

Hoover Road Rail Grade Separation

City of Stevens Point, Country Club Drive

Project ID 6998-11-00

Public Involvement Meeting

May 6, 2014

Purpose of the Meeting

Welcome to the public involvement meeting for the Hoover Road Rail Grade Separation project. A presentation is scheduled to begin at 6pm and the remainder of the meeting will follow an open house format. Please review the exhibits and feel free to ask questions of the project representatives that are present. The purpose of this meeting is to present the alternatives being considered for this project and obtain feedback from the community so that a preferred alternative can be selected.

Your input is important to us so we encourage you to speak with staff from the City of Stevens Point or their consultant AECOM. A form is also included at the end of this packet for you to provide written comments. You may drop your form in the comment box at the sign-in table before you leave or mail it to the address on the bottom of the form. Below is a description of the project followed by answers to frequently asked questions.

Project Purpose and Need

Purpose: The purpose of this study is to develop a plan to improve the operational efficiency and safety of the at-grade crossing of Hoover Road/Country Club Drive and the Canadian National Railway (CN RR) to allow the roadway facility to serve as a key north-south link in Stevens Point's transportation system.

Need: This project is needed to improve reliability of the crossing while reducing traffic delay caused by slow or non-moving trains. It is also needed to improve railroad crossing safety. These improvements will help to enhance the potential for economic growth in the area. This project will also improve bike and pedestrian accommodations.

Significant delays occur on Hoover Road/Country Club Drive due to CN RR switching and transport operations blocking the intersection for extended periods of time each day. The delays influence traffic along Industrial Park Drive/Patch Street and other nearby roadways as well. A Stevens Point fire station is also located within a quarter mile of this crossing. Emergency response times are often delayed due to train operations.

The Wisconsin Department of Transportation (WisDOT) calculates an "exposure factor" for railroad crossings to determine if a grade separation (bridge) should be considered. A crossing's exposure factor equals the average annual trains per day (in this case, 35) multiplied by the average annual daily traffic of the roadway (in this case, 5,640). According to WisDOT policy, a grade separation should be considered in an urban area when the exposure factor exceeds 100,000. The exposure factor for the CN railroad crossing in the study area is estimated to be nearly 200,000, well over the 100,000 grade separation threshold set by WisDOT.

Alternatives Considered

Four grade separation alternatives are being considered. All alternatives assume that Country Club Drive/Hoover Road will be shifted east where it intersects the railroad. All alternatives will allow for on street bicycle accommodations and extend the multiuse path that parallels Hoover Road to the north side of the tracks. One of these alternatives will be selected as the preferred alternative and an environmental report will be completed.

Alternative 1 – No Build

The purpose of the No Build Alternative is to provide a baseline against which impacts of the proposed alternatives are evaluated. The No Build Alternative represents the roadway in its present condition at the time of analysis. If no action is taken, the existing crossing will continue to be unreliable and the long term operational needs of Hoover Road/Country Club Drive will not be met. The No Build Alternative does not satisfy the purpose and need of the proposed project and was removed from further analysis.

Alternative 2a – Road under Rail with retaining walls

This alternative includes a bridge carrying the two tracks of the CN RR over Hoover Road/Country Club Drive east of the existing at-grade crossing of the railroad facility. The bridge will be aligned perpendicular to the railroad alignment. A temporary two-track “shoo-fly” will be required to maintain rail traffic and provide a rail siding to Warehouse Specialists, Inc. during construction. A lift station and storm sewer will be required to remove storm water and/or groundwater. Retaining walls will be constructed behind the sidewalk/multi-use path. This option would be similar to the bridges that carry the railroad over Business 51 and Michigan Avenue, except the retaining walls would be longer.

