

CITY OF STEVENS POINT

BOARD OF PUBLIC WORKS MEETING

Monday, May 11, 2015 – 6:20 p.m.

(or immediately following previously scheduled meeting)

Lincoln Center – 1519 Water Street

Stevens Point, WI 54481

AGENDA

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

CONSIDERATION AND POSSIBLE ACTION ON THE FOLLOWING:

1. Progress report and update regarding City's IT needs.
2. To accept the Director's Report and place it on file.
3. To award the Street Seal Coating Program #15-04 to Fahrner Asphalt Sealers out of Plover, WI in the amount not to exceed \$202,448.13.
4. To award the 2015 Sanitary Sewer Lining Project #15-07 to Terra Engineering out of Madison, WI in the amount not to exceed \$367,776.61.
5. To approve the purchase of a 2016 Mack GU813 for the Streets Department from Scaffidi Trucks in the amount of \$155,438.00.
6. To approve the Parking Ordinance Modifications on the north side of Clark Street between Second Street and Third Street.
7. To approve the State Municipal Agreement for the Stanley Street and IH 39 Interchange Reconstruction Project.
8. 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, 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
1515 Strongs Avenue
Stevens Point, WI 54481



Public Works

Engineering Department:

Phone: 715-346-1561

Fax: 715-346-1650

Streets Department:

Phone: 715-346-1537

Fax: 715-346-1687

May 6th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: City IT needs

Enclosed you will find a report / update from Director Lemke summarizing the work done by staff to address an information technology (IT) need the City has had for some time.

At the Board of Public Works, Director Lemke and Mayor Wiza will further explain the report and give additional background and perspective to this need.

If there are any questions pertaining to this item, please don't hesitate to contact Director Lemke or Mayor Wiza.

Thank you.



May 6, 2015

MEMO

TO: Mayor and Board of Public Works

RE: City IT proposal

Several months ago, Mayor Wescott asked that I lead an informal work group of Department heads, Chiefs, and other staff in an effort to develop an IT proposal to the Board of Public Works and City Council. While there are many different approaches we could take, I believe that there is consensus in the following proposal.

We would propose that the City develop a job description for a full time IT Services Manager. We can enlist the help of many qualified individuals to accomplish this. Once the outline of the job has been determined, the workgroup can interview candidates and select the most qualified applicants for final selection by the Mayor and the workgroup. While the position would not be a Department Head at this point, I would still recommend that the position be under the direct supervision of the Mayor so that all Departments have equal access to the resources provided by the new employee. We have identified physical office space available for the new personnel in the office of the DPW.

Following the hire, and with the assistance of the new employee, we can proceed with broader planning including the use of identified IT capital and deciding which contractual services would be appropriate to assist the IT Services Manager.

One of the largest consistencies to come out of our group discussions is that we are likely always going to need both a staff presence as well as very specific technical assistance by third-party contractors. At this point we are proposing to figure out what that balance is by first hiring the appropriate staff. While this recommendation isn't greatly specific, we think that it is the proper first step toward appropriate IT planning for the City.

We look forward to further discussion and direction on the matter.

Best Regards,

A handwritten signature in black ink that reads "Joel Lemke". The signature is written in a cursive, flowing style.

Joel Lemke
Director

City of Stevens Point
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May 6th, 2015

DIRECTOR OF PUBLIC WORKS REPORT
Scott Schatschneider

1. Engineering Division

- **Franklin Street and Division Street Intersection**

Staff met with a local pavement marking contractor to consider different options for re-marking this intersection. The options discussed included using a high visibility paint (lime green) similar to the new pedestrian crossing signs that are being used. In addition different striping patterns were also considered.

At this point, we are waiting for a cost estimate from the contractor, if the cost is within our budget, a final approval would be discussed at the June Board of Public Works Meeting, with the painting occurring in mid-August prior to school starting.

Electronic Message Board: Staff has been contacted by a local business with regards to purchasing the message board, we are waiting to hear back from them. If the local business is not interested in the message board, staff will proceed listing the sign on an online auction site (wisconsin surplus.com) the City has had good luck with this site in the past.

- **North Reserve Street / I39 Overpass Reconstruction:**

The project is progressing and up to this point we haven't received too many calls pertaining to the project. This project update will be removed from the Director's Report until the project is near completion. The projected finish date is mid – November.

