

**BOARD OF PUBLIC WORKS MEETING**  
**Monday, February 10, 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(1<sup>st</sup>), JoAnne Suomi(2<sup>nd</sup>), Michael O'Meara(3<sup>rd</sup>), Tony Patton(8<sup>th</sup>) and Randal Stroik(9<sup>th</sup>).

**ALSO PRESENT:**

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

**ALDERPERSONS:** Mike Wiza(4<sup>th</sup>), Jeremy Slowinski(6<sup>th</sup>), Roger Trzebiatowski(7<sup>th</sup>), and Jerry Moore(11<sup>th</sup>).

**CITY STAFF MEMBERS:** City Attorney A. Logan Beverage, City Clerk John Moe, Fire Department Chief Tracey Kujawa, Police Department Tony Babl, 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, Robin Stafford and Brian Gaber – WisDOT out of Rhinelander, Chuck Rasmussen – Engineer, Bruce Gerland – AECOM Engineer, Sarah Wallace – Portage County Planning & Zoning, MaryAnn Laszewski – 1209 Wisconsin Street, Bob Fisch – 1033 Smith Street, Cole Racine – 1727 Pine Street, Doug Barsness – 3233 Church Street, Craig Tesch – 3133 Church Street, Jake Richter – 5717 Sandpiper Drive, Lynn Saeger – 930 Fawn Lane in Port Edwards.

**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. Report to the Board of Public Works regarding Business 51 by WisDOT officials Robin Stafford and Brian Gaber.**

Mayor Halverson introduced Mr. Robin Stafford and Mr. Brian Gaber representatives from the WisDOT out of Rhinelander. Mayor Halverson also stated this would be for comments and questions from the Board of Public Works and Alderspersons only.

Mr. Robin Stafford and Mr. Brian Gaber took the podium to go over the talking points that was added in the Amended Agenda Packet as follows:

***1. Background:***

*(National Highway System (NHS) – Congress approved the system in 1995. (1996 Spring Issue of Public Roads has an article titled The National Highway System: A COMMITMENT TO AMERICA'S FUTURE by the former FHWA Administrator, Rodney Slater. The Article gives the basis for the National Highway System).*

***A. Jurisdictional Transfer of Bus. 51 from WisDOT to the City of Stevens Point.***

- ***What the transfer meant to the City originally?*** *To WisDOT it meant transferring jurisdiction from a connecting highway to local (City) responsibility.*

- **What does it mean now that Bus.51 is on the National Highway System (NHS)?** *He feels there may have been some confusion regarding this question because it was never off the NHS in its inception. It has been on the system since its establishment. The Jurisdictional Transfer was never meant to remove it from the system. In compliance to Federal Law it always had to meet certain standards. There are some big differences in what those standards are now and what they were back then. In particular, bicycle and pedestrian accommodations, under Trans 75 (established January, 2011), they must be considered.*

Alderson Wiza asked what criteria are used to get a road put on the National Highway System. Mr. Gaber said there is a substantial list of elements in federal criteria for classifying the highway system. He could gather the specific elements for the group.

Alderson Wiza asked if it does not meet all the specific criteria is it then taken off the NHS. Mr. Gaber said it would have to be a substantial amount of the criteria to be removed.

Alderson Trzebiatowski asked if we would need to have formal designated routes that include bicycle and pedestrian accommodations when this project starts. Mr. Gaber said the alternate routes would be evaluated at that time.

Alderson Stroik asked for clarification on what took place when we did the Jurisdictional Transfer of Business 51 with the Highway System. He asked if Business 51 was taken off the NHS and then recently put back on. Mr. Gaber said it was always on the NHS and the only funding that went away was Connecting Highway Funding. The funding sources moved from a WisDOT Project to now needing to go through programs like STP Urban and LRIP through the City.

- **With Bus.51 being on the National Highway System (NHS) would that have changed anything in regards to the original Jurisdictional Transfer?** *At the time of the transfer the definition and the consideration for bicycle and pedestrian was different than it is now because of the Wisconsin ACT 29 that took effect in 2009 and then Trans 75 that took effect in 2011 require accommodations, but they do consider exceptions. These exceptions must be consistent with Federal Complete Streets Policy. The law has been clear since the original jurisdictional transfer but additional requirements have come into effect since then.*

#### **B. FHWA and WisDOT incorporation of multimodal forms of transportation**

- **MAP-21**
  - **What does MAP-21 mean for local communities that have a principal arterial that needs to be reconstructed?** *Communities will have to follow standards outlined in the federal law Part 625.3 of 23 CFR Chapter 1.*

Alderson Patton asked what is considered reconstruction and what if we decide to only put a 2" cap of blacktop over the whole thing to fix the concrete, can we do that? Mr. Gabor said if it has a 15 year life then Trans 75 comes into play and you would need to be granted exceptions to do those particular fixes. You would probably only get 6 years out of a 2" overlay so you would not be subject to Trans 75. The improvement type in Trans 75 determines the requirements.

