

CITY OF STEVENS POINT

BOARD OF PUBLIC WORKS MEETING

Monday, December 14, 2015 – 6:00 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. To accept the Director's Report and place it on file.
2. To approve the Relocation Order and Right-of-Way Plat for the Hoover Road Grade Separation Project.
3. To approve the Parking Ordinance Modifications in Section 9.05 on the north side of Ellis Street between East Avenue and Reserve Street.
4. Discussion regarding a request by Sentry Insurance to modify Ellis Street to add angle parking.
5. Discussion/Update regarding design alternatives for the proposed Coye Drive and Hoover Road Intersection Improvements.
6. Discussion/Update for a proposed second entrance into the Stevens Point Industrial Park.
7. 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

December 8th, 2015

DIRECTOR OF PUBLIC WORKS REPORT
Scott Schatschneider

1. Engineering Division

- **Strongs Avenue Sidewalk Closure:**
Strong's Avenue at 1141-57 Main Street (Habbi's) is close to being finished. At the time of this report, flashing around the windows was being installed.
- **St. Michael's Hospital Construction Project: Illinois Avenue (Jersey Street – Prais Street) Sidewalk Closure and Temporary Southbound Lane Closure:**
St. Michael's Hospital will begin work on the east side of their campus in the next four to six weeks. As a result of the construction there will be temporary sidewalk closures on the west side of Illinois Avenue between Prais Street and Jersey Street, temporary southbound lane closures and the temporary loss of parking on the east side of Illinois Avenue between Prais Street and Jersey Street.
- **North Reserve Street / I39 Overpass Reconstruction:**
Since the road has been opened, staff has received compliments on the completed project regarding the bike lanes and the multi-use path. However, we have received complaints regarding manholes which appear to be too low and are creating ride issues. The City has asked WisDOT to revisit the depth of the manholes and to have them repaired. WisDOT acknowledges the depth of the manhole may be excessive and may warrant repairs in the spring.
- **Brilowski Road & E.M. Copps Intersection Design:**
AECOM is currently working through the design process.
- **Business 51 Project:**
Nothing to report at this time.
- **Hoover Grade Separation Project:**
The project is entering the real estate acquisition phase. Part of this process is the approval of the Relocation Order and the Right of Way(R/W) Plat. As stated in last month's report, real estate acquisition is also required in the Town of Hull. The Town of Hull on Monday, December 7th approved their portion of the Relocation Order,

R/W Plat and a resolution agreeing to allow the City of Stevens Point to acquire real estate for the purposes of the project.

The approval of the Relocation Order and the R/W Plat by the City of Stevens Point Board of Public Works will be a separate agenda item on the December Agenda.

- **District Four Neighborhood Sidewalk Listening Session:**
On November 11th a neighborhood listening session was held at Madison Elementary regarding sidewalks in a portion of District Four. Approximately 20 people attended and there was a fair amount of discussion regarding the pros and cons of sidewalk.
- **Sixth Avenue Reconstruction Project:**
Sixth Avenue Reconstruction (from Second Street to the Street's Garage) is part of the 2016 Capital Borrowing. Staff has been busy collecting data and has begun mapping existing utilities. This section of Sixth Avenue is a street with miscellaneous gaps of sidewalk on both sides of the street. The existing sidewalk vs. the proposed sidewalk will be an item of discussion for the Board of Public Works in January.
- **Additional Ongoing Director\City Engineer\City Surveyor Projects:**
 - Staff has been busy finalizing this year's construction projects along with collecting data pertaining to next year's projects.

2. Streets Division

- **Street work**
 - Continued Garbage and Recycling operations.
 - Curbside Leaf and Brush Collection completed.
 - Yard Waste hauled out.
 - Sign work continued.
 - Patching continued.
 - Street lamp maintenance continued.
 - Building maintenance and repair.
 - Shouldering work completed.
 - Street Sweeping continued.
 - Concrete Repairs completed.
- **Equipment maintenance/garage**
 - There were a total of 174 repair orders completed in the month of November. When broken down by department there were;

Engineering	3
Police	12
Parks	23
Fire	3
Streets	128
Water/Waste water	5

- **Signs, posts, barricades, and flags**
 - 24 signs were replaced or added, 4 because of accidents, 15 for usual maintenance, 2 new signs were added, 2 because of vandalism and 1 because of an ordinance change.
 - 16 poles were replaced or added, 4 because of accidents, 4 for usual maintenance, 1 pole was moved, 2 new poles were added, 3 because of vandalism and 2 because of an ordinance change.
 - Set out and picked up barricades and barrels for the Christmas parade.
 - Put up and took down flags for Veterans Day.

- **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 time**
 - 15 floating holidays, 1 funeral day, 7 days 2 hours sick and 119 days 4 hours of vacation were utilized.

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Stevens Point, WI 54481



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Fax: 715-346-1687

December 7, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Hoover Grade Separation Project - Real Estate Acquisition: Relocation Order and R/W Plat Approval

As discussed at last month's Board of Public Works Committee Meeting, the Hoover Grade Separation Project is entering into the real estate acquisition phase.

An important step in this process is approval of the Relocation Order and the R/W Plat. Both have been included with this memo for your review and approval.

As stated in the Director's Report, the Town of Hull is a very important partner in the timely completion of acquiring the needed real estate for the project. I have included signed documents from the Town of Hull.

I want to acknowledge the Town of Hull's willingness to cooperate with the City of Stevens Point, not just on the real estate acquisition aspect of the project, but the entire project from the very beginning.

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

Thank you.

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



**Department of
Public Works**
Engineering
Phone: 715-346-1561
Fax: 715-346-1650

November 24, 2015

Town of Hull
Mr. John Holdridge, Chairperson
4550 Wojcik Memorial Drive
Stevens Point, WI 54482

Subject: **Land Acquisition
Project I.D. 6998-11-00/71
C Stevens Point, Country Club Drive
Hoover Road Rail Grade Separation
Local Street
Portage County**

Dear Mr. Holdridge:

Per the information presented at the November 9, 2015 Town of Hull Board Meeting regarding the Hoover Road Grade Separation project, I am requesting that by signing at the bottom of this letter, the Town of Hull gives the City of Stevens Point approval authority for the acquisition of Fee Right of Way and TLE's needed along two parcels within the Town of Hull.

The project is the grade separation of Country Club Drive and the Wisconsin Central Limited Railroad. In order to accommodate the preferred road-over-rail alternative, the City will be pursuing land interests from the following properties within the Town of Hull:

- **Stevens Point Country Club** (northwest quadrant of Country Club Drive and RR) – Approximately 1.673 acres of Fee Right of Way and 0.472 acres of TLE along Country Club Drive.
- **Marla Rauls** (northeast quadrant of Country Drive and Carols Lane) – Approx. 0.013 acres of TLE along Country Club Drive.

If you have any questions, please contact me at (715) 346-1564.

Sincerely,

A handwritten signature in black ink that reads 'Scott Schatschneider'.

Scott Schatschneider
Director of Public Works

A handwritten signature in black ink that reads 'John Holdridge'.

John Holdridge, Town of Hull Chairperson

12-7-15

Date

RELOCATION ORDER

LPA1708 08/2011 (Replaces LPA3006)

Project 6998-11-00	Road name Country Club Drive / Hoover Road Rail Grade Separation	Highway Country Club Drive/ Hoover Road	County Portage
Right of way plat date	Plat sheet number(s) 4.01through 4.06	Previously approved Relocation Order date	

Description of termini of project:

Beginning at a point on the reference line which is 1000.53 feet south and 8.55 feet east of the northeast corner of Section 3, T23N, R8E and ending at a point 1533.00 feet north and 4.98 feet east of the southeast corner of Section 34, T24N, R8E.

Beginning Coordinates: Y = 197981.231, X = 177507.183, Sta. 12+90.00

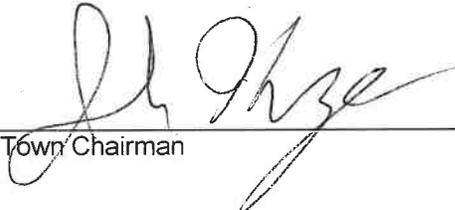
Ending Coordinates: Y = 200513.163, X = 177370.045, Sta. 38+32.29

Portage County Coordinate System - NAD 83 (2011)

To properly establish, lay out, widen, enlarge, extend, construct, reconstruct, improve, or maintain a portion of the highway designated above, it is necessary to relocate or change and acquire certain lands or interests in lands as shown on the right of way plat for the above project.

