

Our intention is to have in-person meetings going forward. For the time being, we will hold the City Committee Meetings, Plan Commission, Council and most others at the Community Room at 933 Michigan Avenue. This in-person location will meet the legal requirement for our open meetings.

We will have a virtual option available, but the technology for the hybrid style meeting may not be reliable all of the time.

CITY OF STEVENS POINT BOARD OF PUBLIC WORKS MEETING

July 10, 2023 - 6:20 PM

(or immediately following previously scheduled meeting)

**Community Room
933 Michigan Avenue, Stevens Point, WI**

OR

Zoom Teleconferencing

Meeting ID: 872 6047 0779 | Passcode: 667466

By Computer: <https://us02web.zoom.us/j/87260470779?pwd=M2dXQlZaV2ZRS3ZVT3psT2l3RWlHdz09>

By Phone: +1-312-626-6799 (US Chicago)

(A quorum of the City Council may attend this meeting)

AGENDA

Roll Call

Informational

1. Director's Report
2. Presentation by AECOM on Business 51/Church Street 4-3-4 design alternative options.

Discussion and Possible Action

3. Consideration of design changes to the approved alternative for Business 51/Church Street reconstruction project.

Adjourn

Meeting Rider

Any person who has special needs while attending this meeting or needing 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, TDD # 346-1556 or by mail at 1515 Strongs Ave., 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 4:00p.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

July 5, 2023

DIRECTOR OF PUBLIC WORKS REPORT
Scott Beduhn

1. **Engineering Division**

- **Sidewalk Continuation:**
 - Nothing new to report.
- **Country Club Drive:**
 - Staff has completed a preliminary design.
 - There are some right-of-way constraints that staff will be evaluating with the Town of Hull before completing a final design.
 - It is still anticipated that reconstruction will be in 2024.
- **Division and Church Streets Reconstruction Project:**
 - Staff will be requesting authorization for AECOM to proceed to 30 percent design this month.
 - The request is more specifically to confirm the alternative that will be the basis of design so that AECOM may proceed to 30 percent design.
- **Fall Paving Project:**
 - Staff has completed preparatory work with the removal of existing pavement and placement of road base material on select north side alleys in anticipation of future planned capital and fall paving projects.
- **2022 Road Resurfacing Project:**
 - This project is complete, and Staff is submitting a reimbursement to WisDOT for Local Road Improvement Project (LRIP) funds the city is entitled to receive from the past two LRIP cycles totaling approximately \$140,000.
- **Ridge Road Resurfacing Project:**
 - All major elements of the work are completed, and the contractor is finishing the restoration including the installation of gravel shoulders, topsoiling, and seeding.
- **North Union Street Extension:**
 - All work excluding paving is complete. Paving will be completed later this summer.

- **2022 Street Improvement Project:**
 - All major work items except for paving are complete. Paving should be completed the week of July 10th.
 - The contractor continues to touch up the restoration and address any punch list items and should have everything wrapped up by the end of the month.
 - A final resolution for the special assessments related to new storm sewer laterals will be presented at this month's common council meeting.
- **2023 Street Improvement Project:**
 - The installation of utilities on Texas Avenue is complete and the contractor has begun building the road.
 - The concrete subcontractor has indicated that they have crews available and will be installing concrete elements along Texas after the road base is completed.
 - The contractor is currently working to install utilities on Minnesota Avenue.
 - It is anticipated that the work on this project will wrap up in late September.
- **2023 Road Resurfacing Project:**
 - A preconstruction conference was held on June 15th.
 - The contractor mobilized and installed traffic control late last month and has begun pavement removals.
 - The installation of storm sewer on Bush Street and Indiana Avenue should commence soon.
 - The contractor is anticipating that the project will be substantially complete in late September and completely wrapped up in October.
- **2024 Street Improvement Project (Maria Drive):**
 - A predesign meeting with the design consultant (Strand Associates) was held on June 27th.
 - We anticipate holding our first public informational meeting this summer.
- **2024 Street Improvement Project (Bliss Avenue):**
 - A predesign meeting with the design consultant (Clark Dietz) was held on May 11, 2023.
 - We anticipate holding our first public informational meeting this summer.
- **West Zinda Bridge:**
 - A predesign meeting with AECOM is being scheduled for later this month.
- **Michigan Avenue Underpass:**
 - Nothing new to report.
- **Additional Miscellaneous Projects:**
 - Engineering Staff continues gathering survey data and researching right of way for proposed 2024 roadway projects.
 - Engineering staff have been working with university staff on several fronts to improve the University environment. These include:
 - Discussions related to the future of North Division Street as part of the Business 51 planning study.