- **What is the definition of a principal arterial and why does Bus. 51 have this designation?** *Principal arterials serve the major centers of activity of urban areas and are usually the highest traffic volume corridors, long trip length. There are many classifications that make business 51 a Principal Arterial Road because it has this designation.*

- **At what point would this road not be considered a principal arterial?** *As such time as FHWA District Headquarters would authorize this removal. They would not change the classification just based on a request for preference. It would have to meet a different set of criteria substantially.*
- **Why would you want to accommodate bicycles on a high ADT corridor like Bus.51 with limited space?** *WisDOT follows the guidance and directions of FHWA complete streets policy guidance through the process outlined in Tans 75.*

Aldersperson Wiza asked what hardship options are there for reducing the bicycle and pedestrian qualifications etc. when we have a situation like the underpass where it's not our decision to widen it, or in situations where a large number of buildings would need to be relocated and a historic district is involved. Mr. Gaber said that Trans 75 ruling comes with exceptions and a few of the exceptions were named. There is a restrained environment exception, and disproportionate cost exemption where if 20% or greater of the project cost is due to the provision of bicycle and pedestrian accommodations, it could be an accepted.

Aldersperson Stroik asked if you could change the bicycle and pedestrian to be several streets over even if it would be only be in sections. Mr. Gaber said the exception would have to be addressed first and the engineering would have to be done for a correct answer on that. He added that there are parameters that must be followed.

Aldersperson Trzebiatowski asked if there will be any issues with standards when going from 2-lane or 4-lane in Plover to a potential 2-lane through the center of town and then going back to 4-lane on the north side. Mr. Gaber said it could be different configurations and still meet standards.

## 2. *Currently:*

**A. Will the City be able to say "no" to WisDOT funding (i.e. STP Urban Funding) and be able to re-construct the corridor "as - is"?** *NO.*

**B. What options exist for the City in terms of MAP-21 (FHWA mandates) and how this principal arterial is designed and constructed?** *The City must work through the designated design process, which outlines what considerations exist. Those processes have options that are vetted for acceptability through the review of the engineered design considerations.*

- **What input does FHWA/WisDOT have on choosing a preferred alternative?**

*FHWA/WisDOT has approval authority of the Design Study Report to make sure that the program criteria and process are being followed. We don't choose alternatives, we simply monitor and assure that the process and rules are properly followed.*

## 3. *Moving Ahead:*

**A. If the City follows FHWA and WisDOT protocols, how much help can we expect in terms of funding?** *Funding has already been approved for \$2.7 million for construction through the STP Urban Program and it continues to be a funding option for the City. The next program cycle would also allow a Transportation Alternatives Program (TAP) submittal for bicycle and pedestrian accommodations project. WisDOT also has the State Infrastructure Bank (SIB) loan process that provides low interest loans for up to 25 years for roadway improvements.*

Aldersperson Suomi asked how much help WisDOT is going to give the City with funding for the whole project when it comes to the regional cycle. Mr. Gaber said the decisions are not made in the region; it is a statewide evaluation of all the applications.

Aldersperson O'Meara feels there is an incorrect perception when it comes to lanes and asked if WisDOT could provide the theoretical capacities of the various cross sections e.g. 2-lane and 4-

lane undivided, 3-lane two-way left turn lane (TWLTL), 3-lane with designated turn lanes and 5-lane TWLTL.

- **Can the City accept funding for certain portions of the roadway and design to FHWA/WisDOT standards and then use City funding to construct portions of the roadway to City standards?** *No, the standards are independent of funding for NHS routes.*
- **Why do FHWA/WisDOT help fund projects?** *To help offset costs.*
- **Why does a municipality participate in the funding as well?** *Because FHWA requires it and these are local streets. FHWA has 80% federal funding and 20% local funding rule.*
- **Will there be federal funding to address the CN railroad underpass?** *WisDOT is not aware of any federal funding available to address the City's issues with the CN Railroad underpass.*

Aldersperson Slowinski asked if WisDOT or the City has any say in forcing CN Railroad to reconstruct the underpass. Mr. Gaber said the first thing to do would be to ask them but we do not have a way to force them to do anything.