To effect this change, pursuant to authority granted under Sections 60.50 and 82.12 Wisconsin Statutes, the Town of Hull orders that:

1. The said road is laid out and established to the lines and widths as shown on the plat.
2. The required lands or interests in lands as shown on the plat shall be acquired by: City of Stevens Point
3. This order supersedes and amends any previous order issued by the: City of Stevens Point or Town of Hull


Town Chairman

12-7-15
Date

RELOCATION ORDER

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To effect this change, pursuant to authority granted under Sections 62.22 Wisconsin Statutes, the City of Stevens Point orders that:

1. The said road is laid out and established to the lines and widths as shown on the plat.
2. The required lands or interests in lands as shown on the plat shall be acquired by: City of Stevens Point
3. This order supersedes and amends any previous order issued by the: City of Stevens Point

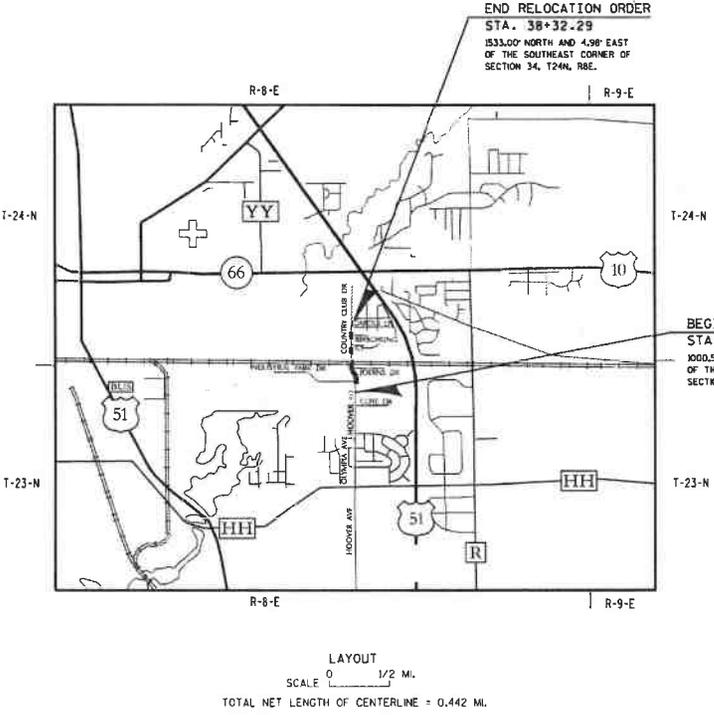
Approved: _____
Mike Wiza, Mayor Date

Attest: _____
John Moe, City Clerk Date

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	-----	SECTION CORNER		FOUNDATION OR RUIN BUILDING	
COUNTY LINE	-----	NOTATION FOR COMBUSTIBLE FLUIDS		CEMETERY	
TOWNSHIP AND RANGE LINES	-----	NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES		R/W MONUMENT	
SECTION LINE	-----	BRIDGE		NON-MONUMENTED R/W POINT	
QUARTER LINE	-----	STREAM OR RIVER		IRON PIN	
SIXTEENTH LINE	-----	LAKE		VALVE	
NEW REFERENCE LINE	-----	CULVERT (Box, Pipe or Cattle Pass)		WINDMILL	
NEW R/W LINE	-----	SIGN		MANHOLE, SEPTIC VENT, WELL, ETC.	
EXISTING R/W LINE	-----	ELECTRIC POLE		WOODS	
PROPERTY LINE	-----	TELEPHONE POLE		ENCROACHING SIGN	
CORPORATE LIMITS	-----	PEDESTAL (Label Type - Communications, Electrical)			
LOT, TIE AND OTHER MINOR LINES	-----	ACCESS RESTRICTED (By Acquisition)			
SLOPE INTERCEPTS	-----	ACCESS RESTRICTED (By Previous Acquisition/Control)			
UNDERGROUND FACILITY (Communications, Electric, Etc.)	-----	NO ACCESS (By Statutory Authority)			
UTILITY EASEMENT	-----				
FENCE	-----				
FEE INTEREST	-----				
TEMPORARY INTEREST	-----				
EASEMENT (Highway, Permanent Limited or Restricted Development)	-----				
BEAM GUARD	-----				
TRANSMISSION STRUCTURES (Line Optional)	-----				
RAIL LINE	-----				

P.I.	Point of Intersection or PI	ST.	Street
Δ	Deflection Angle	IP	Iron Pipe or Iron Pin
D.	Degree of Curve	C.S.M.	Certified Survey Map
T.	Tangent Length	COR.	Corner
L.	Length	L.C.	Long Chord
R.	Radius	L.C.B.	Long Chord Bearing
CATV	Cable Television Line	MI.	Miles
FO	Fiber Optic Cable	MISC	Miscellaneous
G	Gas Line	N/A	Not Available or Applicable
GUY	Guy Wire	P.L.	Property Line
GV	Gas Valve	P.L.E.	Permanent Limited Easement
SAN	Sanitary Sewer Line	P.O.B.	Point of Beginning
SEPV.	Septic Vent	PC	Point of Curvature
T	Telephone Line	PG.	Page
W	Water Line	PROP	Property Corner
ANT.	Antenna	PT	Point of Tangency
B	Barn or Building	R/W	Right of Way
G	Garage	RD.	Road
H	House	REM.	Remnant
S	Shed	S.F.	Square Feet
C.T.H.	County Trunk Highway	SEC.	Section
CORP.	Corporation	STA.	Station
LLC	Limited Liability Corporation	T.L.E.	Temporary Limited Easement or TLE
RR.	Railroad	VOL.	Volume
S.T.H.	State Trunk Highway		



R/W PROJECT NUMBER	6998-11-00	SHEET NUMBER	4.01	TOTAL SHEETS	6
FEDERAL PROJECT NUMBER					
PLAT OF RIGHT-OF-WAY REQUIRED FOR CITY OF STEVENS POINT, COUNTRY CLUB DRIVE HOOVER ROAD RAIL GRADE SEPARATION LOCAL STREET PORTAGE COUNTY					
CONSTRUCTION PROJECT NUMBER	6998-11-71				

NOTES

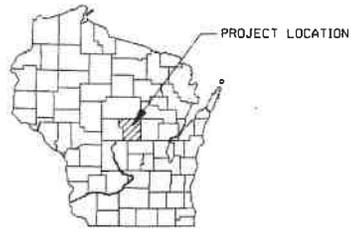
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, PORTAGE COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED FOR GROUND DISTANCES.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBARI) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD."

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF STEVENS POINT AND THE TOWN OF HULL.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT OF WAY LINES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.



ORIGINAL PLAT PREPARED BY

AECOM

LANCE J. HABECK
S-1444
PLOVER,
WI

Lance J. Habeck

DATE: 11/23/2015

REVISION DATE	TOWN OF HULL	CITY OF STEVENS POINT
	APPROVED FOR THE TOWN	APPROVED FOR THE CITY
	DATE: 11-7-15 <i>[Signature]</i>	DATE: _____ <i>[Signature]</i>

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF STEVENS POINT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES
				NEW	EXISTING	TOTAL	
1	4.04	NH MANAGEMENT CORP.	FEE & TLE	0.002	-----	0.002	0.035
2	4.04	DELTA DENTAL PLAN OF WISCONSIN, INC.	FEE & TLE	0.193	-----	0.193	0.209
3	4.04	BIG DIRT LLC	FEE & TLE	0.111	-----	0.111	0.061
4	4.04	WAREHOUSE SPECIALISTS, INC.	TLE	-----	-----	-----	0.938
5	4.04	5001 JOERNS DRIVE, LLC & OVERLAND JOERNS, LLC	FEE & TLE	1.076	-----	1.076	0.340
6	4.04 & 4.05	CITY OF STEVENS POINT	FEE	1.811	0.102	1.913	-----
7	4.04 & 4.05	CANADIAN NATIONAL RAILROAD	AGREEMENT & TLE	-----	-----	-----	0.199
8	4.05	VALLEY SALES CORPORATION	FEE & TLE	5.182	-----	5.182	0.613
9	4.05 & 4.06	ESTATE OF CHESTER J. KIRSCHLING & LORETTA KIRSCHLING	FEE	-----	0.829	-----	-----
10	4.05 & 4.06	THE STEVENS POINT COUNTRY CLUB	FEE & TLE	0.596	1.077	1.673	0.472
11	4.05 & 4.06	MK&K PROPERTIES, LLC	FEE & TLE	0.194	-----	0.194	0.206
12	4.06	FP PROPERTIES OF WISCONSIN, LLP	FEE & TLE	0.014	-----	0.014	0.007
13	4.06	LAURA B. BRONK	FEE & TLE	0.056	0.137	0.193	0.044
14	4.06	MARLA RAULS	TLE	-----	-----	-----	0.013

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED	SHEET NUMBER
50	CITY OF STEVENS POINT	RELEASE OF RIGHTS	4.4 & 4.5
51	CHARTER COMMUNICATIONS INC.	RELEASE OF RIGHTS	4.4, 4.5 & 4.6
52	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS	4.4, 4.5 & 4.6
53	WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)	RELEASE OF RIGHTS	4.4 & 4.5
54	AT&T (TELEPHONE)	RELEASE OF RIGHTS	4.4, 4.5 & 4.6

