

BOARD OF PUBLIC WORKS MEETING
Monday, January 13, 2014
Lincoln Center – 1519 Water Street, Stevens Point, WI 54481

MINUTES

PRESENT:

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

ALSO PRESENT:

DIRECTORS: Michael Ostrowski – Community Development, and Tom Schrader – Parks and Recreation.

ALDERPERSONS: Mike Wiza(4th), Mary Stroik(5th), Jeremy Slowinski(6th), Mike Phillips(10th) and Jerry Moore(11th).

CITY STAFF MEMBERS: City Attorney A. Logan Beverage, City Clerk John Moe, Fire Department Chief Tracey Kujawa, Administrative Assistant to the Mayor Kelley Pazdernik, Streets Department Superintendent Dennis Laidlaw, and Deputy Comptroller Treasurer Carrie Freeberg

OTHERS PRESENT: Brandi Makuski – Stevens Point City Times, Nate Enwald – Portage County Gazette, Chris Jones – Stevens Point Journal, MaryAnn Laszewski – 1209 Wisconsin Street, Cathy Dugan – 615 Sommers Street, Bob Fisch – 1033 Smith Street, and Barb Jacob – 1616 Depot Street, Armin Nebel – 1100 Phillips Street, Sue Beveridge – 316 Union Street, Cole Racine – 1727 Pine Street, Don Barsness – 3233 Church Street, Walter Leppen – 9447 1st Street, Nelsonville, Norm Barber – 2400 Church Street, Judie Hintz – 2400 Church Street, Kathy Blake – 2600 Church Street, Joe Senn – 3040 Church Street, Jim Lienlokken – 1600 Maria Drive, Michelle Lewis – 3533 Stanley Street, David Katzmark – 804 Division Street, Bill Fehrenbad – 1408 Wisconsin Street, and Annie Wetter – 485 Casimir Road.

Mayor Andrew Halverson called the Board of Public Works meeting to order on January 13, 2014 at 6:00 P.M. The meeting was held at The Lincoln Center at 1519 Water Street in Stevens Point, WI 54481.

1. Update on the Business 51 Project.

Mayor Halverson said this will be an update and discussion only for the Board of Public Works and Alderspersons, no public comment at this time.

Mayor Halverson explained since the last public informational meeting, city staff felt the need bring before the Board of Public Works the cost estimates and what it would mean to simply tear the road up and put it back down the way it is.

Mayor Halverson went on to explain that when Business 51 was put in, it was in the Federal Highway System. Division Street and Church Street existed to us as also US Business Highway 51 but as we went through the jurisdictional transfer process, Division Street and Church Street became truly and only City Streets. Since then, as referred to on Map 21, a Federal Legislative Act was passed and signed by President Obama in late 2012. The requirements of this new transportation plan indicate that any principle arterial road in a local municipality would be classified on the Federal Highway System (FHWA). We have to meet design criteria, but with that also more funding opportunities. The WisDOT as well as FWHA would require us to design to certain parameters. The question we were going to answer for you tonight in a presentation was

"Can we build it any way we would like if we only use our money?" and the answer to that question is no. As of January 9, 2014, we were awarded \$2.7 million dollars for construction costs from our south city limits to Heffron Street. We are responsible for 100% of engineering and design fees.

Director Schatschneider explained that he had applied for an STP Urban Grant in June of 2013 from the south city limits to the CN overpass (planned as phase I of the Business 51 corridor project). Phase one would be split into two sections, one section being south city limits to Heffron Street and the other from Heffron Street to the CN overpass. Each of those sections was estimated at \$3.4 million for construction costs with an approximate \$6.8 to \$7 million dollars total. Given the fact that we are on the Nation Highway System with this corridor, the WisDOT and Federal Highway System (FHWA) are partners in this.

Director Schatschneider reiterated that he had planned a PowerPoint Presentation outlining where we had been, where we are now and to look at the costs to put it back as is. After receiving an email from WisDOT that we have been awarded \$2.7, we informed them that we may possibly go it alone and put the road back as is. After WisDOT conferred with the Federal Highway Systems, we received a call back Friday afternoon from central office in Madison stating that Business 51 is on the FHWA and they have requirements that we will need to follow. The first requirement is to come up with alternative for multi-mobile forms of transportation.

Aldersperson Stroik expressed his disappointment in not having a choice to do nothing. Now that they are going to require us to spend more money to do the project, he would like to know why they won't pay for the whole concept if they require us to design it their way or no way. He feels we should hold out for more money.

Mayor Halverson explained that there is always a jurisdictional participation level (usually around 20%) that is assumed by the state the local municipalities' responsibility because they also gain from the project. So, the estimated cost for section 1, phase 1 is \$3.4 million. \$2.7 million is 80% of our estimate.

Aldersperson Stroik asked if that was the section proposed to go to the 2-lane. Director Schatschneider said the 2-lane or 3-lane starts at Michigan Avenue.

Aldersperson Stroik said he has not heard one person in the city who thinks the 2-lane is a good option. Aldersperson Stroik asked is we could go back to the table to look at the best 4-lane option even if it would include more relocations and displacement and go after more dollars to get it.

Mayor Halverson explained the scenario again when we submit to the state the reports that show all the impact on the corridor, we would be rejected based on the extreme impact and cost. They already know that we have an alternative that meets the traffic projections, including the multi-modal requirements and preserves homes and businesses.

Aldersperson O'Meara recommends AECOM put together a matrix of the different proposals (including some 4-lane undivided, a 5-lane twiddle, and a 3-lane all with pedestrian and bicycle accommodations) to see what the capacity, costs and relocations of each are so we don't speculate and we can make better decision.

Aldersperson Stroik asked since it is on the Federal Highway System will the railroad have to fix the narrowness of the CN overpass. Mayor Halverson said not necessarily considering the width of it with the alternative that is being projected handles the traffic volume without a problem.

Alderson Stroik asked if someone from the WisDOT or FHWA would come and speak to us and explain how they can put unfunded demands and not take care of the true project. Mayor Halverson said that this is not unfunded in many ways. They may have some requirements but they also provide a massive amount of dollars that has been increased under the Obama Administration for transportation nationwide. There is a high likelihood that this level of participation will stay for the length of the corridor.

Alderson Wiza was curious as to why we have not heard anything about Map 21 before today? He feels it would be in order to get someone from the state to speak. He commended Director Schatschneider for receiving the funding for section 1 of phase 1. He wondered if we could accept the funding for that section because it does not affect any of the proposed 2-lane or 3-lane sections. He was also curious if we could take the funding we received for section 1 but reject funding for other sections where we might not want to comply? He was also curious to know what the definition of a main artery is. If we were to lower the lanes, some people may not take that route anymore; at what point is it not considered a main artery? Alderson Wiza asked to see some of the e-mails received from the state regarding this.

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

Director Schatschneider added that we received an e-mail from Tom Witt at Consolidated Water Power Company today (Monday, January 13, 2014) about the FERC letter stating they approved our construction report. We will take that construction report and put it into a format that we can send to FEMA for the final step of the Seawall Project approval.

Alderson Stroik moved approval; seconded by Alderson Doxtator.

Ayes all; nays none; motion carried

3. ADJOURNMENT: Mayor Andrew Halverson adjourned the January 13, 2013 Board of Public Works Meeting at 6:33 P.M.