Aldersperson Suomi feels that underpass is unsafe and poorly designed and asked for more explanation on why there isn't something out there we can to force the railroad to do something regarding that underpass. She expressed her disappointment in sticking this kind of money into a project and not replacing the underpass. Mr. Gaber thinks it may be in the way that Feds fund bridges. The functions and condition of bridges must have a sufficiency rating bad enough to make the federal money list for replacement.

## **2. Consideration and possible action to approve Affordable Tree Service for the 2014 Tree Care Operations in the amount of \$23,733.00.**

Director Schatschneider added that this is our annual tree trimming project and the amount is under \$25,000.00.

Aldersperson Trzebiatowski asked why we don't see any other price quotes in the packet. Director Schrader added that there were no other quotes submitted. The quotes were sent to four vendors and Affordable Tree Service was the only respondent.

*Aldersperson Patton moved approval; seconded by Aldersperson O'Meara.*

*Ayes all; nays none; motion carried*

## **3. Consideration and possible action to award the Bituminous Patching Project #14-02 to Mid-State Asphalt out of New London, WI in the amount not to exceed \$80,488.50.**

Director Schatschneider reiterated the attached bid tabulation for our annual Bituminous Patching Project go to the low bidder Mid-State Asphalt out of New London, WI.

Aldersperson Stroik asked if we have used Mid-State Asphalt in the past. Director Schatschneider said we used them last year on our Bituminous Patching Project.

*Aldersperson Stroik moved to award the Bituminous Patching Project to Mid-State Asphalt in the amount not to exceed \$80,488.50; seconded by Aldersperson Doxtator.*

*Ayes all; nays none; motion carried*

**4. Consideration and possible action to award the Curb, Gutter and Sidewalk Repair Project #14-05 to Wroblewski Concrete out of Stevens Point, WI in the amount not to exceed \$113,189.90.**

There were no comments or questions

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

*Ayes all; nays none; motion carried*

**5. Consideration and possible action to approve the purchase of a Ford truck from Scaffidi Motors in the amount of \$26,563.00.**

*Aldersperson Patton moved approval; seconded by Aldersperson Doxtator.*

Aldersperson O'Meara stated that he feels it is prudent that we are sticking with one brand of truck in order to maintain inventory. He feels that the cost of inventory would more than eat up any savings that might come from getting different brands of trucks.

*Ayes all; nays none; motion carried*

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

Director Schatschneider pointed out that he added the last phase of the Seawall Project to his report. He added that the last phase is going to be a lengthy one between the time they get to review and publishing a notice in the paper along with a 90 day public comment period.

Director Schatschneider added that the Southside Business Association is meeting at 6:00 p.m. this Thursday, February 13<sup>th</sup> at Rookies to discuss their concerns regarding Business 51.

Aldersperson Wiza pointed out from the Director's Report that there is a Public Informational Meeting for the Bukolt Avenue Reconstruction Project scheduled for 6:00 p.m. on Wednesday, March 5<sup>th</sup> at Madison Elementary School.

*Aldersperson Doxtator moved approval; seconded by Aldersperson O'Meara.*

*Ayes all; nays none; motion carried*

**7. ADJOURNMENT: Mayor Andrew Halverson adjourned the February 10, 2014 Board of Public Works Meeting at 6:57 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

February 6<sup>th</sup>, 2014

To: Board of Public Works

From: Scott Schatschneider, Director of Public Works

Re: Explanation of FHWA / WisDOT Requirements

As requested at the last Board of Public Works Meeting WisDOT representatives will be present for the February meeting to help clarify and answer questions pertaining to the City's responsibilities. A list of potential talking points is included with this cover memo to help the explanation process.

The list of talking points is not exclusive, but a framework to help get questions asked and hopefully answered.

**WisDOT and City of Stevens Point  
Talking Points  
Monday, February 10<sup>th</sup>, 2014 – 6:00 p.m.**

**1. Background:**

**A. Jurisdictional Transfer of Bus. 51 from WisDOT to the City of Stevens Point.**

- What the transfer meant to the City originally?
- What does it mean now that Bus.51 is on the National Highway System?
- With Bus.51 being on the National Highway System would that have changed anything in regards to the original Jurisdictional Transfer?

