

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**  
**January 12, 2026 - 6:10 PM**  
**(or immediately following previously scheduled meeting)**

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

**OR**

**Zoom Teleconferencing**

**Meeting ID: 871 7883 7243 | Passcode: 552743**

**By Computer: <https://us02web.zoom.us/j/87178837243?pwd=qXIF4UEQNN3V6Ocx2wzOn3NGYM887q.1>**

**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
  - a. Division and Church Street Reconstruction Project
  - b. SS4A Grant
2. Presentation by AECOM regarding the West River Drive Traffic Study Project.

Discussion and Possible Action

3. Consideration for a voluntary closure of the Park Street Railroad Crossing.
4. To award the 1039 Ellis Street Demolition Project #25-801 to Robinson Brothers Environmental, Inc. in an amount not to exceed \$344,885.00.

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

January 6, 2026

**DIRECTOR OF PUBLIC WORKS REPORT**  
**Scott Beduhn**

**1. Engineering Division - December**

- **Country Club Drive:**
  - All work is complete. The contractor will return next spring to address any warranty items.
- **Division and Church Streets Reconstruction Project:**
  - AECOM has delivered final plans for the far south segment to WisDOT. The project will be bid as part of the State's February letting.
    - Real estate acquisition is proceeding very well in the south segment. Only two properties remain to be acquired both will go through the eminent domain process.
  - AECOM has delivered near-final plans for the North Segment and city staff is reviewing. Project Bidding is anticipated to occur in late winter.
    - Real Estate continues in the North Segment with 32 of the 47 parcels having been acquired.
    - WPS has provided a cost estimate for the relocation of overhead utilities throughout the North Segment. This work is expected to occur late this winter and into the spring.
  - Staff submitted an STP-Urban application for the segment of Church Street between Rice Street and Francis Street. It will be several months before we hear whether we have been awarded a grant.
  - Staff is working with AECOM to hold an open house this winter to offer the public an opportunity to review the final designs to understand what to expect during construction and what changes to expect after construction is complete, such as intersection changes and access relocations, and removals.
- **2024 Street Improvement Project (Northside):**
  - All work is complete. The contractor will return next spring to address any warranty items.
- **2025 Street Improvement Project (Washington Ave):**
  - All work is complete. The contractor will return next spring to address any warranty items.
- **2025 Street Improvement Project (Madison/Monroe):**
  - All work is complete. The contractor will return next spring to address any warranty items.
- **East Park Commerce Center Badger Avenue Extension:**
  - The contractor was able to make the necessary repairs to the lighting system and the project is now complete.

- **Forest Creek Subdivision:**
  - Nothing new to report.
- **Curb Gutter and Sidewalk Repair Project:**
  - Nothing new to report.
- **Fall Paving Project:**
  - Green Avenue repaving will occur in the spring due to a lack of contractor availability to complete the work this fall.
  - A Public Informational Meeting (PIM) will be held this winter for those who may be impacted by the work.
  - With the work being completed in 2026, staff is evaluating adding Green Court to this project using remaining 2025 and available 2026 capital dollars.
- **Pavement Maintenance Project:**
  - Staff is evaluating streets for this year's project.
- **Downtown Concrete Joint Repair Project:**
  - Staff is working on the next phase of this project, which will consist of Water Street between Clark and Centerpoint. This project should be bid later this winter.
- **West River Drive:**
  - After reviewing AECOM's near-final report, it was decided that additional data collection may be useful in determining the effectiveness of the improvements made.
  - The data was collected in October and sent to AECOM for incorporation into the report.
  - AECOM has incorporated the additional data and will be presenting its findings to the Board this month.
- **Michigan Avenue Underpass:**
  - The City's consultant is working on the engineering for the project and coordinating the work with Canadian National.
    - Near-final design plans should be available near the end of January.
    - The bid opening is anticipated to occur in March.
- **Hoover Road Intersections Signalizations:**
  - All work is complete. The contractor will return next spring to address any warranty items.
- **Park Street Railroad Crossing Closure Investigation:**
  - Staff will be presenting a recommendation to the Board this month.
- **Patch Street Railroad Crossing Alteration:**
  - City staff filed a petition to the Office of the Commissioner of Railroads requesting that they accept the 2007 alteration of the Patch Street Railroad crossing.
  - OCR has responded to the City's petition and the City is now preparing testimony for the proceedings.
  - The proceeding will likely last for several week and a final decision by OCR may take a couple of months.
- **SS4A Grant:**
  - The draft Bicycle and Pedestrian Plan is available for review and will be brought before the municipalities in January and February. For the City the plan will be discussed at the upcoming Bicycle and Pedestrian Street Safety Commission meeting on January 21, 2026, and Plan Commission on January 26th.