- Discussions in conjunction with Community Development on the future of the old Maytag lot.
- Discussions regarding the redevelopment of Fourth Avenue through campus which is tentatively scheduled for reconstruction in 2027.
- Staff continues to work with the Fire Department on engineering related issues for the Fire Training Facility.
- Staff continues to work with both the Fire Department and Police Department on building related issues, predominately roofing concerns.
- Staff continues to work with the Utility Department on various water, sanitary and stormwater projects.

2. May Streets Division

- **Continued Operations:**
 - Garbage and Recycling
 - Street Sign Compliance and replacement
 - Street Light Maintenance
 - Street Patching/Trumbull
 - Drop off Site Operations
- **US Senior Open:** The streets department continues to work with Sentry World and other city departments on preparation for the US Senior Open. We have been coordinating with State DOT, and Portage County on the placement of signs and message boards to accommodate expected higher volume traffic in the city.
- **Potholes:** Potholes continue to be a focus for our department. We have been utilizing all our patching resources, including the infrared patcher, hot patcher, and Trumbull. Our Trumbull crew and hot patcher have made significant progress on main roads, including Church Street, as our infrared patcher works on other asphalt roads.
- **Staffing:** We currently have one opening for Streets Maintenance Worker. The position is posted, and recruiting efforts continue. The department is also working on creating a policy to aid non CDL holding new hires to obtain a CDL.
- **Drop Off Site:** In April the spring hours of operation began. The Spring hours are Tuesday and Thursday from 1pm- 7pm and Saturday from 9am- 7pm. We will be extending these hours the first week of June to accommodate extra traffic from "No Mow May".
- **Street Sweeping:** Our street sweeping operation completed its initial round of the city and has begun their second pass.
- **Summer Maintenance:** The Crack Fill crew is about 40% complete with 2023 crack filling, and Concrete crew about 50% complete with their 2023 sidewalk replacements. As soon as the weather allows, our Paint crew will also start operations.

- **Equipment maintenance/garage:** There were a total of 41 completed service orders in the month of May. However, that number is not accurate as our system was down and several work orders will be posted in June's data. When broken down by department there are.

Water	0
Engineering	0
Inspection	0
Police	3
Parks	19
Fire	0
Streets	19

3. June Streets Division

- **Continued Operations:**
 - Garbage and Recycling
 - Street Sign Compliance and replacement
 - Street Light Maintenance
 - Street Patching/Trumbull
 - Drop off Site Operations
- **US Senior Open:** The streets department coordinated with County and State officials to ensure the success of this event in our community. Our post event clean-up entails picking up the barricades, taking down the fixed signage and removal of the event banners.
- **Staffing:** The department has two accepted employment offers for the Street Maintenance Work position, with an additional candidate being added to our eligibility list. We are excited and believe they will be an asset to our team. The two new employees will start in July, and this will make our department fully staffed.
- **Potholes:** Potholes continue to be a focus of our department. We have been utilizing all our patching resources, including the infrared patcher, hot patcher, and Trumbull. Our Trumbull crew and hot patcher have made significant progress on main roads, including Church Street, as our infrared patcher works on other asphalt roads.
- **Street Sweeping:** Our street sweeping operation completed its initial round of the city and has begun their second pass. We have also incorporated a route-based GPS into these units, that we believe will make us more efficient and have better records of our sweeping operations.
- **Summer Maintenance:** The Crack Fill crew is about 70% complete with 2023 crack filling, and Concrete crew about 60% complete with their 2023 sidewalk replacements. The paint crew has started on crosswalks and stop bars around schools, the goal is to start longline painting mid-July.

- **Streets Garage:** In early spring we discovered some roof leaks over our meeting room. They were severe enough that ceiling tiles needed to be replaced. We have patched a couple different areas that seem to be holding for the time being. We had a roofing expert inspect the streets department roof and they considered the roof to be in a failed state. We received a budget number of \$200,000 for roof replacement. We will continue to monitor the patches and work to determine appropriate action.
- **Equipment maintenance/garage:** There was a total of 84 completed service orders in the month of June. The data is skewed slightly However, as our system was down in May and several May work orders are posted in June's data. When broken down by department there are.