**B. FHWA and WisDOT incorporation of multimodal forms of transportation**

- MAP-21
  - What does MAP-21 mean for local communities that have a principal arterial that needs to be reconstructed?
  - What is the definition of a principal arterial and why does Bus.51 have this designation?
  - At what point would this road not be considered a principal arterial?
  - Why would you want to accommodate bicycles on a high ADT corridor like Bus.51 with limited space?

**2. Currently:**

**A. Will the City be able to say “no” to WisDOT funding (i.e. STP Urban Funding) and be able to re-construct the corridor “as – is”?**

**B. What options exist for the City in terms of MAP-21 (FHWA mandates) and how this principal arterial is designed and constructed?**

- What input does FHWA / WisDOT have on choosing a preferred alternative?

**3. Moving Ahead:**

**A. If the City follows FHWA and WisDOT protocols, how much help can we expect in terms of funding?**

- Can the City accept funding for certain portions of the roadway and design to FHWA / WisDOT standards and then use City funding to construct portions of the roadway to City standards?

- Why does FHWA / WisDOT help fund projects?
- Why does a municipality participate in the funding as well?
- Will there be federal funding to address the CN railroad underpass?



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



**Public Works**  
Engineering Department

Phone: 715-346-1561  
Fax: 715-346-1650

January 7, 2014

To the Board of Public Works;

The City Forester is recommending approval of the 2014 Tree Care Operation Quote in the amount of \$23,733.00 provided by Affordable Tree Service. The Forester solicited quotes from four tree vendors which have expressed interest in the project in the past. The Forester received one quote back. The Forester has reviewed the quote prices and found them to be acceptable based upon comparables in surrounding communities. The quote is within budget and includes tree removal, stump removal and pruning services to be conducted by December 31, 2014 or until funds are expended.

Staff recommendation is to approve the quote from Affordable Tree Service in the amount of \$23,733.00.

Sincerely,

City of Stevens Point

A handwritten signature in black ink, appearing to read "Todd M. Ernster".

Todd M. Ernster  
City Forester

**BID TAB  
CITY OF STEVENS POINT  
BITUMINOUS PATCHING PROJECT #14-02  
SEALED BIDS OPENED 2:00 P.M., February 4, 2014**

ITEM NO.	EST. QUAN.	UNIT	DESCRIPTION	Mid-State Asphalt New London, WI		American Asphalt Mosinee, WI	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
204.0100	50	S.Y.	Removing Pavement	\$ 5.00	\$ 250.00	\$ 10.00	\$ 500.00
305.0120	20	TON	Base Aggregate Dense (1-1/4 Inch)	\$ 15.00	\$ 300.00	\$ 10.00	\$ 200.00
390.0203	1,360	S.Y.	Base Patching Asphalt (> 10 sq. yds.)	\$ 41.50	\$ 56,440.00	\$ 42.50	\$ 57,800.00
390.0203	200	S.Y.	Base Patching Asphaltic (< or = 10 sq. yds.)	\$ 45.00	\$ 9,000.00	\$ 44.00	\$ 8,800.00
690.0150	2,000	L.F.	Sawcutting Asphalt	\$ 2.00	\$ 4,000.00	\$ 2.00	\$ 4,000.00
<b>Total:</b>					<b>\$ 69,990.00</b>		<b>\$ 71,300.00</b>
<b>Total with 15% contingency:</b>					<b>\$ 80,488.50</b>		<b>\$ 81,995.00</b>

BID TAB  
CITY OF STEVENS POINT  
CURB & GUTTER AND SIDEWALK REPAIR PROJECT #14-05  
SEALED BIDS OPENED 11:00 A.M., FEBRUARY 4, 2014