- The preliminary draft Safety Action Plan is nearing completion and should be to staff for review later this month. The Safety Action Plan is intended to be a comprehensive plan designed to eliminate roadway deaths and serious injuries throughout Portage County.
  - A high-level ADA accessibility assessment of key roads and intersections across Portage County was completed and the first draft document has been presented to staff for review. The accessibility assessment will serve as a section of the Safety Action Plan.
  - Overall, the project is in the final stages of documentation and should wrap up later this year.
- **Additional Miscellaneous Projects:**
    - Engineering Staff continues working on proposed 2026 and 2027 roadway projects, including gathering survey data, researching right of way, and preparing bidding documents.
    - Engineering staff have been working with university staff on several fronts to improve the University environment. These include:
      - Discussions in conjunction with Community Development on the future of the old Maytag lot.
      - Discussions regarding the reconstruction of Fourth Avenue through campus, which is tentatively scheduled for reconstruction in 2027.
    - Staff continue to work with the Utility Department on various water, sanitary, stormwater, and fiber projects.
    - Staff continue to work with the Community Development Department on various projects. These projects include:
      - Shopko redevelopment.
      - Convent redevelopment.
    - Garbage and Recycling ordinance revisions. These include:
      - Ordinance changes required to comply with recent revisions to the State recycling rules found in Wisconsin Administrative Code NR500, 502, 520, 532, and 544.
      - While there are specific ordinance changes to be made, staff is taking the opportunity to also review the entirety of the City's ordinance language pertaining to Chapter 7 of the Revised Municipal Code, Section 7.06 Solid Waste Disposal, Yard Waste, and City of Stevens Point Drop-off.
      - The State's deadline for adoption of the new ordinance language is April 30, 2026. The Board should see both the State-required and staff-proposed changes this winter.

## **STREETS SUPERINTENDENT REPORT**

**Chris Johnson**

### **2. Streets Division - December**

- **Continued Operations:**
  - Garbage and Recycling
  - Street Sign Compliance and replacement
  - Street Light Maintenance
  - Street Patching/Trumbull
  - Drop off Site Operations
- **Staffing:**
  - We are pleased to report that the Streets Department remains fully staffed.
- **Winter Crews/Work:**
  - **Plowing:**
    - Crews responded to seven notable snow and ice events in December, including two major snowfall events and two ice storms. Following the late-December storm,

extremely cold temperatures caused hard-packed snow and ice to form on roadways. As a result, crews made multiple passes to scrape and break up the ice pack.