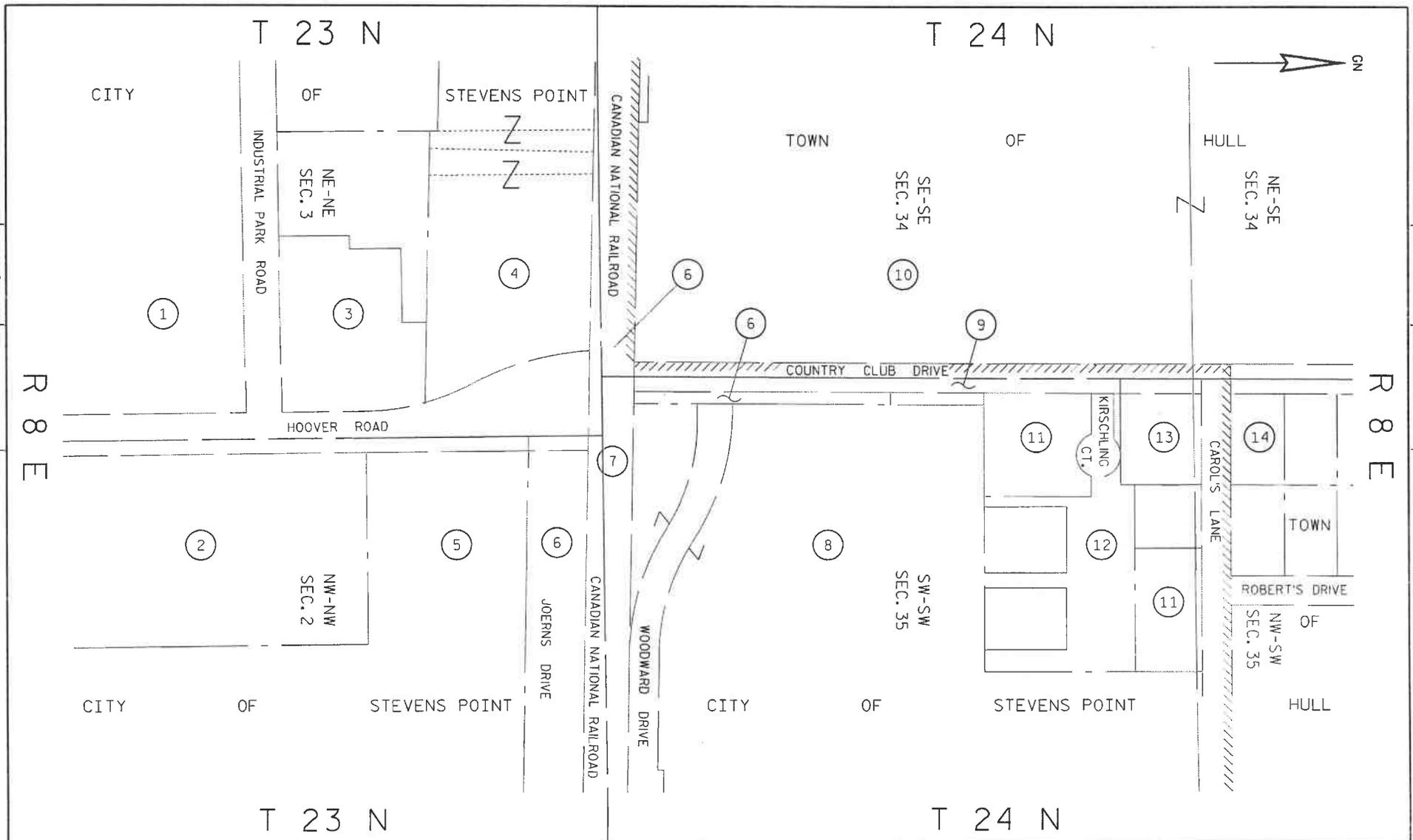
REVISION DATE	DATE	HWY: HOOVER ROAD	COUNTY R/W PROJECT NUMBER	PLAT SHEET 4.02
		COUNTY: PORTAGE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

FILE NAME : P:\60334258\900-Work\910-CAD\20-Sheets\040102_r.w.dgn

PLOT DATE : 11/16/2015

PLOT BY : ss...plotuser...ss PLOT NAME :

PLOT SCALE : 1:200



REVISION DATE	DATE	NOT TO SCALE	HWY: HOOVER ROAD	STATE R/W PROJECT NUMBER	PLAT SHEET 4.03
			COUNTY: PORTAGE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

FILE NAME : P:\60334255\900-Work\910-CAD\20-Sheets\040103_rw.dgn PLOT DATE : 11/16/2015 PLOT BY : **.plotuser** PLOT NAME : PLOT SCALE : 1:200 WISDOT/CADD SHEET 70

NOTE: EXISTING RIGHT OF WAY FOR HOOVER ROAD ESTABLISHED BY CSM 4367, CSM 1114, CSM 3332, CSM 4196 AND CSM 6636. EXISTING RIGHT OF WAY FOR INDUSTRIAL PARK ROAD ESTABLISHED BY CSM 3332 AND CSM 6636.

BEGIN RELOCATION ORDER
STA. 12+90.00

HARRISON MON.
FOUND
Y=196130.94
X=177529.124

R/W	CURVE DATA TABLE
702 - 262	546.00' 143.39' 144.95' N20°10'40"W
262 - 264	660.00' 273.18' 273.19' N15°56'47"W

FROM - TO	BEARING	DISTANCE
741 - 800	S00°37'23"E	17.00
800 - 801	S89°02'25"W	20.00
801 - 802	N00°37'23"W	25.00
802 - 803	S89°02'25"W	90.00
803 - 804	N00°37'23"W	10.00
804 - 746	N89°02'25"E	100.00
700 - 805	S89°02'25"W	14.26'
805 - 806	N44°29'53"E	36.37'
806 - 807	N01°37'25"E	110.00
807 - 808	S88°22'35"E	7.00
808 - 809	N00°48'23"W	186.38'
809 - 116	N88°56'07"W	177.77'
116 - 810	N00°00'12"E	368.03'
810 - 264	S89°00'27"E	62.77'
707 - 825	S89°00'08"E	46.74'
825 - 824	S00°59'52"W	10.00'
824 - 823	N89°00'08"W	45.00'
823 - 822	S71°15'27"W	74.37'
822 - 821	S90°00'00"W	60.58'
821 - 820	S65°01'14"W	175.21'
820 - 819	S11°33'54"W	96.128'
819 - 817	S00°54'35"W	86.68'
817 - 818	S69°05'25"E	19.30'
818 - 816	S14°31'10"W	73.61'
816 - 815	S44°05'33"W	42.21'
815 - 814	S00°17'23"E	175.00'
814 - 736	S89°23'08"W	5.00'
741 - 836	N89°18'59"E	20.01'
836 - 828	S02°12'36"E	5.63'
828 - 827	S06°06'34"E	296.68'
827 - 826	S02°12'36"E	15.02'
826 - 825	S02°12'36"E	70.11'

POINT	STATION	OFFSET
741	13+86.24	282.97'
800	14+57.16	97.69'
801	14+57.04	77.69'
802	14+82.04	77.70'
803	14+81.50	167.70'
804	14+91.50	167.70'
805	15+67.26	116.24'
806	15+93.92	91.50'
807	17+03.92	91.52'
808	17+03.93	84.52'
809	18+96.09	85.49'
810	22+74.00	248.76'
814	12+80.00	40.33'
815	14+65.00	40.33'
816	14+95.00	70.00'
817	15+75.92	70.30'
818	15+69.55	88.52'
819	16+57.74	98.91'
820	20+02.27	175.89'
821	20+70.08	337.45'
822	20+67.74	397.99'
823	20+89.01	469.43'
824	20+86.49	514.56'
825	20+96.48	515.12'
826	22+34.34	460.00'
827	22+40.16	460.00'
828	22+08.89	165.00'
856	22+86.52	165.00'

OWNER	RECORDING INFORMATION	PARCEL
CITY OF STEVENS POINT	DOC. 692175	1
TRAIL AGREEMENT	DOC. 732430	2
CITY OF STEVENS POINT SEWER & TRAIL EASEMENT	DOC. 735708	5
CITY OF STEVENS POINT SEWER & TRAIL EASEMENT	NO EASEMENT OF RECORD FOUND	1, 3 & 4
CHARTER COMMUNICATIONS	NO EASEMENT OF RECORD FOUND	3 & 4
AT&T (TELEPHONE)	NO EASEMENT OF RECORD FOUND	3 & 4

FROM - TO	BEARING	DISTANCE
741 - 708	S02°12'36"E	35.09'
708 - 826	S89°00'27"E	215.49'
826 - 707	S05°41'05"E	135.51'
707 - 706	S11°15'27"W	74.82'
706 - 750	S90°00'00"W	108.51'
750 - 749	S65°01'14"W	149.60'
749 - 748	S11°33'54"W	276.78'
748 - 703	S06°53'18"W	147.66'
703 - 341	S20°54'35"W	30.00'
341 - 340	S89°35'57"W	29.18'
340 - 736	S00°37'23"E	293.27'
736 - 737	S89°23'08"W	33.00'
737 - 747	N00°37'23"W	184.16'
747 - 746	S65°01'14"W	20.54'
746 - 700	N23°12'36"E	86.56'
700 - 701	N44°29'53"E	30.14'
701 - 702	N01°37'25"E	273.94'
702 - 262	CURVE	
262 - 264	CURVE	
264 - 740	N14°26'35"E	26.19'
736 - 742	S89°23'08"W	33.18'
742 - 737	S89°23'08"W	59.82'
705 - 708	N23°12'36"E	100.16'
264 - 233	N14°26'35"E	102.02'
64 - 742	N00°36'46"W	1050.42'
742 - 156	N00°36'46"W	1000.57'

POINT	STATION	OFFSET
262	20+05.11	121.21'
264	22+07.49	186.08'
340	15+84.63	33.95'
341	15+85.67	63.12'
700	15+67.91	102.00'
701	20+99.00	81.50'
702	18+61.23	16.50'
703	16+13.99	13.02'
706	20+77.80	396.72'
740	12+95.58	176.58'
708	22+51.96	145.00'
736	12+90.00	35.33'
737	12+90.00	57.67'
740	12+95.58	176.58'
741	22+81.05	145.00'
746	14+92.10	67.70'
747	14+74.16	57.70'
748	17+41.23	468.54'
749	20+24.09	150.35'
750	20+01.99	208.29'
826	22+34.34	460.00'