Water	3
Engineering	1
Inspection	0
Police	9
Parks	29
Fire	5
Streets	37

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



Public Works

Engineering Department:
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July 5, 2023

To: Board of Public Works

From: Scott Beduhn, Director of Public Works

Re: Consideration of possible design changes to the Approved Alternative
Business 51 Planning Study

Following the August 9, 2022 election which included the direct legislation referendum pertaining to transportation projects, the Business 51 project was essentially put on hold. While some work has progressed, work has been limited. The predominate reason for slowing the work was to allow the city to hold an additional Public Informational Meeting (PIM) and accept further public comments. An additional PIM was held on October 6, 2022 and additional comments were accepted well into the fall.

Since the beginning of the year staff has been working with AECOM to resurrect the Business 51 planning study as we look toward funding availability and the potential impacts of further delays. Currently there is increment in TID 5 that could be used to cover the cost of the improvements within that TID and STP-Urban grant funding for improvements between the south city limits and Michigan Avenue. I am told that the expenditure period for TID 5 expires in May 2027 and the STP-Urban grant funding is earmarked for use in State Fiscal Year 2026. In the context of road planning, design and construction, these dates are rapidly approaching.

For context, completion of a 30 percent design will likely take until near the end of the year. Therefore, final design is unlikely to begin before 2024. A reasonable estimate to complete final design and real estate acquisition on any one project segment is 12 to 18 months. If authorized to begin today, it will likely be between January and June of 2025 before we are able to bid our first project. This schedule provides very little cushion to ensure we can capitalize on our funding based upon the TID 5 expenditure period and the STP-Urban grant funding.

Staff is therefore looking to resume the 30 percent design for the entirety of the corridor so that we may work towards the funding schedules above. Before proceeding, however, staff needs final direction on the basis of design. Although the city held the additional PIM and extended the public comment period, no official action has taken place since September 2021. At that time the council approved the recommended alternative from AECOM. (The alternative is illustrated in the attachment.) Therefore, this still remains the basis of the proposed improvements.

For consideration, attached is a memo from AECOM that summarizes the current recommended alternative as well as an alternative concept that incorporates a combination of four-lane and three-lane sections and eliminates the roundabout at Fourth Avenue. This "4-3-4" concept is based upon public comments received including those at the

October 6, 2022 PIM. This concept is not the recommendation of AECOM but is presented to illustrate other potential options. Similarly, AECOM has included a third option incorporating elements from both the Council Approved Alternative and the "4-3-4" option as an illustration that we are not limited to just one option or the other. The alternative taken to 30 percent design could be one of the alternatives as presented or a combination of the alternatives. Ultimately, if there are changes to be made to the approved recommended alternative, staff would need to know this before proceeding to 30 percent design.

Thank you for your consideration and please do not hesitate to contact me if you should have any questions.

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July 5, 2023

Mr. Scott Beduhn
Director of Public Works
Engineering Department
1515 Strong's Avenue
Stevens Point, WI 54481

RE: Business 51 Alternative Comparison Updates

For reference, below is a summary of three Business 51 corridor alternatives currently being considered.

Recommended Alternative (Approved by the Common Council September 2021)

(See Attachment A for a detailed breakdown of impacts and costs)

Three major rounds of public involvement were conducted prior to Common Council approval of the recommended alternative. (September 2020, March 2021, July 2021)

- South Segment
 - 2-lane TWLTL from the South City Limit to Patch Street
 - Realign Rice Street with Whiting Avenue
 - Realign Patch Street and Francis Street
 - Total Construction Cost \$18.9M (2025 dollars)
- Central Segment
 - 2-lane TWLTL from Patch Street to Ellis Street
 - 2-lane Raised Median from Ellis Street to College Avenue
 - 2-lane TWLTL from College Avenue to Fourth Avenue
 - Total Construction Cost \$19.2M (2025 dollars)
- North Segment
 - 2-lane Raised Median from Fourth Avenue to Scholfield Avenue
 - Convert to a 4-lane Raised Median north of Scholfield Avenue to match into the existing roundabout configuration at North Point Drive
 - Roundabout proposed at the Fourth Avenue intersection
 - Total Construction Cost \$10.2M (2025 dollars)
- **Total Corridor Construction Cost \$48.3M (2025 dollars)**

An additional Public Information Meeting was held in October, 2022 along with two rounds of individual property owner meetings within the South Segment. Based on feedback from the public and from the City of Stevens Point, two additional corridor concepts were developed.