- **Seawall Schedule Checklist**

<u>AGENCY</u>	<u>TASK</u>	<u>APPROXIMATE DATES</u>
<input checked="" type="checkbox"/> City/NewPage	City accepts/allocates Construction money and Bidding/awarding of contracts in conjunction with NewPage.	Began Construction: August 5 th Construction Complete: October 11 th
<input checked="" type="checkbox"/> NewPage/ AECOM/EDC	Submission of Construction Report (39 pages) and "As-Built Drawings" to FERC for Federal Licensing.	Thursday, October 31 st (up to 60 days for review and approval)
<input checked="" type="checkbox"/> FERC	Approval of construction report and as-built drawings.	Approval January 10 th
<input checked="" type="checkbox"/> AECOM	Preparation and submission of LOMR.	Submission is anticipated no later than mid-March.
<input checked="" type="checkbox"/> FEMA	Conditionally approved LOMR	July, 2014
<input checked="" type="checkbox"/> FIRM mapping team	Applying the changes proposed in the LOMR application to the official FEMA maps.	December, 2014
<input checked="" type="checkbox"/> FEMA	FEMA issues approved LOMR	January, 2015
<input checked="" type="checkbox"/> City of Stevens Point	Class II Notice along with a 90 day public comment period. That begins after the 2 nd notice	January 9 th and 16 th April 16 th is the deadline for public comments.
<input checked="" type="checkbox"/> City of Stevens Point	Task: Plan Commission approved the repeal and recreation of Chapter 23.08B (Floodplain Ordinance) Public Hearing at the May Common Council Meeting.	May 1 st and May 8 th publishing the notice and May 18 th for the Public Hearing.
<input type="checkbox"/> WisDNR	Writes an approval letter to FEMA indicating the City has followed protocol pertaining to ordinance change and adoption policy.	Second half of May.
<input type="checkbox"/> FEMA	FEMA approves the ordinance.	By the end of June.

Overall Seawall Update:

On Monday, May 4th the Plan Commission approved the repeal and recreation of Chapter 23.08B (Floodplain Ordinance). There will be two published notices May 1st and May 8th with the Public Hearing being held on May 18th at the Common Council Meeting.

- **Hoover Road/Country Club Drive Grade Separation & ICE Analysis for the Coye Drive Intersection:**

The City is currently under contract with the local engineering firm AECOM to design the Hoover Road Grade Separation along with the analysis of the Coye Drive intersection. As part of the Coye Drive intersection analysis, the extension of Heffron Street to the east is also being analyzed. In June AECOM will give an update on the Grade Separation Project and re-introduce the Coye Drive intersection and Heffron Street project analysis.

- **Business 51 Project:**

Nothing to report at this time.

- **Additional Ongoing Director\City Engineer\City Surveyor Projects:**

- The Brilowski Road project started on Monday, May 4th and if the weather continues, paving of the roadway is scheduled prior to the Memorial Holiday weekend.
- Staff is continuing to work on the design for the Clark Street Bridge Scour Project. This project will be let on Tuesday, July 7th and will be at the July Board of Public Works Committee Meeting for approval.

2. Streets Division

- **Street work**

- Continued Garbage and Recycling operations.
- Sign work continued.
- Patching continued.
- Street lamp maintenance continued.
- Building maintenance and repair.
- Plow damage repairs.
- Street Sweeping continued.
- Traffic Markings Painting began.
- Crack Filling began.

- **Equipment maintenance/garage**

- There were a total of 115 repair orders completed in the month of April. When broken down by department there were;

Engineering	2
Police	12
Parks	17
Fire	1
Streets	80
Water/Waste water	3

- **Signs, posts, barricades, and flags**
 - 41 signs were replaced or added, 6 because of accidents, 24 for usual maintenance, 1 new sign was added, 5 because of vandalism and 4 because of ordinance change.
 - 26 poles were replaced or added, 4 because of accidents, 6 for usual maintenance, 1 pole was added, 11 because of vandalism and 3 because of ordinance change.
 - Set up for and take down for voting.
 - Set up and took down barricades and barrels for police chief retirement ceremony.

- **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**
 - 6 floating holidays, 11 days 2 hours sick and 39 days 1 hour vacation were utilized.