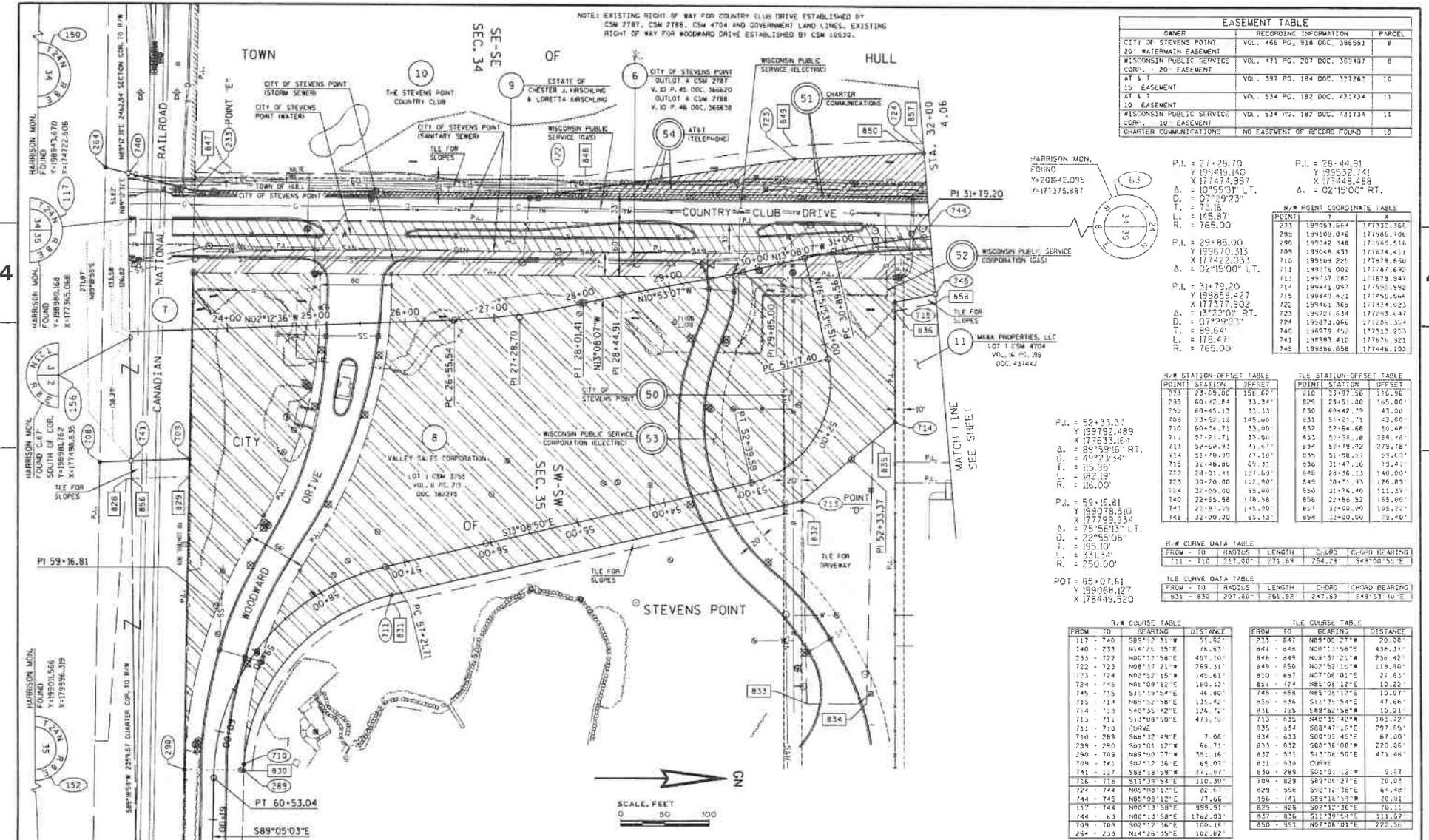
POINT	Y	X
262	198891.412	177581.177
264	198994.093	177506.721
340	198274.863	177539.324
341	198275.067	177568.503
700	198262.030	177402.848
701	198283.522	177424.070
702	198555.362	177431.775
703	198303.091	177579.210
706	198784.023	177896.524
740	198608.054	177517.377
708	198948.349	177638.274
736	197981.610	177542.512
737	197980.612	177449.518
740	198893.462	177513.253
741	198983.412	177636.921
746	198182.595	177437.321
747	198164.764	177447.515
748	198449.665	177596.920
749	198720.848	177652.408
750	198784.023	177786.014
826	198942.884	177953.719

DATE	SCALE, FEET
	0 50 100

HWY: HOOVER ROAD	STATE R/W PROJECT NUMBER
COUNTY: PORTAGE	CONSTRUCTION PROJECT NUMBER

PLAT SHEET	4.04
PS&E SHEET	E

NOTE: EXISTING RIGHT OF WAY FOR COUNTRY CLUB DRIVE ESTABLISHED BY CSM 2787, CSM 2788, CSM 4704 AND GOVERNMENT LAND LINES, EXISTING RIGHT OF WAY FOR WOODWARD DRIVE ESTABLISHED BY CSM 10030.



EASEMENT TABLE			
OWNER	RECORDING INFORMATION	PARCEL	
CITY OF STEVENS POINT	VOL. 466 PG. 918 DOC. 386553	8	
20' WATERMAIN EASEMENT			
WISCONSIN PUBLIC SERVICE CORP. - 20' EASEMENT	VOL. 471 PG. 207 DOC. 363487	8	
AT 17			
10' EASEMENT	VOL. 397 PG. 184 DOC. 337267	10	
10' EASEMENT	VOL. 534 PG. 182 DOC. 431734	11	
WISCONSIN PUBLIC SERVICE CORP. - 10' EASEMENT	VOL. 534 PG. 187 DOC. 431734	11	
CHARTER COMMUNICATIONS	NO EASEMENT OF RECORD FOUND	10	

P.I. = 27+28.70		P.I. = 28+44.91	
FOUND		FOUND	
Y = 199415.140	Y = 199532.741	X = 177474.397	X = 177448.488
D. = 10°55'31" L.T.	Δ. = 02°15'00" RT.	L. = 73.16'	L. = 145.37'
T. = 145.37'	R. = 765.00'	P.I. = 29+85.00	
		Y = 199670.313	
		X = 177474.033	
		Δ. = 02°15'00" L.T.	
		L. = 73.16'	
		T. = 145.37'	
		R. = 765.00'	

R/W STATION-OFFSET TABLE			TILE STATION-OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
753	28+89.00	136.87'	710	23+97.50	316.36'
758	60+47.84	33.24'	829	23+51.00	165.00'
759	60+45.13	31.13'	830	60+42.29	43.00'
709	23+52.12	145.00'	831	51+21.71	43.00'
710	60+34.71	33.00'	832	23+54.68	59.48'
711	57+23.71	33.00'	833	51+58.18	58.18'
713	52+40.43	41.67'	834	50+78.92	278.78'
714	51+70.90	77.10'	835	51+86.57	58.63'
715	24+88.06	65.90'	836	21+47.16	39.41'
723	28+03.41	123.69'	848	24+58.13	340.20'
723	30+70.00	112.90'	849	10+71.33	126.89'
714	22+60.00	95.00'	850	21+76.40	111.31'
740	22+85.58	178.58'	856	22+85.52	165.00'
741	22+89.25	145.00'	857	22+00.00	165.27'
745	22+09.20	63.13'	858	22+00.00	32.40'

R/W CURVE DATA TABLE					TILE CURVE DATA TABLE				
FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING	FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
111 - 710	211.00'	271.69'	254.23'	S49°00'55"E	831 - 830	207.50'	761.52'	247.89'	S49°53'40"E

R/W COURSE TABLE				TILE COURSE TABLE			
FROM	TO	BEARING	DISTANCE	FROM	TO	BEARING	DISTANCE
117	740	S89°12'31"W	51.82'	713	847	N89°00'21"W	70.00'
740	723	N41°25'35"E	18.23'	847	848	N00°10'56"E	436.21'
723	722	N00°11'58"E	491.10'	848	849	N08°57'21"W	236.42'
722	723	N08°17'21"W	768.11'	849	850	N02°52'15"W	118.90'
723	724	N0°42'15"W	146.61'	850	857	N07°06'01"E	21.62'
724	745	N0°08'12"E	346.11'	857	724	N88°06'12"E	18.22'
745	715	S31°15'54"E	46.40'	745	458	N85°02'17"E	10.07'
715	714	N89°32'38"E	131.42'	458	456	S13°35'54"E	47.66'
714	713	S40°35'49"E	136.72'	456	416	S88°50'38"E	10.21'
713	714	S11°08'50"E	473.70'	713	715	N00°35'42"W	101.72'
711	710	CURVE		835	854	S88°47'16"E	297.55'
710	289	S88°32'49"E	7.06'	854	833	S00°05'45"E	67.00'
289	290	S0°10'12"W	44.71'	833	832	S89°36'06"W	225.36'
290	709	N85°00'27"W	761.16'	832	911	S13°06'50"E	471.46'
709	741	S02°12'16"E	65.07'	811	830	CURVE	
741	117	S83°18'39"W	171.67'	830	269	S01°01'12"W	31.67'
716	715	S11°33'44"E	310.30'	709	829	S89°06'27"E	30.03'
716	744	N85°08'57"E	82.83'	829	858	S04°11'36"E	64.44'
744	745	N85°08'12"E	77.66'	858	141	S89°18'53"W	20.11'
117	724	N00°13'58"E	899.51'	828	828	S02°12'36"E	70.11'
724	83	N00°13'58"E	1762.03'	831	835	S89°36'06"W	225.36'
709	708	S02°17'26"E	310.14'	835	851	N07°06'03"E	225.34'
264	233	N14°26'15"E	102.82'				

REVISION DATE	DATE	SCALE, FEET	HWY: COUNTRY CLUB DRIVE	STATE R/W PROJECT NUMBER	PLAT SHEET	4.05
	GRID FACTOR	N/A	COUNTY: PORTAGE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	E

FILE NAME : P:\60334255\900-Work\910-CAD\20-Sheets\040105.rw.dgn PLOT DATE : 11/16/2015 PLOT BY : 89...plotuser...99 PLOT NAME : PLOT SCALE : 1:99.9998 WISDOT/CADD SHEET 75

NOTE: EXISTING RIGHT OF WAY FOR HOOVER ROAD ESTABLISHED BY CSM 4704, KIRSCHLING PLEASANT VIEW SUBDIVISION AND GOVERNMENT LAND LINES, EXISTING RIGHT OF WAY FOR KIRSCHLING COURT ESTABLISHED BY CSM 4543, EXISTING RIGHT OF WAY FOR CAROL'S LANE ESTABLISHED BY KIRSCHLING PLEASANT VIEW SUBDIVISION.