Potential Alternative 1 "4-3-4" (June of 2023)

(See Attachment B for a detailed breakdown of impacts and costs)

- South Segment
 - 4-lane Raised Median from the South City Limit to Heffron Street
 - 4-lane Undivided (no median) from Heffron Street to Patch Street
 - Realign Rice Street with Whiting Avenue
 - Realign Patch Street and Francis Street
 - Total Construction Cost \$22.8M (2025 dollars)

- Central Segment
 - No change from council approved alternative
 - 2-lane TWLTL from Patch Street to Ellis Street
 - 2-lane Raised Median from Ellis Street to College Avenue
 - 2-lane TWLTL from College Avenue to Fourth Avenue
 - Total Construction Cost \$19.2M (2025 dollars)
- North Segment
 - 4-lane Raised Median from Fourth Avenue to North Point Drive
 - Signalized Intersection at Fourth Avenue
 - Total Construction Cost \$10.8M (2025 dollars)
- **Total Corridor Construction Cost \$52.8M (2025 dollars)**

Potential Alternative 2 (June of 2023)

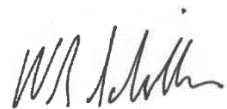
(See Attachment C for a breakdown of impacts and costs)

- South Segment
 - 4-lane Raised Median from the South City Limit to Michigan Avenue
 - 2-lane TWLTL from Michigan Avenue to Patch Street
 - Realign Rice Street with Whiting Avenue
 - Realign Patch Street and Francis Street
 - Total Construction Cost \$22.0M (2025 dollars)
- Central Segment
 - No change from council approved alternative
 - 2-lane TWLTL from Patch Street to Ellis Street
 - 2-lane Raised Median from Ellis Street to College Avenue
 - 2-lane TWLTL from College Avenue to Fourth Avenue
 - Total Construction Cost \$19.2M (2025 dollars)
- North Segment
 - No change from council approved alternative
 - 2-lane Raised Median from Fourth Avenue to Scholfield Avenue
 - Convert to a 4-lane Raised Median north of Scholfield Avenue to match into the existing roundabout configuration at North Point Drive
 - Signalized Intersection at Fourth Avenue
 - Total Construction Cost \$10.1M (2025 dollars)
- **Total Corridor Construction Cost \$51.3M (2025 dollars)**

We look forward to continuing to work with the City of Stevens Point on the Business 51 corridor reconstruction project, and if we can provide further information to help aid in the decision-making process, please let me know.