- Total Estimated Cost = \$20.7 million
- Depth of cut below existing ground = Approx. 21 feet at bridge
- Length of cut along roadway = Approx. 1,500 feet

Alternative 2b – Road under Rail with slopes and retaining walls

Like Alternative 2a, this alternative includes a bridge carrying the two tracks of the CN RR over Country Club Drive/Hoover Road east of the existing at-grade crossing of the railroad facility. Also like Alternative 2a, the bridge will be aligned perpendicular to the railroad alignment. In addition, a temporary two-track “shoo-fly” and permanent lift station and storm sewer will be required. However, instead of retaining walls there will be a grass buffer and slopes up to meet the existing ground. This option would be similar to the bridges that carry the railroad over Business 51 and Michigan Avenue.

- Total Estimated Cost = \$17.4 million
- Depth of cut below existing ground = Approx. 21 feet at bridge
- Length of cut along roadway = Approx. 1,500 feet

Alternative 3a – Road over Rail with retaining walls

This alternative includes a bridge carrying Country Club Drive/Hoover Road over the CN RR. The bridge will be aligned perpendicular to the railroad alignment. Retaining walls will be constructed behind the sidewalk/multi-use path. This option would be similar to the bridges that carry I-39 and County R over the railroad, with the addition of retaining walls.

- Total Estimated Cost = \$15.7 million
- Depth of fill above existing ground = Approx. 27 feet at bridge
- Length of fill along roadway = Approx. 2,200 feet

Alternative 3b – Road over Rail with slopes and retaining walls

Like Alternative 3a, this alternative also includes a bridge carrying Country Club Drive/Hoover Road over the CN RR. The bridge will be aligned perpendicular to the railroad alignment. Instead of retaining walls behind the sidewalk/multi-use path, there will be a grass buffer and slopes down to meet the existing ground, where possible. A retaining wall will still be required south of the railroad tracks and west of Hoover Road to minimize impacts to businesses. This option would be very similar to the bridges that carry I-39 and County R over the railroad.

- Total Estimated Cost = \$12.3 million
- Depth of fill above existing ground = Approx. 27 feet at bridge
- Length of fill along roadway = Approx. 2,200 feet

Alternative 4 – Eliminate Crossing

This alternative eliminates the crossing completely and constructs a cul-de-sac on either side of the railroad. Coming from the north the only option would be to turn along Woodward Drive. Coming from the south the only option would be to turn along Joerns Drive. This alternative will have little direct impact to the surrounding business properties. However, business operations may be affected. This alternative does not satisfy the purpose and need of the proposed project and was removed from further analysis.

Frequently Asked Questions

What is the schedule for the project?

The following schedule details upcoming major milestones for the Hoover Road Rail Grade Separation project.

Selection of preferred alternative.....	May/June 2014
Environmental document submittal	July 2014
*Final design.....	Fall/Winter 2014
*Construction	2017

*Final design and construction are dependent on funding.

Will right of way be required?

Yes. The current desire is to shift the grade crossing to the east. The new roadway alignment will require the acquisition of right of way to the east of Hoover Road. Other minor acquisitions may also be required.

What will happen to the Hoover Road and Industrial Park Drive intersection?

The Hoover Road and Industrial Park Drive intersection will be minimally affected. During the final design phase, an Intersection Control Evaluation will be completed to determine the best alternative for control (i.e. stop sign, traffic signal, or roundabout).

Will access to businesses and homes be maintained during and after construction?

Access to businesses and homes will be maintained throughout construction. The design team will evaluate operations for the selected alternatives to ensure business operations are maintained after construction.

Who is funding the project?

This project is currently funded with federal dollars through the 30% design stage. It is anticipated that final design and construction will be funded through a combination of local, state and federal dollars.

Questions or comments

The City of Stevens Point will consider comments from this meeting in the selection of an alternative.