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



Public Works

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Fax: 715-346-1687

May 6th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Street Seal Coating Bid Award (Chip Sealing)

Enclosed you will find the bid results from this year's street seal coating bid letting.

Street Seal Coating is commonly referred to as chip sealing. Chip sealing is the process of spraying an emulsified asphaltic oil on an existing asphalt pavement and then spreading a small diameter aggregate, typically less than 3/8" in diameter, over the emulsified oil and then compacting the aggregate.

There are a number of factors that go into determining what roads will be candidates for chip sealing.

Chip sealing is a process that every community, with any type of preventative pavement maintenance program uses. Chip sealing is not meant to be a replacement for new pavement. However, it is an economical means to extend the life of pavements.

If there are any questions regarding this item, please don't hesitate to contact me.

Thank you.

**BID TAB
CITY OF STEVENS POINT
STREET SEAL COATING PROGRAM #15-04
SEALED BIDS OPENED 9:00 A.M., APRIL 28, 2015**

ITEM NO.	EST. QUAN.	UNIT	DESCRIPTION	Fahrner Asphalt Sealers LLC Plover, WI		Scott Construction Lake Delton, WI	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
469.1100	145	TONS	HMA Pavement E-0.3 (Wedging)	\$ 130.90	\$ 18,980.50	\$ 195.00	\$ 28,275.00
475.0100	84,500	S.Y.	Seal Coat	\$ 1.76	\$ 148,745.35	\$ 2.55	\$ 215,559.50
SPV.0105.01	1	L.S.	Supplemental Traffic Control	\$ 8,316.00	\$ 8,316.00	\$ 55,000.00	\$ 55,000.00
Total Bid:					\$ 176,041.85		\$ 298,834.50
15% Contingency:					\$ 202,448.13		\$ 343,659.68

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May 6th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Sanitary Sewer Lining Project

Enclosed you will find the bid results from this year's sanitary sewer lining project. This project is budgeted and administered through the City of Stevens Point Utilities. If you have any questions pertaining to this project, please contact Joel Lemke. Thank you.

**BID TAB
CITY OF STEVENS POINT
2015 SANITARY SEWER LINING PROJECT #15-07
SEALED BIDS OPENED 11:00 A.M., APRIL 28, 2015**

ITEM NO.	EST. QUAN.	UNIT	DESCRIPTION	Terra Engineering Madison, WI		Michels Corporation Brownsville, WI		McCanns Underground Oregon, WI		Visu-Sewer, Inc. Pewaukee, WI		Insituform Tech USA White Bear Lake, MN	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
SPV.790.2050	9,326	L.F.	8-Inch Diameter Sanitary Sewer Liner	\$ 24.00	\$ 223,824.00	\$ 24.25	\$ 226,155.50	\$ 27.15	\$ 253,200.90	\$ 29.75	\$ 277,448.50	\$ 31.00	\$ 289,106.00
SPV.790.2051	2,240	L.F.	10-Inch Diameter Sanitary Sewer Liner	\$ 28.00	\$ 62,720.00	\$ 27.50	\$ 61,600.00	\$ 34.70	\$ 77,728.00	\$ 33.50	\$ 75,040.00	\$ 33.00	\$ 73,920.00
SPV.792.0252	674	L.F.	15-Inch Diameter Sanitary Sewer Liner	\$ 42.00	\$ 28,308.00	\$ 46.00	\$ 31,004.00	\$ 69.00	\$ 46,506.00	\$ 55.00	\$ 37,070.00	\$ 66.50	\$ 44,821.00
SPV.792.0200	5	Each	Cut Protruding Laterals	\$ 250.00	\$ 1,250.00	\$ 209.25	\$ 1,046.25	\$ 1,000.00	\$ 5,000.00	\$ 145.00	\$ 725.00	\$ 420.00	\$ 2,100.00
Total:					\$ 316,102.00		\$ 319,805.75		\$ 382,434.90		\$ 390,283.50		\$ 409,947.00
15% Contingency:					\$ 363,517.30		\$ 367,776.61		\$ 439,800.14		\$ 448,826.03		\$ 471,439.05

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May 6th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: 2015 Capital Borrowing Equipment Purchase

Every year the City of Stevens Point borrows money for specific capital needs. As part of the 2015 Capital Borrowing Budget a new dump truck was scheduled for the Public Works Department.

The attached memo from Dennis Laidlaw explains the bid results and the reason for the selection of the Mack Truck.