Thank you,

AECOM

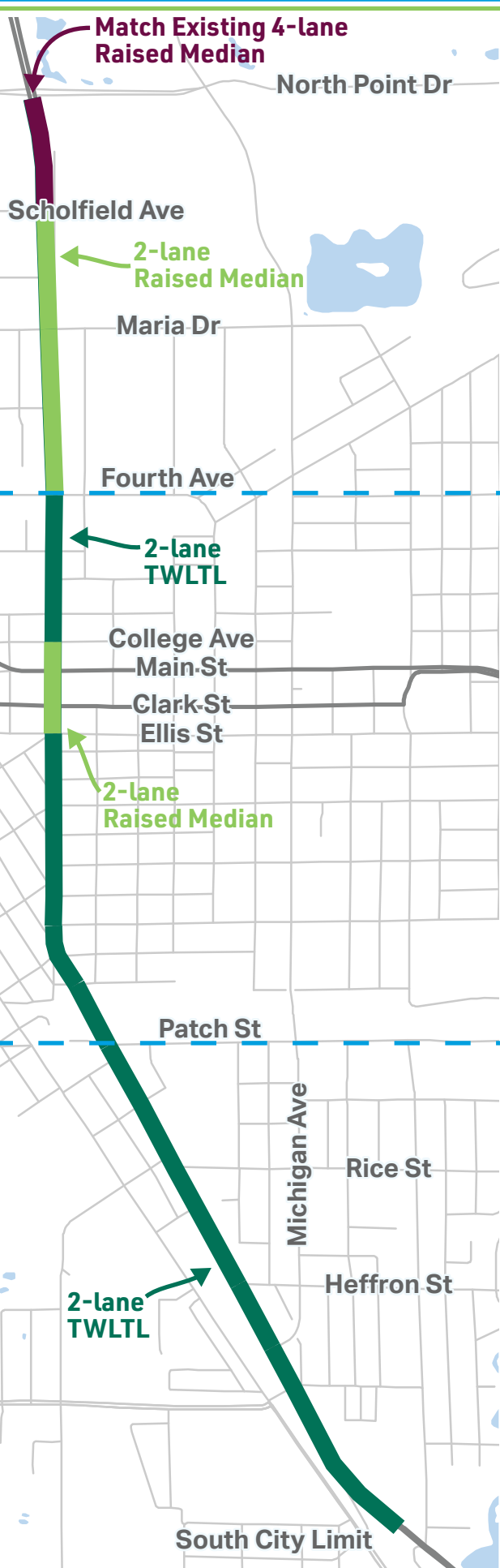


Bill Schilling, P.E.
Project Manager

Enclosure

Attachment A

Council Approved Alternative September 2021



	Right-of-Way Needed	2-lane Raised Median 0.2 acres
	Total Buildings Required	0
	Access Points Removed	18
	Hazardous Material Sites Impacted	2
	Estimated Cost (2025)	\$10.2 million
Note: Roundabout at Fourth Ave.		

North Segment

Central Segment

	Right-of-Way Needed	2-lane Raised Median & TWLTL 1.3 acres
	Total Buildings Required	4
	Access Points Removed	3
	Existing/Proposed Historic District Properties Impacted	9
	Hazardous Material Sites Impacted	3
	Estimated Cost (2025)	\$19.2 million

Central Segment

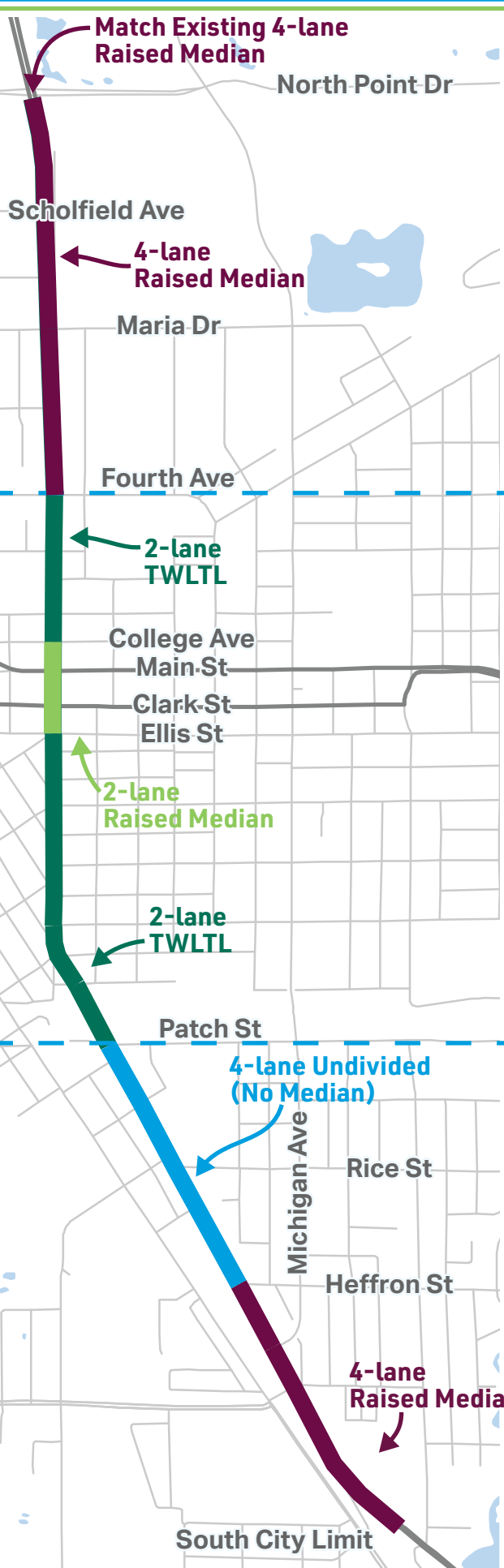
South Segment

	Right-of-Way Needed	2-lane TWLTL 2.3 acres
	Total Buildings Required	3
	Access Points Removed	29
	Hazardous Material Sites Impacted	6
	Estimated Cost (2025)	\$18.9 million

Attachment B

Potential Alternative 1 - "4-3-4"