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL
AT & T	VOL. 397 PG. 184 DOC. 337263	10
15' EASEMENT		
AT & T	VOL. 572 PG. 774 DOC. 503736	10
43' x 30' EASEMENT		

SIGN SCHEDULE	
SIGN NO. 1	OWNER
11-1	FIRE PRO INC., MKAK PROPERTIES, LLC
11-2	CBRE, USDA, MKAK PROPERTIES, LLC

R/W POINT COORDINATE TABLE		
POINT	X	Y
200	37+4.25	34.25
716	32+48.03	55.00
717	33+80.00	47.00
718	33+58.97	75.00
719	34+48.77	82.00
720	34+16.00	47.00
721	36+48.28	41.00
724	32+00.00	95.00
725	33+86.12	68.17
726	37+40.25	38.53
729	37+34.32	31.75
738	37+34.32	34.25
745	32+00.00	65.33

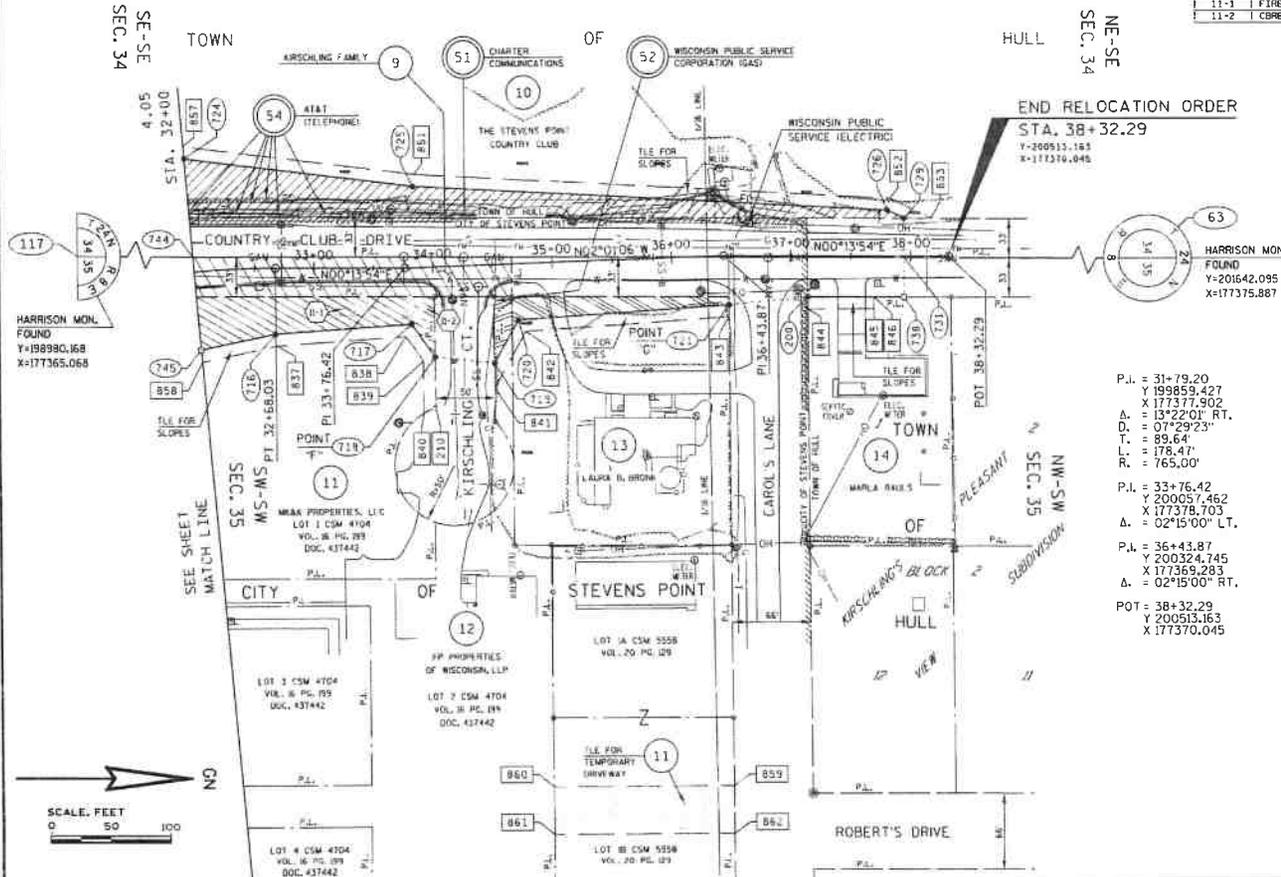
R/W STATION-OFFSET TABLE		
POINT	STATION	OFFSET
200	37+4.25	34.25
716	32+48.03	55.00
717	33+80.00	47.00
718	33+58.97	75.00
719	34+48.77	82.00
720	34+16.00	47.00
721	36+48.28	41.00
724	32+00.00	95.00
725	33+86.12	68.17
726	37+40.25	38.53
729	37+34.32	31.75
738	37+34.32	34.25
745	32+00.00	65.33

TLE STATION-OFFSET TABLE		
POINT	STATION	OFFSET
210	35+91.58	116.56
837	32+49.49	64.93
838	33+76.42	57.20
839	33+88.87	77.92
840	33+87.44	121.02
841	34+48.05	102.40
842	34+75.74	56.82
843	36+48.34	51.02
844	37+14.30	44.25
845	37+49.31	44.25
846	37+69.25	34.25
851	33+87.35	78.10
852	37+82.79	46.52
853	38+17.08	31.75
857	32+00.00	105.22
858	32+00.00	75.40
859	36+33.25	441.80
860	34+82.30	436.74
861	34+80.99	476.72
862	36+31.91	481.77

TLE CURVE DATA TABLE				
FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
210 - 840	50.00'	10.94'	10.92'	S23°49'51"E

R/W COURSE TABLE			
FROM - TO	BEARING	DISTANCE	
724 - 725	N07°06'01"E	153.17'	
725 - 726	N03°01'40"E	337.08'	
726 - 729	N26°17'41"E	15.67'	
729 - 738	S89°46'06"E	66.00'	
738 - 200	S00°13'58"W	80.07'	
200 - 721	S05°36'37"E	66.31'	
721 - 720	S03°55'03"E	176.77'	
720 - 719	S60°46'32"E	40.84'	
719 - 718	S05°59'01"W	50.28'	
718 - 717	S53°51'39"W	33.82'	
717 - 716	S03°52'39"E	114.11'	
716 - 745	S11°39'54"E	63.50'	
745 - 724	S85°08'12"W	160.33'	
716 - 715	S11°39'54"E	110.30'	
729 - 731	S85°46'06"E	33.00'	
731 - 738	S85°46'06"E	33.00'	
745 - 744	S85°08'12"W	77.66'	
744 - 724	S85°08'12"W	82.67'	
117 - 774	N00°13'58"E	899.31'	
744 - 731	N00°13'58"E	695.12'	
731 - 63	N00°13'58"E	1166.92'	

TLE COURSE TABLE		
FROM - TO	BEARING	DISTANCE
724 - 857	S85°08'12"W	10.22'
857 - 851	N07°06'01"E	194.93'
851 - 852	N03°01'40"E	398.78'
852 - 853	N05°17'41"E	38.17'
853 - 729	S00°13'58"W	22.76'
200 - 846	N00°13'58"E	55.00'
846 - 845	N89°54'01"E	10.00'
845 - 844	S00°13'58"W	55.00'
844 - 200	S89°54'01"W	10.00'
721 - 843	N89°54'01"E	10.02'
843 - 842	S03°55'03"E	170.69'
842 - 841	S80°46'32"E	53.31'
841 - 719	S89°52'58"W	20.41'
718 - 839	N89°52'58"E	41.99'
210 - 840	CURVE	
840 - 839	S89°52'58"W	43.33'
839 - 838	S53°51'39"W	25.06'
838 - 837	S03°52'39"E	107.31'
837 - 858	S11°39'54"E	64.91'
858 - 745	S85°08'12"W	10.07'
837 - 836	S11°39'54"E	131.67'
850 - 851	N07°06'01"E	222.56'
721 - 859	N89°54'01"E	400.38'
859 - 862	N89°54'01"E	40.00'
862 - 861	S00°05'59"E	151.00'
861 - 860	S89°52'53"W	40.00'
860 - 859	N00°05'59"W	151.02'



P.I. = 31+79.20
 Y 199859.427
 X 177377.902
 A = 13°20'01" RT.
 D. = 07°29'23"
 T. = 89.64'
 L. = 178.47'
 R. = 765.00'

P.I. = 33+76.42
 Y 200057.462
 X 177378.703
 Δ = 02°15'00" LT.

P.I. = 36+43.87
 Y 200324.745
 X 177365.293
 Δ = 02°15'00" RT.