ITEM NO.	EST. QUAN.	UNIT	DESCRIPTION	Wroblewski Concrete Stevens Point, WI		Sommers Sonstruction Co. Shiocton, WI		S.D. Ellenbecker, Inc. Athens, WI		Pember Companies, Inc. Menomonie, WI		Chippewa Concrete Services Chippewa Falls, WI		Marvin Gleason Contractor Franksville, WI	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
204.0100	20	S.Y.	Removing Pavement	\$ 9.00	\$ 180.00	\$ 13.00	\$ 260.00	\$ 12.00	\$ 240.00	\$ 10.60	\$ 212.00	\$ 11.25	\$ 225.00	\$ 13.50	\$ 270.00
204.0150	170	L.F.	Removing Curb & Gutter	\$ 6.00	\$ 1,020.00	\$ 2.25	\$ 382.50	\$ 6.00	\$ 1,020.00	\$ 6.10	\$ 1,037.00	\$ 7.50	\$ 1,275.00	\$ 13.50	\$ 2,295.00
204.0155	1,888	S.Y.	Removing Concrete Sidewalk	\$ 6.50	\$ 12,272.00	\$ 7.70	\$ 14,537.60	\$ 8.50	\$ 16,048.00	\$ 7.00	\$ 13,216.00	\$ 11.25	\$ 21,240.00	\$ 12.60	\$ 23,788.80
390.0203	30	S.Y.	Base Patching Asphaltic	\$ 45.00	\$ 1,350.00	\$ 29.00	\$ 870.00	\$ 55.00	\$ 1,650.00	\$ 49.00	\$ 1,470.00	\$ 230.00	\$ 6,900.00	\$ 65.00	\$ 1,950.00
416.0160	20	S.Y.	Concrete Driveway (6-Inch)	\$ 47.25	\$ 945.00	\$ 49.50	\$ 990.00	\$ 45.00	\$ 900.00	\$ 50.40	\$ 1,008.00	\$ 49.50	\$ 990.00	\$ 56.25	\$ 1,125.00
601.0324	70	L.F.	Concrete Curb & Gutter (24-Inch)	\$ 20.00	\$ 1,400.00	\$ 25.00	\$ 1,750.00	\$ 24.00	\$ 1,680.00	\$ 24.00	\$ 1,680.00	\$ 30.00	\$ 2,100.00	\$ 30.00	\$ 2,100.00
601.0411	50	L.F.	Concrete Curb & Gutter (30-Inch) Type D	\$ 21.00	\$ 1,050.00	\$ 26.00	\$ 1,300.00	\$ 26.50	\$ 1,325.00	\$ 25.00	\$ 1,250.00	\$ 30.00	\$ 1,500.00	\$ 32.50	\$ 1,625.00
602.0405	14,480	S.F.	Concrete Sidewalk (4-Inch)	\$ 4.25	\$ 61,540.00	\$ 4.00	\$ 57,920.00	\$ 4.15	\$ 60,092.00	\$ 4.60	\$ 66,608.00	\$ 4.70	\$ 68,056.00	\$ 5.65	\$ 81,812.00
602.0415	2,516	S.F.	Concrete Sidewalk (6-Inch)	\$ 5.25	\$ 13,209.00	\$ 5.50	\$ 13,838.00	\$ 4.75	\$ 11,951.00	\$ 5.60	\$ 14,089.60	\$ 5.50	\$ 13,838.00	\$ 6.25	\$ 15,725.00
602.0515	40	S.F.	Curb Ramp Detectable Warning Field (Natural Patina)	\$ 34.00	\$ 1,360.00	\$ 35.00	\$ 1,400.00	\$ 40.00	\$ 1,600.00	\$ 29.00	\$ 1,160.00	\$ 50.00	\$ 2,000.00	\$ 42.00	\$ 1,680.00
625.0100	500	S.Y.	Topsoil	\$ 5.50	\$ 2,750.00	\$ 7.50	\$ 3,750.00	\$ 6.00	\$ 3,000.00	\$ 6.40	\$ 3,200.00	\$ 10.00	\$ 5,000.00	\$ 6.00	\$ 3,000.00
627.0200	500	S.Y.	Mulching	\$ 0.50	\$ 250.00	\$ 4.00	\$ 2,000.00	\$ 0.85	\$ 425.00	\$ 0.75	\$ 375.00	\$ 2.00	\$ 1,000.00	\$ 6.00	\$ 3,000.00
628.6505	500	S.Y.	Soil Stabilizer Type A	\$ 0.50	\$ 250.00	\$ 1.75	\$ 875.00	\$ 0.85	\$ 425.00	\$ 0.75	\$ 375.00	\$ 1.00	\$ 500.00	\$ 4.00	\$ 2,000.00
630.0140	500	S.Y.	Seed Mixture No. 40	\$ 0.50	\$ 250.00	\$ 1.35	\$ 675.00	\$ 0.85	\$ 425.00	\$ 0.75	\$ 375.00	\$ 0.50	\$ 250.00	\$ 4.00	\$ 2,000.00
690.0150	200	L.F.	Sawcutting Asphalt	\$ 3.00	\$ 600.00	\$ 2.00	\$ 400.00	\$ 3.00	\$ 600.00	\$ 3.50	\$ 700.00	\$ 3.50	\$ 700.00	\$ 2.00	\$ 400.00
<b>TOTAL BIDS:</b>					<b>\$ 98,426.00</b>		<b>\$ 100,948.10</b>		<b>\$ 101,381.00</b>		<b>\$ 106,755.60</b>		<b>\$ 125,574.00</b>		<b>\$ 142,770.80</b>
<b>TOTAL BIDS WITH 15% CONT.</b>					<b>\$ 113,189.90</b>		<b>\$ 116,090.32</b>		<b>\$ 116,588.15</b>		<b>\$ 122,768.94</b>		<b>\$ 144,410.10</b>		<b>\$ 164,186.42</b>