Project contacts:

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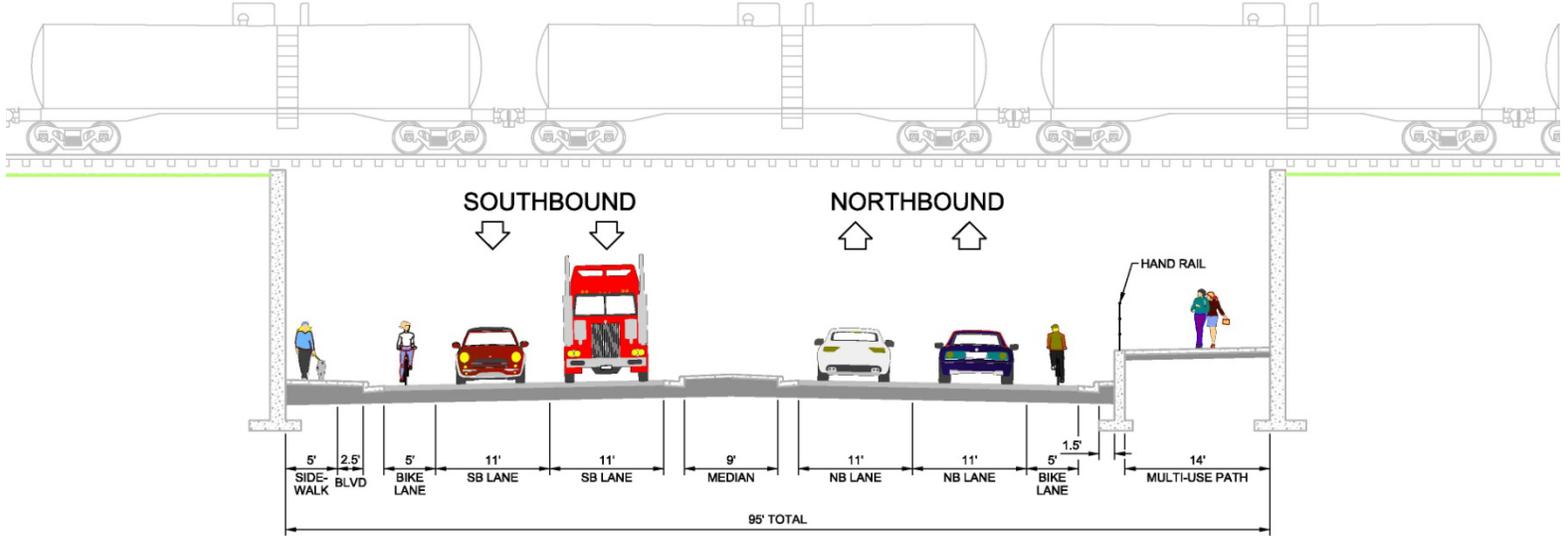
Kevin Hagen
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Fax: 715.341.7390

Please use the attached form to provide written comments. **Please return all comments by Tuesday, May 20, 2014.**

