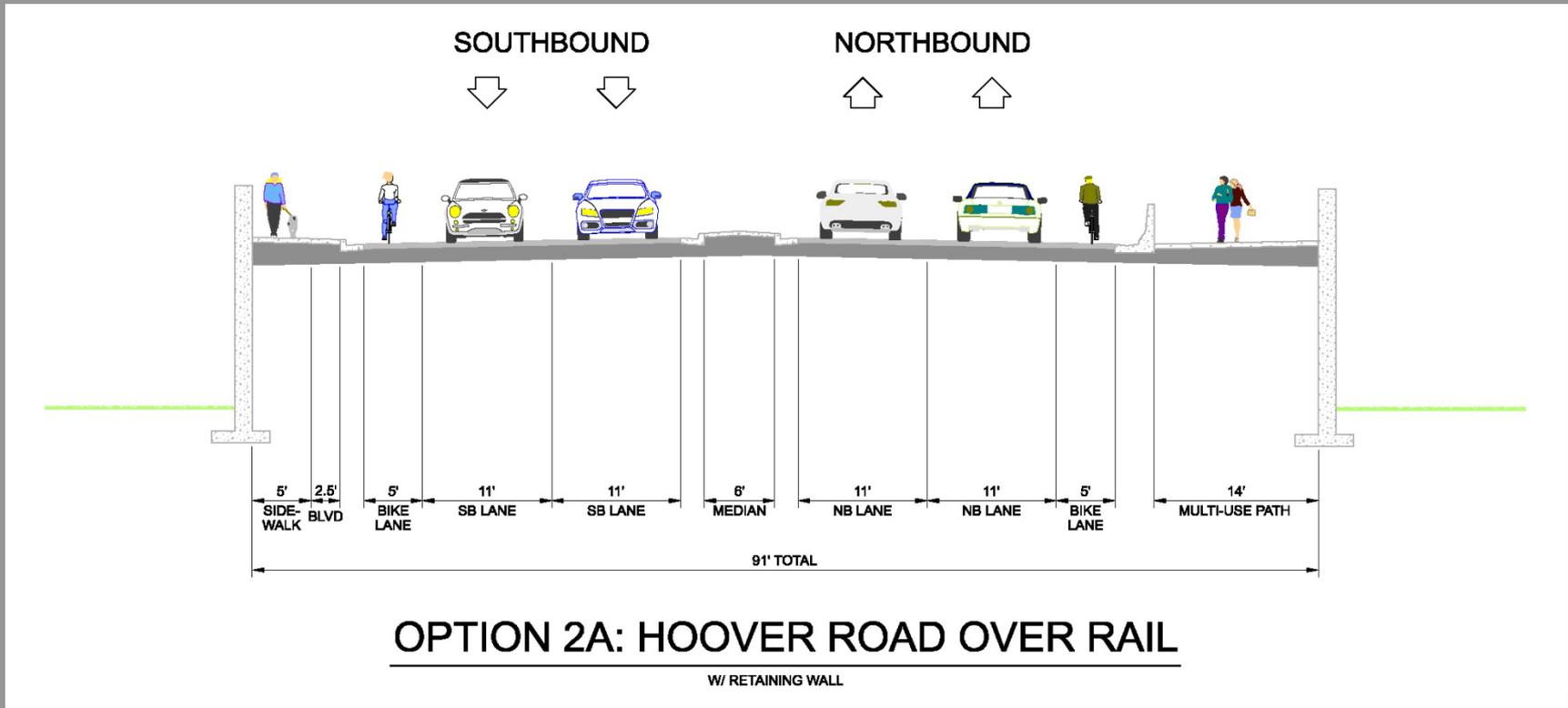


Alternatives Review

Road over Railroad



- Typical Section with Walls

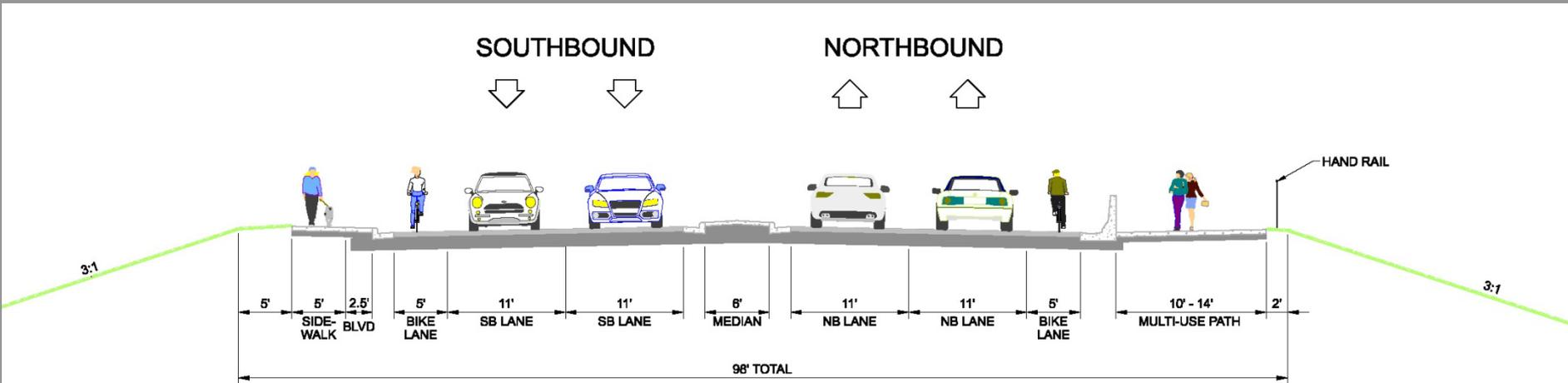


Alternatives Review

Road over Railroad



- Typical Section with Slopes



OPTION 2B: HOOVER ROAD OVER RAIL



Alternatives Comparison



Comparison Factor	Road Under (Walls)	Road Under (Slopes)	Road Over (Walls)	Road Over (Slopes)
Total Project Cost	\$20,700,000	\$17,400,000	\$15,700,000	\$12,300,000
New Right of Way (Acres)	6.87	7.19	4.19	7.20
Temp. Easements (Acres)	1.06	1.16	1.07	1.29
Project Length (ft)	2,300	2,300	2,500	2,500
Cut/Fill Length (ft)	1,500	1,500	2,200	2,200
Lift Station	Yes	Yes	No	No
Railroad Shoo-fly	Yes	Yes	No	No
Impact to Railroad	Moderate	Moderate	Low	Low



Next Steps



- Select Preferred Alternative (May 2014)
- PIM No. 2 (June 2014)
- Finalize Environmental Report and Submit for Approval (July 2014)
- Secure Design & Construction Funding



Country Club Drive/Hoover Road Rail Grade Separation Study



AECOM

Questions?