If you have any questions pertaining to this item, please feel free to contact me.

Thank you.

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



Public Works
Dennis Laidlaw-
Superintendent of Streets
Phone: 715-346-1537
Fax: 715-346-1687

To the Board of Public Works,

May 6, 2015

It is time for replacement of our final quad-axle dump truck. The unit to be replaced is a 1997 model which is 18 years into its 12 year cycle.

We received two quotes as follows:

Scaffidi Trucks	2016 Mack GU813	\$155,438.00
MID-STATE TRUCK SV INC.	2016 International 7600	\$156,500.00

Both trucks meet specifications. In consideration of the price advantage, and for fleet consistency, we recommend the purchase of the 2016 Mack GU813 from Scaffidi Trucks in the amount of \$155,438.00 to be covered by the 2015 approved borrowing.

Respectfully,

Dennis Laidlaw
Superintendent of Streets
City of Stevens Point

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May 6th, 2015

To: Board of Public Works

From: Scott Schatschneider, Director of Public Works

Re: Ordinance amending the revised municipal code of the City of Stevens Point Parking Ordinance.

As a result of a new business being located on the north side of Clark Street between Second Street and Third Street, staff has discovered two existing parking ordinances that no longer apply and have replaced the two outdated ordinances with ordinances that are now applicable for the current use.

Please see the attached documents regarding the proposed changes and a map helping describe the area being discussed.

If you have any questions, please feel free to contact me.

Thank you.

**ORDINANCE AMENDING THE REVISED MUNICIPAL CODE OF THE CITY OF STEVENS
POINT, WISCONSIN**

The Common Council of the City of Stevens Point do ordain as follows:

SECTION I: That subsection 6 of Section 9.05(o) of the Revised Municipal Code, **No Parking, Stopping or Standing** is hereby repealed:

9.05(o) 6. On the north side of Clark Street from a point of 60 feet west of Third Street to Third Street.

SECTION II: That subsection 73 of Section 9.05(d) of the Revised Municipal Code, **Two Hour Parking** is hereby repealed:

9.05(d) 73. On the north side of Clark Street from a point 80 feet east of Second Street to a point 60 feet west of Third Street. (Created 4-16-12)

SECTION III: That subsection 145 of Section 9.05(j) of the Revised Municipal Code, **No Parking Here to Corner** is hereby created to read as follows:

9.05(j) 145. On the north side of Clark Street from a point of 60 feet west of Third Street to Third Street.

SECTION IV: That subsection 28 of Section 9.05(e) of the Revised Municipal Code, **30 Minute Parking** is hereby created to read as follows:

9.05(e) 28. On the north side of Clark Street from a point 80 feet east of Second Street to a point 60 feet west of Third Street.

SECTION V: This Ordinance shall take effect upon passage and publication:

APPROVED: _____
Mike Wiza, Mayor

ATTEST: _____
John Moe, City Clerk

Dated: May 4, 2015
Approved: May 18, 2015
Published: May 22, 2015

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May 6th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Stanely Street and IH 39 Interchange Reconstruction Project: State Municipal Agreement

The Wisconsin Department of Transportation is planning a significant improvement to the Stanely Street and IH 39 Interchange. The proposed improvement includes the reconstruction of the Stanely Street and Green Avenue intersection. The work isn't scheduled to take place until 2021. The Department of Transportation has held local Public Informational Meetings and had previously given a presentation to the Board of Public Works and Common Council in the recent past pertaining to this project.

The year 2021 may seem like a long ways off, but projects this size require a significant amount of planning. As a result of the project providing significant improvements to City infrastructure, we are required to sign a State Municipal Agreement.

The SMA gives an over view of the project, breaks out respective cost sharing amounts and clearly defines roles and responsibilities during and after the project. A copy of the SMA for the Stanely Street and IH 39 Interchange Reconstruction Project has been provided for your review and approval. This SMA is very similar in nature to previous SMA's the City has entered into with the Department of Transportation. The City Attorney has reviewed this agreement and approves of the agreement.

If there are any questions or concerns, please feel free to contact me.

Thank you.