Hoover Road Rail Grade Separation

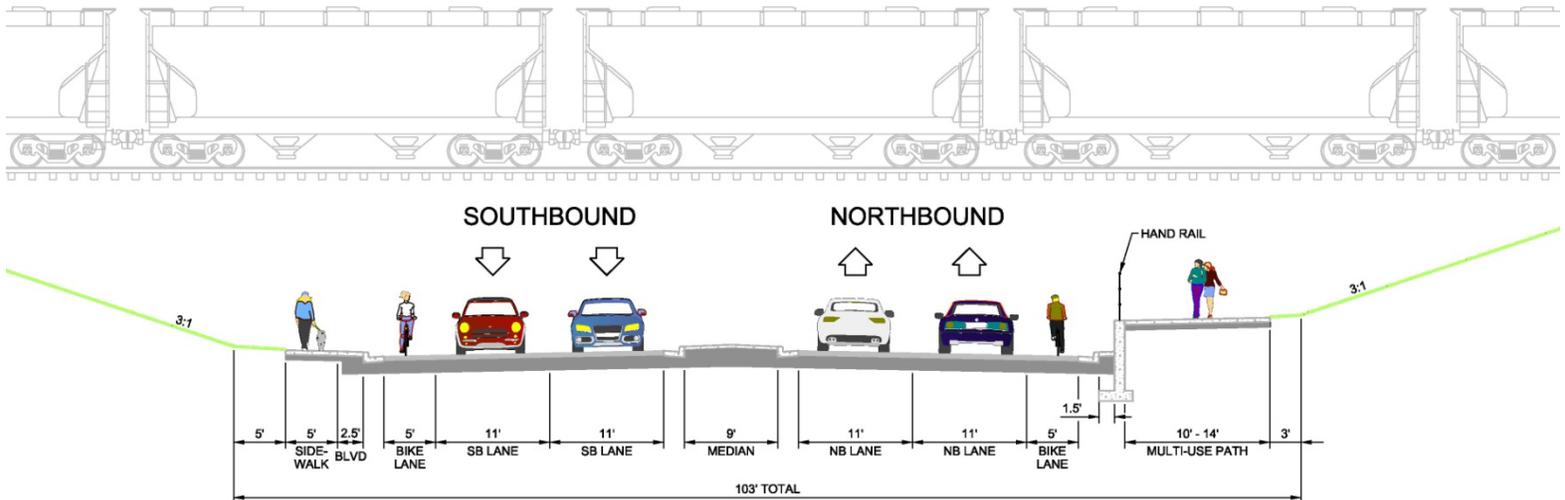
Typical Sections

Road Under Rail



ALTERNATIVE 2A: HOOVER ROAD UNDER RAIL

W/ RETAINING WALL



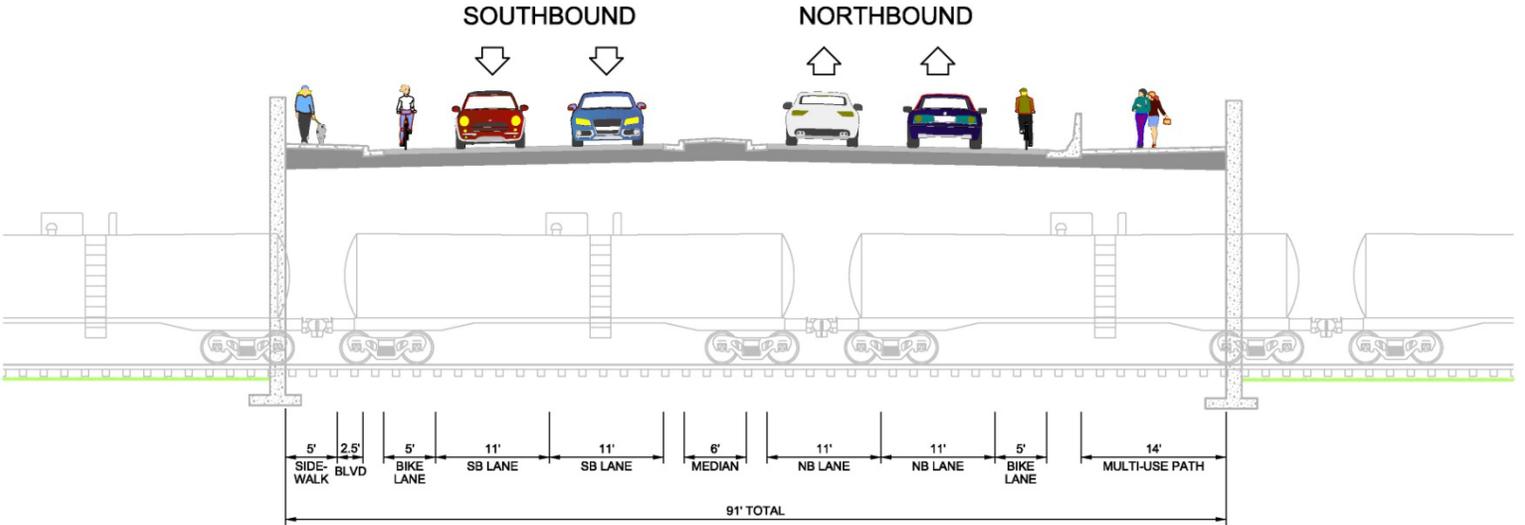
ALTERNATIVE 2B: HOOVER ROAD UNDER RAIL

W/ SLOPES & RETAINING WALL

Hoover Road Rail Grade Separation

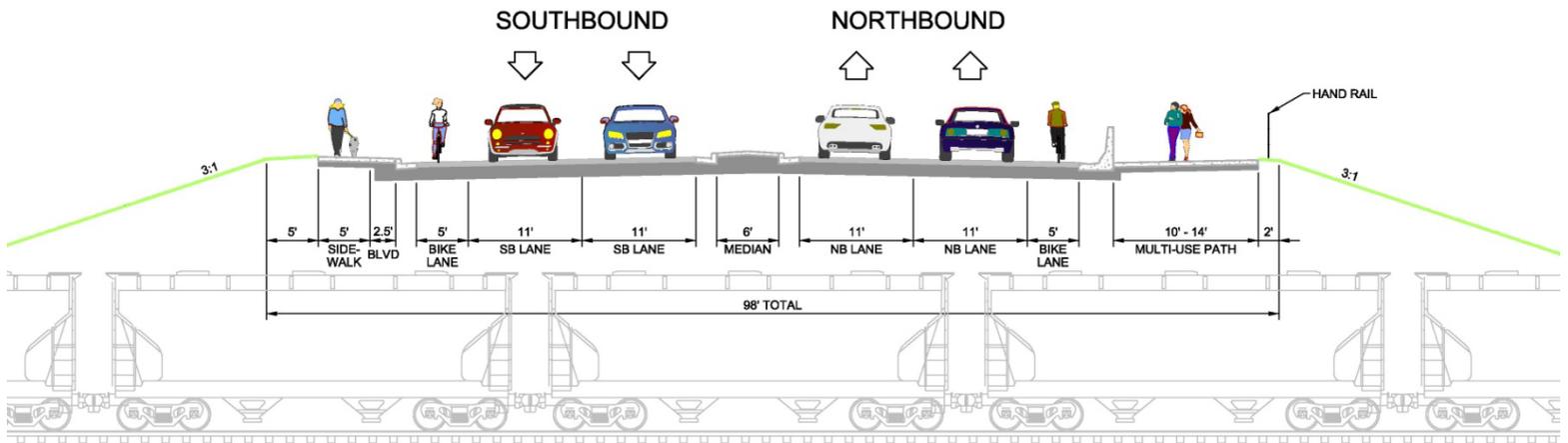
Typical Sections

Road Over Rail



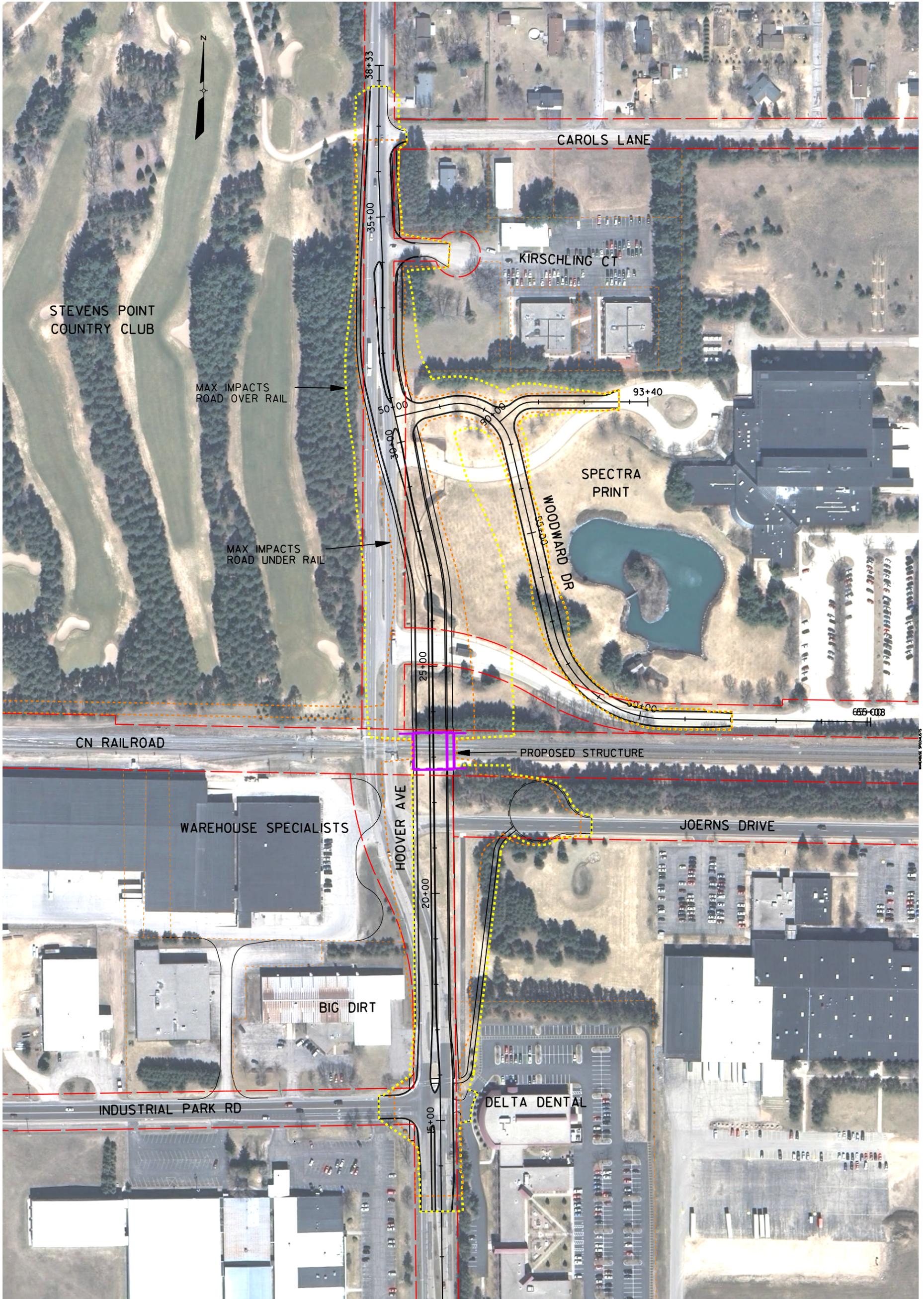
ALTERNATIVE 3A: HOOVER ROAD OVER RAIL

W/ RETAINING WALL



ALTERNATIVE 3B: HOOVER ROAD OVER RAIL

W/ SLOPES & RETAINING WALL



LEGEND

- MAX IMPACTS (ROAD OVER RAIL)
- MAX IMPACTS (ROAD UNDER RAIL)
- EXISTING RIGHT OF WAY



AECOM

200 INDIANA AVE.
STEVENS POINT, WI
715.341.8110

**PROJECT OVERVIEW
ROAD OVER RAIL (SLOPES)**

**HOOVER GRADE SEPARATION
COYE DRIVE TO CAROLS LANE
CITY OF STEVENS POINT, PORTAGE COUNTY, WI
WisDOT PROJECT ID 6998-11-70**

PROJECT NO. 60220501	DRAWN BY: KMB	DATE: APRIL / 2014	000
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Comment Form
Public Involvement Meeting
Hoover Road Rail Grade Separation
May 6, 2014

Name: _____

Mailing address: _____

Telephone Number: _____

Email address: _____

Please tell us how you are associated with the project (i.e. business owner, property owner, concerned party, etc):

General comments: _____

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

Please place this sheet in the comment box or mail by **May 20, 2014** to the address below. Comments can also be emailed.

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