POT = 38+32.29
 Y 200513.163
 X 177370.045

REVISION DATE	DATE	SCALE, FEET	HWY: COUNTRY CLUB DRIVE	STATE R/W PROJECT NUMBER	PLAT SHEET	4.06
	GRID FACTOR	N/A	COUNTY: PORTAGE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	E

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

December 8th, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Ellis Street Parking Ordinance Modification between East Avenue and Reserve Street Section 9.05

A concern had been raised regarding vehicles parked on the north side of Ellis Street between East Avenue and Reserve Street. When vehicles are parked between East Avenue and Reserve Street, seeing oncoming vehicles on Ellis Street becomes difficult.

A map and photos have been included.

As part of the initial parking issue, an additional concern was raised regarding children walking on East Avenue and crossing Ellis Street. East Avenue is a direct link to Jefferson Elementary and children use East Avenue to walk to school. The addition of the cross walk is something the City of Stevens Point Street Department would be able to install as soon as the weather warms in the spring.

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 1 of Section 9.05(i) of the Revised Municipal Code, **No Parking During School Hours** is hereby **repealed**:

9.05(i) 1. On the north side of Ellis Street from Reserve Street to East Avenue.

SECTION II: That subsection 152 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) 152. On the north side of Ellis Street from East Avenue to a point 65 feet east.

SECTION III: That subsection 153 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) 153. On the north side of Ellis Street from Reserve Street to a point 65 feet west.

SECTION IV: These ordinance changes shall take effect upon passage and publication:

APPROVED: _____
Mike Wiza, Mayor

ATTEST: _____
John Moe, City Clerk

Dated: December 1, 2015
Approved: December 21, 2015
Published: December 25, 2015



ST.

CLARK ST

AVE.

ELLIS ST

Proposing to repeal
"NO PARKING DURING
SCHOOL HOURS"

Proposing to create
"NO PARKING HERE
TO CORNER"

RESERVE

BOYINGTON AVE

65'

65'









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

December 8th, 2015

To: Board of Public Works

From: Scott Schatschneider, Director of Public Works

Re: Consideration of adding angle parking on Ellis Street between Strongs Avenue and Church Street

Sentry approached the City regarding the idea of adding angle parking on Ellis Street between Strongs Avenue and Church Street. Staff discussed the idea internally and believes the concept had enough merit to be brought forward.

Sentry has created a drawing to show approximately what the parking stall configuration may look like. In this first concept, there are an additional 25 stalls created for parking.

Staff feels there would need to be modifications made to Ellis Street (15 mph, one way, extending the one way to Clark Street, etc.) in order for this modification to be successful. Staff does not think the modifications would be negative and the idea utilizes existing space to meet a demand for parking.

This memo and drawing serve as an introduction to the idea.

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

Thank you.

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

December 7, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Coye Drive & Hoover Road intersection improvements

As stated last month, December's Board of Public Works Committee Meeting will be an opportunity for design alternatives pertaining to the Coye Drive and Hoover Road intersection to be reviewed and discussed.

As background, all adjacent and affected property owners were sent letters on November 30th indicating this upcoming meeting regarding the proposed improvements. Alderman Slowinski has been updated on the progress of the alternatives as this process has kept moving forward.

In addition, AECOM and staff met with the affected adjacent property owners to view the Coye Drive and Hoover Road intersection improvements prior to this Board of Public Works meeting. Given the limited number of impacted property owners and fewer potential overall design alternatives, for the Coye Drive intersection improvements, staff was able to meet with adjacent property owners prior to the meeting and get their initial thoughts.

AECOM will be giving a power point presentation on design alternatives and associated costs along with property owner feedback we received regarding the design alternatives.

I have included a memo from AECOM, explaining the logic behind the alternatives.

If there are any questions prior to the meeting, please feel free to contact me.

Thank you.

Memorandum

To Scott Schatschneider, P.E., City of Stevens Point
Director of Public Works Page 1

CC Bruce Gerland, P.E., AECOM Project Manager

Subject Hoover Avenue & Coye Drive Intersection Improvements
Access Concerns in the Southwest Intersection Quadrant

From Jeff Sandberg, P.E., AECOM Traffic Engineer

Date December 9, 2015

The City of Stevens Point is in the process of designing intersection improvements at the intersection of Hoover Avenue & Coye Drive. The intersection improvements were recommended as part of a study completed by AECOM. This study included analysis of the traffic impacts to the Stevens Point Industrial Park resulting from the loss of the Joerns Drive industrial park access when the Hoover Avenue railroad overpass is constructed.

The recommended improvements at the Hoover Avenue & Coye Drive intersection included geometric improvements and access modifications, including replacing the two driveways on the west side of the intersection with a public street. Properties in the northwest and southwest intersection quadrants will have access off the new public street. An aerial view of the intersection is below.



The owners of the property in the southwest intersection quadrant have requested they be given driveways that align with the parking lot aisles on both the east and west side of their building. The aisle on the east side building also serves as a shared access to the vacant parcel just south of this property.

A driveway that aligns with the westerly parking lot aisle is acceptable and can be allowed. This driveway falls outside the critical zone of influence of the intersection.

A driveway that aligns with the easterly parking lot aisle should not be allowed. Traffic modeling indicates queues of 50' are likely to occur within the design life of this intersection. Additionally, if the intersection is signalized in the future, in-pavement traffic detectors will be placed on this approach within 50' of the stop bar. Access should not be provided at locations adjacent to traffic detectors since vehicles entering or crossing from the property may interfere with the operation of the traffic signals.

The owner of the property in the southwest intersection quadrant has requested, if a driveway aligning with the easterly parking lot aisle is not allowed, a second driveway be allowed west of where the easterly parking lot aisle would intersect the new street. Guidance on acceptable driveway spacing can be found in the Transportation Research Board (TRB) Access Management Manual, chapter 9. Factors to consider when setting minimum driveway spacing include

- Safety
- Stopping sight distance
- Intersection sight distance
- Functional area
- Right-turn conflict overlap
- Influence distance
- Egress capacity

Given the low traffic volumes on this street segment, the most pertinent of these factors are intersection sight distance and right-turn conflict overlap. The minimum driveway spacings for these factors, given travelled speeds on Coye Drive, are 200' for intersection sight distance and 185' for right-turn conflict overlap. 200' is the recommended minimum spacing between driveways.

Applying these recommendations to the potential second driveway for the property in the southwest intersection quadrant, a second driveway would be acceptable if it were at least 50' from the eastbound intersection stop bar and at least 200' from the westerly property driveway. Based on the roadway geometry, it doesn't appear this is possible.

If a second driveway onto Coye Drive is not feasible, an alternative would be a new driveway onto Hoover Avenue with right-in/right-out access (i.e. no median opening). The new driveway would need to be approximately 200' from the Hoover Avenue & Coye Drive intersection. This location would provide separation between conflict points at the Hoover Avenue & Coye Drive intersection and the driveway with median opening just south on Hoover Avenue. It would NOT be an acceptable alternative to extend the median north to the new driveway. This driveway could also service the vacant parcel south of the First Law Group building.

When determining driveway locations, it is also important the driveway in the southwest and northwest intersection quadrants be designed to line up across from the other.

Memorandum

To Scott Schatschneider, P.E., City of Stevens Point
Director of Public Works Page 1

CC Bruce Gerland, P.E., AECOM Project Manager

Subject Hoover Avenue & Coye Drive Intersection Improvements
Access Concerns in the Southeast Intersection Quadrant

From Jeff Sandberg, P.E., AECOM Traffic Engineer

Date December 9, 2015

The City of Stevens Point is in the process of designing intersection improvements at the intersection of Hoover Avenue & Coye Drive. The intersection improvements were recommended as part of a study completed by AECOM. This study included analysis of the traffic impacts to the Stevens Point Industrial Park resulting from the loss of the Joerns Drive industrial park access when the Hoover Avenue railroad overpass is constructed.

The recommended improvements at the Hoover Avenue & Coye Drive intersection included geometric improvements and access modifications, including constructing a northbound right turn lane, closing the driveway on Hoover Avenue to the property in the southeast intersection quadrant, and relocating the southeast intersection quadrant driveway on Coye Drive further from the intersection. An aerial view of the intersection is below.



The owners of the property in the southeast intersection quadrant have concerns with the access modifications to their property. Specifically,

- The driveway on Coye Drive is aligned with their loading dock. If this driveway is relocated to the east, delivery trucks may not be able to utilize their loading dock.
- When a delivery truck is parked in the loading dock, the truck blocks access to the Coye Drive driveway. If the Hoover Avenue driveway is removed, all access to and from the parking lot will be blocked.