- The Streets Department is also testing a new type of snowplow blade designed to better conform to the road surface. This blade removes more snow, which can reduce salt use. The blade is carbide-edged and is expected to last longer than traditional steel blades.
- **Snow Picking:**
  - During the larger snowstorms, the City focused on its high-priority snow-picking routes. This work helps improve visibility for drivers and creates more room along the streets to store snow for future storms.
- **Salt Sand Screening:**
  - The City uses a salt-sand mix on secondary roads for winter traction. With sand prices increasing to \$7 per ton, the City screened existing stockpiled sand in December by renting a screener, reducing costs and supplying material for winter operations.
- **Patching:**
  - Due to heavy plowing and wide temperature swings, many potholes have developed across the city. Crews have been patching as conditions allow, though snowpack and standing water have made repairs difficult. If these weather patterns continue, more potholes are expected than in a typical winter.
- **Salt Shed:**
  - In late November and December, the fabric salt shed developed a tear along a seam that continued to expand. A temporary cover is currently in place. The repair is covered under a prorated warranty, with a portion of the cost paid by the City. Funding for the repair was approved by Finance last month, and the cover is expected to be replaced in the spring.
  - Unrelated to the tear, the building's roll-up garage door failed. This specialty door is more expensive than originally anticipated, and staff are continuing to review repair and replacement options.
- **Library:**
  - The City owns the Stevens Point branch of the Portage County Library. County staff have reported several building issues, the most serious being water leaking into the basement. During inspection, City staff also found a possible structural issue on the Main Street side of the building. A structural engineer is reviewing the issue, but repair options and costs are not yet known.
  - Another concern is the main entrance doors. A quote for replacement has been received, and the City and County are working together on next steps under the lease agreement. Several older wood windows on the Third Street side are also rotting. There are concerns about keeping the building's historic look, and this will be an ongoing discussion with County staff.
  - City staff are also working through several smaller maintenance issues with the County.
- **Equipment maintenance/Garage :**
  - Most equipment for the 2026 capital budget has been ordered, except for two police vehicles. In December, the CSO parking enforcement truck was involved in an accident and was declared a total loss by insurance. A replacement vehicle has already been received and will be upfitted this month. December mechanical work orders were primarily related to plow trucks due to ongoing winter weather.

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**Public Works**

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January 8, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works 

Re: Consideration of Voluntary Closure  
Park Street Railroad Crossing  
Crossing No. 692750U

The City of Stevens Point was asked to participate in a Diagnostic Review of the Park Street Railroad Crossing (No. 692750U), on July 31, 2024. A diagnostic review is a process by which a team of various stakeholders meets to review and discuss railroad crossing safety. The intent is to discuss potential safety issues and concerns and identify potential solutions, which may include additional warning and/or safety devices, geometric changes, or the consolidation or elimination of railroad crossings. In addition to City of Stevens Point staff, representatives from Canadian National Railway (CN), Office of the Commissioner of Railroads (OCR), and Wisconsin Department of Transportation (WisDOT) participated in the review.

At the Diagnostic Review, a representative of OCR requested that the City of Stevens Point consider a voluntary closure of the Park Street crossing, citing historical crash data, poor geometric design, number of tracks, speed of trains, and proximity to other crossings. The reason OCR requested the City consider a voluntary closure was to allow the City to participate in the WisDOT rail closure incentive program. According to OCR staff, the WisDOT incentive program provides an incentive payment that matches the incentive payment from the railroad owner, of up to \$30,000. The incentive program is only available if the closure is voluntary. In a non-voluntary closure (that is, a closure ordered and directed under the authority of OCR), OCR determines the apportionment of costs to the railroad and municipality; there is no incentive payment from the railroad, and therefore no matching payment from WisDOT.

As a follow-up to the diagnostic review, a representative of WisDOT presented to the Board of Public Works at the August 2024 committee meeting on the incentive program. In November 2024, the consideration of a voluntary closure was brought before the Board of Public Works. The Board requested that staff gather additional information related to a potential closure, including a review of alternative truck routes and holding a public informational meeting to gather public comment.

**Closure Costs and Incentives**

While the fine details of the work have not been established, there is a general approach for the work relating to a voluntary closure based upon the right of way. Work within the railroad right of way is generally the responsibility of the railroad, and work outside the railroad right of way would be the responsibility of the City. The anticipated work outside of the railroad right

of way would include extending the curb and gutter through the existing west leg of the Park/Prairie intersection, improvements to the existing pedestrian curb ramps, and signage to alert motorists that the crossing is closed. The estimated cost of these improvements is \$80,000. As stated above, there are incentives available to help offset any costs to the City. Currently, CN has offered \$10,000 as an incentive to the City. An additional \$10,000 is available through the WisDOT incentive program, which would bring the total incentive to \$20,000. The net cost for the city to make the recommended improvements would be approximately \$60,000.

**Public Informational Meeting**

A public informational meeting was held on October 8, 2025, in the auditorium of Ben Franklin Junior High School. The meeting was attended by city staff, a representative of CN, and approximately 20 members of the public. City staff presented a brief history of the request to consider a voluntary closure, presented alternative truck route options, and responded to questions and comments.