**STATE/MUNICIPAL AGREEMENT
FOR A STATE- LET HIGHWAY
PROJECT**

Date: May 1, 2015
I.D.:1166-08-13, 23, 83, and 6280-02-04,74
Road Name: IH 39 and STH 66
Title: C Stevens Point, Stanley Street
Limits: Green Avenue to Stevens Point Airport
County: Portage
Roadway Length: 0.80 miles

The signatory **City of Stevens Point**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Geometric deficiencies and operational issues have been identified at the IH 39/WIS 66/Stanley Street interchange. The vertical clearance between the northbound and southbound IH 39 bridges and WIS 66/Stanley Street does not meet current standards. In addition, the existing concrete pavement along WIS 66 east of IH 39 is in need of repair to extend the life of the pavement.

Proposed Improvement - Nature of work: It is proposed to reconstruct Stanley Street from the Green Avenue intersection to the northbound ramps of IH 39 to improve operations and to meet vertical clearance under the bridges through state project ID 1166-08-83. It is also proposed to construct a park and ride lot on land owned by the Stevens Point Municipal Airport and to construct a multi-use trail to the airport.

The project will also complete concrete pavement rehabilitation on Stanley Street from the northbound ramps of IH39 to the Stevens Point Municipal Airport entrance through state project ID 6280-02-74.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan).

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering (1166-08-13):	\$ 590,000	\$ 590,000	100%	\$ -	0%
Preliminary Engineering (6280-02-04):	\$ 36,000	\$ 36,000	100%	\$ -	0%
Real Estate Acquisition (1166-08-23):	\$ 600,000	\$ 600,000	100%	\$ -	0%
¹ Participating Construction (1166-08-83):					
Roadway (cat 0010)	\$ 5,683,900	\$ 5,683,900	100%	\$ -	0%
² CSS (cat 0020)	\$ 79,100	\$ 79,100	MAX	\$ -	BAL
¹ Participating Construction (6280-02-74):	\$ 856,750	\$ 856,750	100%	\$ -	0%
Subtotal Participating Construction:	\$ 6,619,750	\$ 6,619,750		\$ -	
Total Cost Distribution	\$ 7,845,750	\$ 7,845,750		\$ -	

1. Estimate includes construction engineering.
2. See number 9 of terms and conditions about Community Sensitive Solutions (CSS).

This request is subject to the terms and conditions that follow (pages 3 – 7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signed for and in behalf of the **City of Stevens Point** (please sign in blue ink)

Name (print)

Title

Signature

Date

Signed for and in behalf of the **State** (please sign in blue ink)

Name **Brian Gaber**

Title **WisDOT North Central Region Planning Chief**

Signature

Date

TERMS AND CONDITIONS:

1. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations.
2. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
3. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and bridge costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.

- (e) Parking lane costs.
 - (f) Coordinate, clean up, and fund any hazardous materials encountered for municipal utility construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (g) Signing, pavement marking and pavement improvements needed to accommodate detours resulting from local street closures.
 - (h) Seek and obtain concurrent use of the municipal airport property from FAA for the park and ride lot and multi-use path.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
 6. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
 7. The work will be administered by the State and may include items not eligible for federal/state participation.
 8. The Municipality shall at its own cost and expense:
 - (a) Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements to include, but not limited to, snow and ice removal from sidewalks, in a manner satisfactory to the State and shall make ample provision for such maintenance each year. This agreement does not remove the current municipal maintenance responsibility.
 - (b) Maintain all items outside the travel lane along the project, to include but not limited to parking lanes, curb and gutter, drainage facilities, sidewalks, multi-use paths, retaining walls, pedestrian refuge islands, landscaping features and amenities funded by Community Sensitive Solutions (CSS).
 - (c) The Municipality will maintain the storm sewer in conjunction with this improvement project at their own expense. This maintenance will include the following items:
 1. Street Sweeping Program: Sweeping operations should be scheduled at least twice per year (once in April and once in November) to help prevent the accumulation of dirt, sand, leaves, paper, or other clogging debris. Damage to curb and gutter areas that could affect the efficiency of flow should be reported to the State.
 2. Spring Cleaning and Inspection of Inlets, Catch Basins, Manholes, Pipes and Outfalls: The overall desire is to maintain a free flow condition throughout the life of the facility. Vacuum equipment is recommended for cleaning inlets, catch basins, and manholes. Clean the inlets and outlets of pipes and outfall areas from blockages due to weed growth, siltation, debris from the roadway or slope and activity of animals. It may be necessary to flush using large quantities of clean water. Replace broken or malfunctioning castings, grates or covers. During the spring cleaning and inspections; perform routine mortar repairs such as tuck pointing and plastering to the inlets, catch basins, and manholes; document and report any non-routine maintenance required to the storm system. Report these findings to the State.
 - (d) Maintain and accept responsibility for the energy, operation, maintenance, repair, and replacement of the lighting system.
 - (e) Prohibit angle parking.
 - (f) Regulate parking along the highway. The Municipality will file a no parking declaration with the State.
 - (g) Regulate and prohibit, by ordinance, parking at all times on Stanley Street within the limits of the project.