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  
Streets/Fleet  
Phone: 715-346-1537  
Fax: 715-346-1687

To The Board of Public Works,

January 23, 2014

The Streets Department's 1991 Dodge was retired from Dropoff duty in early 2013. Prior to normal cycle replacement, all 2001 Dodges to be retired were assessed for fitness and the Superintendent's truck (best one) was retained for Dropoff duty. We've been operating one truck short since.

As with the past 20+ pickups, we'd like to stay with Ford to minimize acquisition cost and to streamline parts and service. Two quotes were received.

Scaffidi Motors	\$26,563.00
Rapids Ford	No Response
Hughes Ford	\$27,489.00

We are seeking approval for the purchase from Scaffidi Motors in the amount of \$26,563, from the budgeted \$28,000.

Sincerely,

A handwritten signature in black ink that reads 'Dennis Laidlaw'. The signature is written in a cursive style with a large initial 'D'.

Dennis Laidlaw  
Superintendent of Streets  
City of Stevens Point

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

January 8th, 2014

DIRECTOR OF PUBLIC WORKS REPORT  
Scott Schatschneider

### **1. Engineering Division**

- **Business 51 Status Report:**

This item will be a separate agenda item.

- **Fire Station #1:**

Work started on Monday, January 27<sup>th</sup> with demolition beginning on the second floor in the locker and bathroom area. The demolition is approximately 95 % complete at the time of this report. Once the demolition is completed the building on the second floor will begin.

- **North Second Street and Maria Drive Property Acquisition:**

Appraisal Service LLC, has met with the property owners. At the time of this report the appraisal amounts had not been calculated. The weather has caused delays for people to be outside to examine to properties.

- **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 <sup>th</sup> Construction Complete: October 11 <sup>th</sup>
<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 <sup>st</sup> (up to 60 days for review and approval)
<input checked="" type="checkbox"/> FERC	Approval of construction report and as-built drawings.	Approval January 10 <sup>th</sup>
<input type="checkbox"/> AECOM	Preparation and submission of LOMR.	Submission is anticipated no later than mid February.

- **From speaking with AECOM, this is the anticipated timeline for the remaining phases of the Seawall Project.**

1. AECOM will submit the LOMR: Usually within 90 days, FEMA will mail an approval letter to Stevens Point. (Please note, it can be longer than 90 days if FEMA asks for more info.)
2. FEMA publishes a notice in the local paper twice (about 2 weeks apart). (FEMA typically does the notice or they may ask us to do the notice, which is fine).
3. There is a 90 day public comment period that begins after the second notice is published.
4. If no reasonable reconsiderations are brought up the revised mapping becomes effective.
5. It is then up to the City to update residents and provide proof of the flood plan or references to the effected panels.

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

1. Bukolt Avenue Reconstruction Project Design – a Public Informational Meeting is scheduled for Wednesday, March 5<sup>th</sup> at Madison Elementary, the meeting is scheduled to start at 6:00 p.m.
2. Shopko Parking Lot: East Half Design.
3. 2014 Chip Sealing Bid Advertisement will be published in February and be up for approval in March.

## 2. Streets Division

- **Street work**

- Continued Garbage and Recycling operations.
- Sign work continued.
- Street lamp maintenance continued.
- Christmas Decorations removal begun.
- Building maintenance and repair.
- Snow/Ice operations continued. Picking crews operating night and day. Additional salt purchased and received. Additional sand trucked in.

- **Equipment maintenance/garage**

- There were a total of 169 repair orders completed in the month of January. When broken down by department there were;

Engineering	2
Police	22
Parks	18
Fire	8
Streets	115
Water/Waste water	4

- **Signs, posts, barricades, and flags**

- 22 signs were replaced or added, 5 because of accidents, 2 for usual maintenance and 15 new signs were put up.
- 4 poles were replaced, because of accidents.

- **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**

- 4 floating holidays, 4 funeral days, 4 days 3 hours sick, 27 days vacation, and 1 day 2.5 hours of worker's compensation time were utilized.