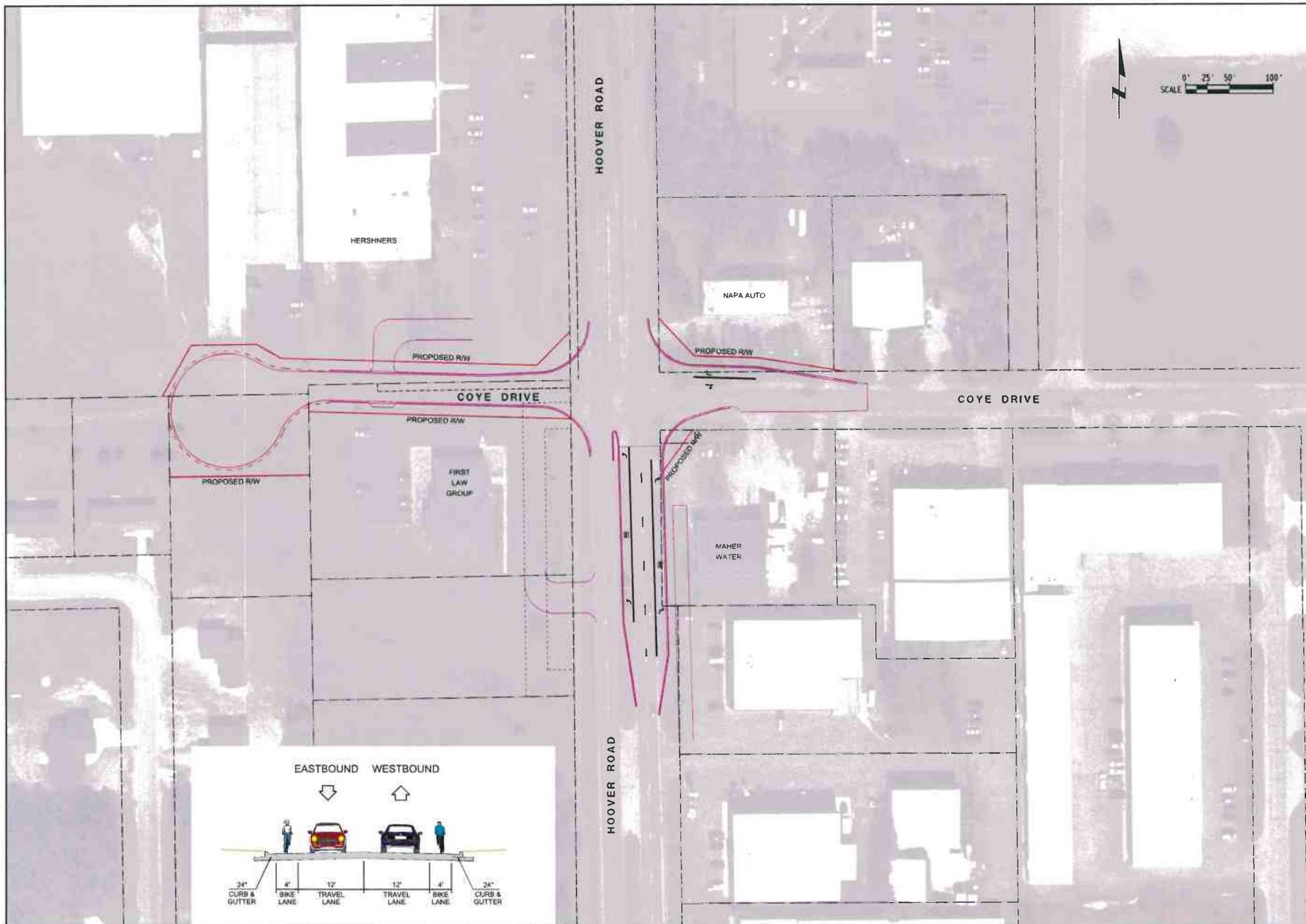
The reason for the access modification recommendations include:

- Within the design life of the intersection improvement, westbound queues of over 200' in length are expected to be present on Coye Drive in front of the driveway to this property
- Within the design life of the intersection improvement, northbound right turn queues of over 300' are expected to be present on Hoover Avenue.
- Presence of queues in front of driveways is a known contributor to safety and operational deficiencies.

Upon further review of these deficiencies with respect to the property impacts listed above, I am of the opinion:

- The driveway onto Coye Drive is acceptable at its current location. The detrimental impacts of relocating it slightly east outweigh the benefits, especially considering westbound queues on Coye Drive will still be present in front of a relocated driveway. The existing driveway is far enough from the intersection that traffic detection will operate acceptably if installed as part of a future traffic signal installation.
- The driveway onto Hoover Avenue is still unacceptable at its current location and should be closed.

One solution suggested by the owner of the property was to relocate the Hoover Avenue driveway south and build a paved connection along the west side of their building. This concept is still unacceptable since queues will be present in the proposed northbound right turn lane where the driveway would be located. However, an acceptable alternative would be to establish a shared access with the property to the south and utilize their Hoover Avenue access. This would have the added benefit of being a full access, compared to a right-in/right-out access in the property owner's suggested solution.



DATE:	DESCRIPTION:
DESIGN:	NO.
CHECK:	DATE (MM/YY):
APP'D:	
AECOM 200 Indiana Avenue Stevens Point, WI 54481 TEL: 608.441.1300 WWW.AECOM.COM	
CITY OF STEVENS POINT COYE DRIVE AND HEFFRON STREET STEVENS POINT, WISCONSIN	
COYE DRIVE ALTERNATIVE 1	
PROJECT START DATE (M/Y):	
PROJECT NO.	60345262
FILENAME	plan_Coye_photo.dgn
SHEET NO.	
DRAWING NO.	

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:
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December 7, 2015

To: Board of Public Works
From: Scott Schatschneider, Director of Public Works
Re: Second Access Point into the Stevens Point Industrial Park

As stated last month, December's Board of Public Works Committee Meeting will be an opportunity for design alternatives regarding a potential second access into the Stevens Point Industrial Park to be reviewed and discussed.

Obviously, the alternatives for this project are more complicated than for the Coye Drive intersection. The purpose of the December Meeting may again be for the purpose of understanding what alternatives exist and their impacts.

As with the Coye Drive intersection project, all adjacent and affected property owners were sent letters on November 30th indicating this upcoming meeting regarding the proposed improvements. Alderman Slowinski has been updated on the progress of the alternatives as this process has kept moving forward.

AECOM will be giving a power point presentation on design alternatives and associated costs.

I have included a memo from AECOM, explaining the logic behind the alternatives.

If there are any questions prior to the meeting, please feel free to contact me.

Thank you.

Memorandum

To	Scott Schatschneider, P.E., City of Stevens Point
CC	Ryan Barz, P.E., AECOM Project Engineer Jeff Sandberg, P.E., AECOM Traffic Engineer
Subject	Hoover Avenue & Heffron Street Alternative Summary
From	Bruce Gerland, P.E., AECOM Project Manager
Date	December 4, 2015

The City of Stevens Point is in the process of evaluating alternatives to extend Heffron Street east from Hoover Avenue into the Stevens Point Industrial Park. The roadway extension was recommended as part of a study completed by AECOM. This study included analysis of traffic impacts to the Industrial Park resulting from the loss of the Joerns Drive access when the Hoover Road railroad overpass is constructed in 2017. The study recommended construction of a second access into the Industrial Park.

Three alternatives have been developed for consideration:

Alternative 1

Alternative 1 extends Heffron Street from the intersection of Hoover Road east to the intersection of Krembs Avenue. A rural roadway section is proposed with 12-foot travel lanes, 5-foot paved shoulders for bikes and pedestrians, 2-foot gravel shoulders and ditches for drainage. The horizontal alignment is an east/west tangent parallel to overhead utility lines. The west end of the roadway is deflected slightly to the north so the intersection aligns with the west leg of the Heffron Street/Hoover Road intersection.

The following concerns/issues have been identified with this alternative:

- Impacts to access for the Central City Credit Union on the south side of this property
- Limits expansion of the JHL Digital Direct facility to the south
- Requires relocation of 2 garages, one at 5266 Howard Avenue and one at 5276 Howard Avenue
- In backyard of 8 residences located between 3215 S Hoover and 5276 Howard Avenue

Alternative 2

Alternative 2 extends Heffron Street from the intersection of Hoover Road east to the intersection of Krembs Avenue. A rural roadway section is proposed with 12-foot travel lanes, 5-foot paved shoulders for bikes and pedestrians, 2-foot gravel shoulders and ditches for drainage. The horizontal alignment is an east/west tangent parallel to overhead utility lines. The alignment curves to the north around the garages at 5266 Howard Avenue and 5276 Howard Avenue. The west end of the roadway is deflected slightly to the north so the intersection aligns with the west leg of the Heffron Street/Hoover Road intersection. Exhibit 2 illustrates this alternative.

The following concerns/issues have been identified with this alternative:

- Impacts to access for the Central City Credit Union on the south side of this property
- Limits expansion of the JHL Digital Direct facility to the south
- Avoids the relocation of 2 garages, one at 5266 Howard Avenue and one at 5276 Howard Avenue
- Impacts Accounting Workshop SC parcel located at 5001 Heffron Street and 2 adjacent vacant parcels to the east.
- In backyard of 8 residences located between 3158 S Hoover and 5276 Howard Avenue
- Creates a curved roadway