- (h) Use the WisDOT Utility Accommodation Policy unless the Municipality adopts a policy which has equal or more restrictive controls.
- (i) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
- (j) Maintain all Community Sensitive Solutions and/or enhancement funded items.
- (k) Coordinate with the State on changes to highway access within the project limits.
- (l) In cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
- (m) Maintain crosswalk pavement markings. The municipality shall obtain a permit with the state.
- (n) Maintain signs and pavement markings not necessary for the safe and efficient movement of traffic (no parking signs, wayfinding signs, etc).
- (o) Maintain the park and ride lot, including the required storm water drainage system and associated lighting system, which will be built on the municipal airport property.

9. Basis for local participation:

- (a) **Preliminary Engineering – 1166-08-13 and 6280-02-04:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all design engineering costs necessary for the state construction project. Additional design work, at the request of the Municipality, may require local participation.
- (b) **Real Estate Acquisition – 1166-08-23:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all real estate acquisition costs necessary for the state construction project
- (c) **Participating Construction – 1166-08-83:**
 - 1. **Roadway items, Category 010:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% for the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per this agreement. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the state, except as funded through CSS.

New Sidewalks – Trans 75: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new

sidewalk costs only if they are installed to WisDOT standards at the time of project construction and required by Trans 75. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the state, except as funded through CSS.

Bicycle Accommodations: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs for on-street marked or non-marked bicycle accommodations, where recommended by the state's Facility's Development Manual. Where an off-street design of the proposed bicycle accommodation acceptable to WisDOT is installed and on-street accommodations are not provided, a local cost share will be negotiated.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per this agreement. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the state, except as funded through CSS.

New Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 50% and the Municipality agrees to pay 50% of continuous new street lighting costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per this agreement. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the state, except as funded through CSS.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the ratio of estimated costs for trunk line sewers and laterals needed to accommodate the water naturally flowing from the street only. The needed size is based on the runoff generated by a specific rainfall event, determined in Chapter 13 of the WisDOT Facilities Development Manual. The Municipality is responsible 100% for over-sizing costs to accommodate local storm water.

Landscaping: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 80% and the Municipality agrees to pay 20% of landscaping costs when placement is in the right-of-way or when the Municipality arranges for placement on private property in cases where there is insufficient space in the right-of-way. Landscaping may be designed as part of the roadway project provided the Municipality or property owner accepts responsibility for the maintenance of the landscaping items. Where possible, landscaping design should be consistent with the communities landscaping practices.

2. **Community Sensitive Solutions (CSS) – Category 20:** In accordance with the State's Facility Development Manual, scenic views, community image, and roadside landscaping play an important part in the driving experience, therefore a process to determine aesthetic levels of impact and project funding was developed for project enhancements. The CSS amenity budget for project 1166-08-83 has been calculated and is capped at \$79,100. The Municipality will be responsible for any necessary funds in excess of the capped project amenity budget for CSS improvements. The Municipality shall provide a list of prioritized items of CSS eligible items to be funded through CSS by 12/1/2015. Final decision on items will be made by the State no later than 3/1/2016 in order to ensure delivery of the project. Any unused CSS funds will be removed from the project upon PS&E delivery

- (d) **Participating Construction – 6280-02-74:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% for the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 80% and the Municipality is responsible for 20% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the State, except as funded through CSS.

- (e) **Compensable Municipal Utilities:** In accordance with state statute s.84.295(4m)(a) Wis. Stats., the State is responsible for 90% of the eligible costs of the relocation or replacement of any municipal utility facilities required by the state construction project of any freeway. The Municipal utility shall pay the balance of such costs.
- (f) **Non-Participating Construction:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with new installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities.

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.