June 2023



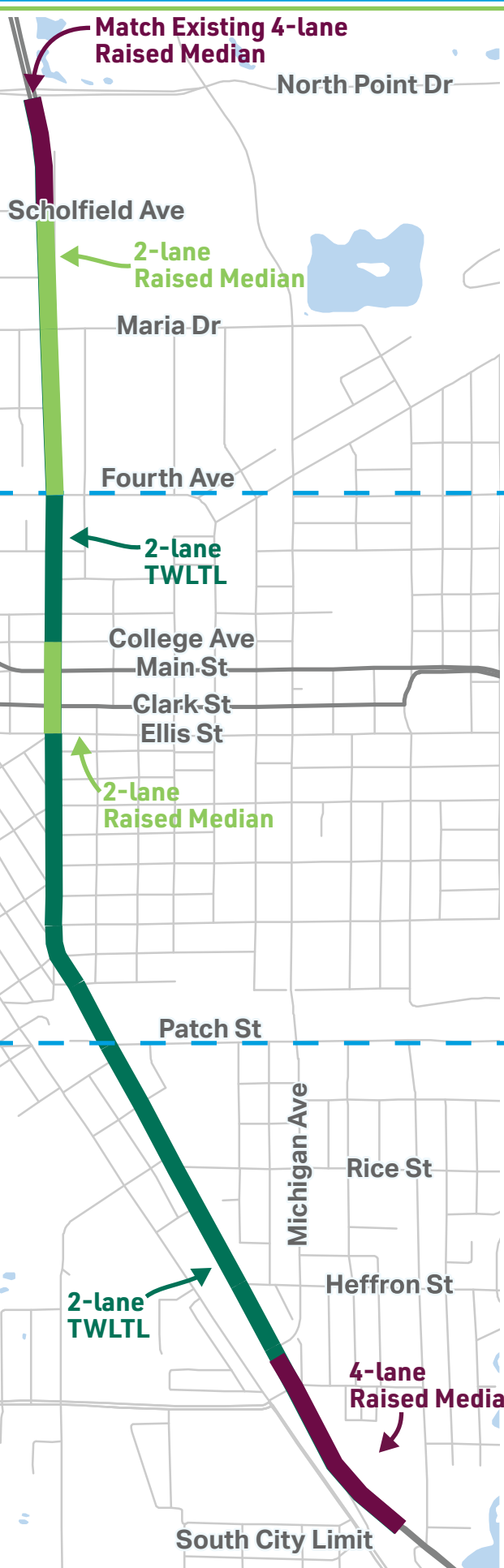
		4-lane Raised Median
	Right-of-Way Needed	0.2 acres
	Total Buildings Required	0
	Access Points Removed	18
	Hazardous Material Sites Impacted	2
	Estimated Cost (2025)	\$10.8 million
	Note: Signalized Intersection at Fourth Ave.	
North Segment		
Central Segment		
		2-lane Raised Median & TWLTL
	Right-of-Way Needed	1.3 acres
	Total Buildings Required	4
	Access Points Removed	3
	Existing/Proposed Historic District Properties Impacted	9
	Hazardous Material Sites Impacted	3
	Estimated Cost (2025)	\$19.2 million
Central Segment		
South Segment		
		4-lane Raised Median & Undivided
	Right-of-Way Needed	4.0 acres
	Total Buildings Required	5
	Access Points Removed	28
	Hazardous Material Sites Impacted	10
	Estimated Cost (2025)	\$22.8 million
Corridor Total		\$52.8 million

Page 14 of 16

Attachment C

Potential Alternative 2

June 2023



	Right-of-Way Needed	0.2 acres
	Total Buildings Required	0
	Access Points Removed	18
	Hazardous Material Sites Impacted	2
	Estimated Cost (2025)	\$10.1 million
Note: Signalized Intersection at Fourth Ave.		

North Segment

Central Segment

	Right-of-Way Needed	1.3 acres
	Total Buildings Required	4
	Access Points Removed	3
	Existing/Proposed Historic District Properties Impacted	9
	Hazardous Material Sites Impacted	3
	Estimated Cost (2025)	\$19.2 million

Central Segment

South Segment

	Right-of-Way Needed	3.8 acres
	Total Buildings Required	5
	Access Points Removed	28
	Hazardous Material Sites Impacted	7
	Estimated Cost (2025)	\$22.0 million

Corridor Total		\$51.3 million
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