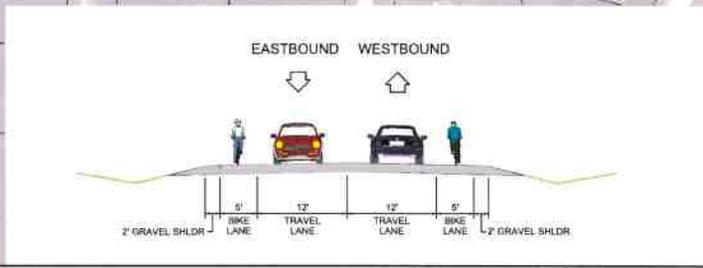
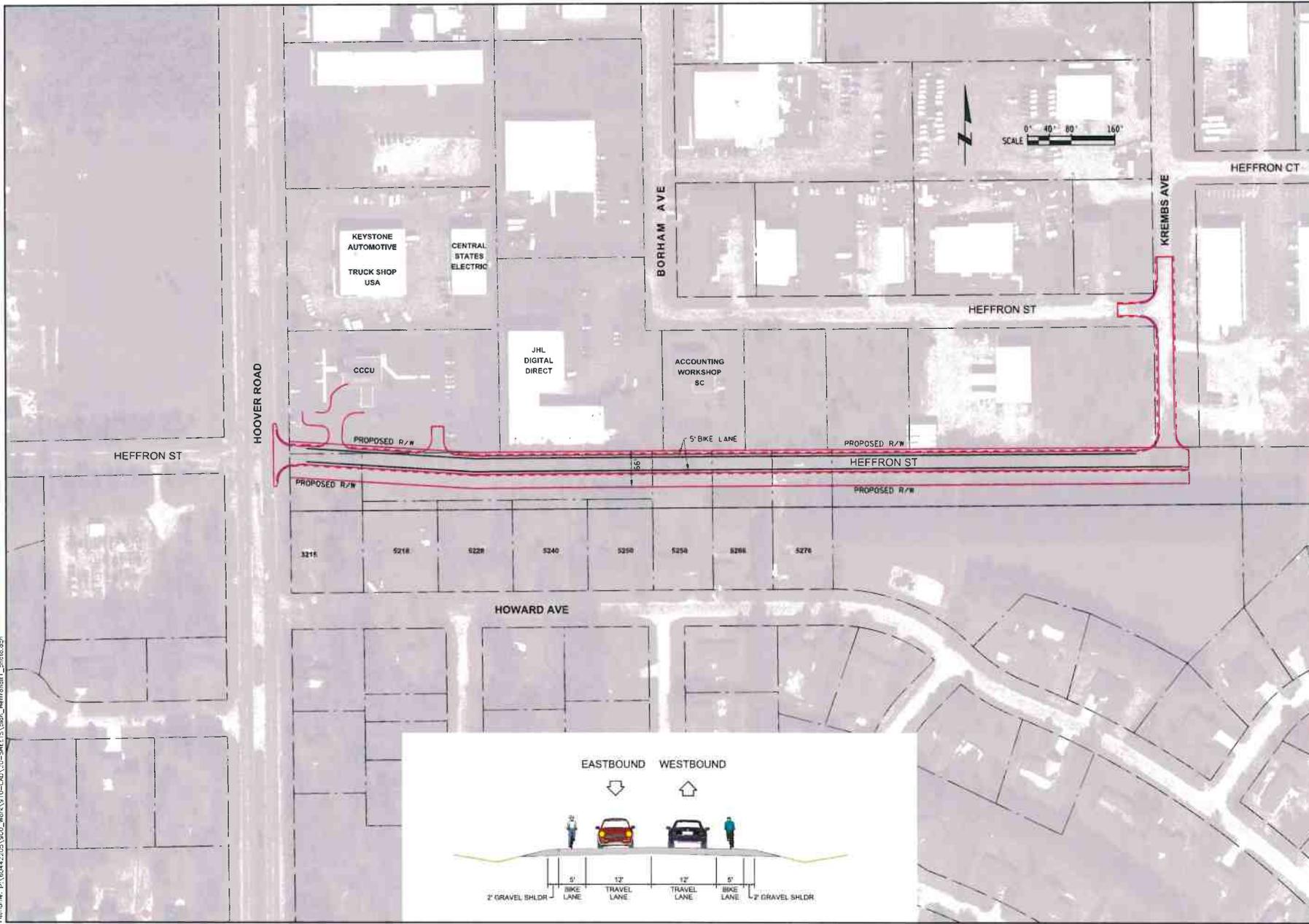
Alternative 3

Alternative 3 extends Heffron Street east from Hoover Road along the north property line of the Central City Credit Union and the south property line of Truck Shop U.S.A. to the intersection of Heffron Street and Borham Avenue. An urban roadway section is proposed with 12-foot travel lanes, 4 bike accommodations and 2-foot curb and gutter. The horizontal alignment is an east/west tangent with a reverse curve between the Central States Electric building and the JHL Digital Direct building. Exhibit 3 illustrates this alternative.

The following concerns/issues have been identified with this alternative:

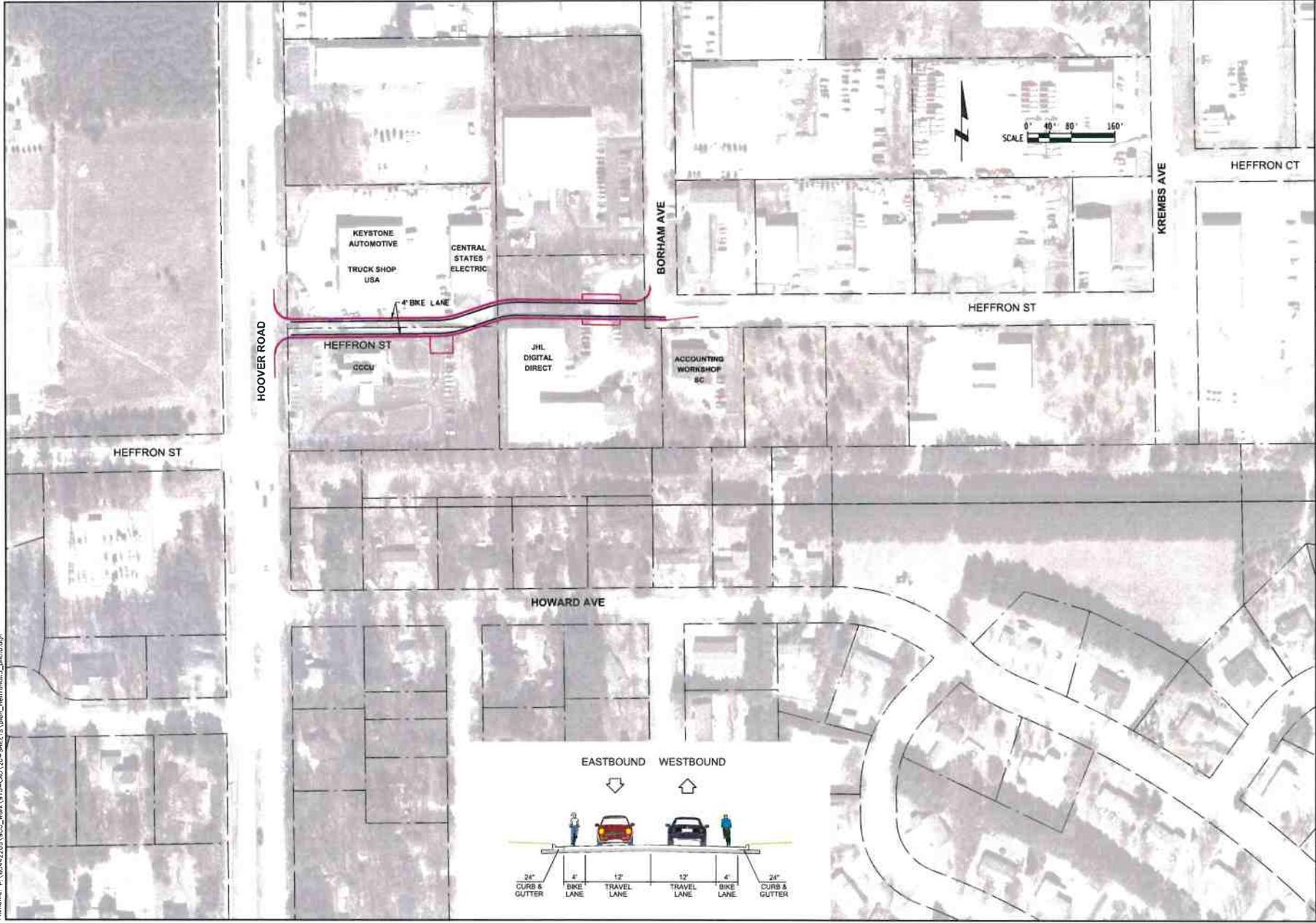
- Impacts to access for the Central City Credit Union on the north side of this property
- Impacts to storage, parking and garage access to Truck Shop USA
- Impacts to office portion of Central States Electric structure
- Limits expansion of JHL Digital Direct facility to north
- Splits parking lot of JHL Digital Direct facility
- Creates an offset intersection with the west leg of Heffron Street
- Creates a curved roadway alignment
- Requires extension of storm sewer along Hoover or a stormwater facility

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 City: The City of
 Layout: Street Name: Heffron
 Filename: P:\0442205\800_Web\310-CAD\30-SHEETS\30a_HeffronAlt_1_photo.dgn
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CITY OF STEVENS POINT COYE DRIVE AND HEFFRON STREET STEVENS POINT, WISCONSIN HEFFRON STREET ALTERNATIVE 1		PROJECT START DATE (M X Y): _____ PROJECT NO.: 80345262 FILENAME: p1a_HeffronAlt_1_photo.dgn SHEET NO.: _____ DRAWING NO.: _____

Plotted By: bresterk
 Date: 12/8/2015 3:28:54 PM
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 File Name: P:\0442205\802_Web\1810-COV\20-SHEETS\plan_heffron021_ae00a.dgn



<p>AECOM 200 Indiana Avenue Stevens Point, WI 54481 WWW.AECOM.COM</p>		DATE BY:	DATE:	SCALE:	DATE:
		DESIGNED BY:	DATE:	SCALE:	DATE:
<p>CITY OF STEVENS POINT COYE DRIVE AND HEFFRON STREET STEVENS POINT, WISCONSIN</p>		DATE BY:	DATE:	SCALE:	DATE:
<p>HEFFRON STREET ALTERNATIVE 3</p>		DATE BY:	DATE:	SCALE:	DATE:
<p>PROJECT START DATE (M/Y):</p>		DATE BY:	DATE:	SCALE:	DATE:
<p>PROJECT NO. 00242002</p>		DATE BY:	DATE:	SCALE:	DATE:
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