**Truck Route Alternatives and Changes to Traffic**

Four alternative truck routes were presented at the PIM and are shown in the attached figure. The alternatives include:

1. From the existing truck route on Park Street, north on Prairie Street, then west on Shaurette Street to the existing truck route on Wood Street.
  - a. As a secondary alternative from Park Street north on Prairie Street, west on Wisconsin Avenue to Wood Street.
2. From the existing truck route on Division Street west on Wisconsin Avenue to the existing truck route on Wood Street.
3. From the existing truck route on Park Street, south on Water Street, then west on Mason Street to the existing truck route on Mason Street.
4. From the existing truck route on Church Street, west on Francis Street, then north on Water Street, then west on Mason Street to the existing truck route on Mason Street.

The following table summarizes the key points of each alternative.

<b>Alt</b>	<b>Description</b>	<b>Number of Properties Impacted</b>	<b>Estimated Cost of Recommended Improvements<sup>1</sup></b>	<b>Comments</b>
1	Prairie/Shaurette	17	\$95,000	Shortest in length. Turning movements at Shaurette Street are tight. Existing roads would benefit from recommended improvements. Eliminates the railroad crossing for trucks headed to the mill.
1a	Prairie/Wisconsin	30		Wisconsin Street is wider than Shaurette Street, which would facilitate easier turning movements. It creates a rather lengthy route for trucks heading south of the tracks. Eliminates the railroad crossing for trucks heading to the mill.
2	Wisconsin	47	Cost would be inclusive of the Division Street Reconstruction	It is understood that Wisconsin was once a truck route. The road is wide and more accommodating for truck traffic

				<p>than other routes.</p> <p>The corridor is frequently used by Jefferson Elementary students.</p> <p>Improvements at Division Street are likely delayed until the Division Street Reconstruction.</p> <p>The cost of Division Street improvements is already a part of the Division Street Reconstruction. (Anticipated in 2030 or 2031).</p> <p>Impacts the most residents.</p> <p>Eliminates the railroad crossing for trucks heading to the mill.</p>
3	Water/Mason	15	\$105,000	<p>Fewest properties impacted.</p> <p>Trucks would need to cross the railroad at Water Street.</p> <p>May result in more congestion when trains are crossing or standing across Water Street.</p> <p>Will require trucks headed to the mill to cross the railroad twice.</p>
4	Francis/Water/Mason	28	\$90,000, excluding improvements at the intersection of Francis Street and Church Street, which would be inclusive of the Church Street Reconstruction Project.	<p>Flint Hills trucks used Francis and Water Streets during the Bliss Avenue reconstruction project.</p> <p>The Mason Street intersection at Water Street was purposely reconstructed to inhibit truck traffic.</p> <p>The Mason Street pavement design is suitable for truck traffic.</p> <p>The Mason Street intersection at Water Street is only a couple of years old.</p> <p>The intersection of Francis Street at Church Street is to be realigned and signalized as part of the Church Street reconstruction (anticipated in 2028 or 2029).</p>
<p>1. These costs are preliminary, based upon a cursory review of turning movements, and are the minimum anticipated costs to address surface improvements and do not include additional costs that may be incurred, such as sidewalk or stormwater improvements.</p>				

Any change to the existing truck routes will impact residents by relocating truck traffic that does not exist today on those roads. However, any of the four alternative truck routes could technically work. Based upon simulated truck turning movements, each alternative route would benefit from some level of roadway improvement to ensure safer and more efficient truck turning movements, and, in some cases, increasing the pavement structure would also ensure greater pavement longevity.

While staff would recommend roadway improvements to accommodate truck routes, in many cases, there is already some truck traffic operating on many of these roads. Local deliveries, errant drivers, and construction activities have resulted in trucks operating over the routes in question. So, while improvements should be made, trucks are able to operate these routes

without any improvements. Increasing the amount of truck traffic on these alternative routes can result in additional problems not observed when only a few random trucks are operating, but for at least a short period of time, trucks should be able to successfully navigate these roads without having to invest in roadway improvements.

In general, the simplest approach is to utilize Alternative 1 as it deviates the least from the existing truck route and impacts fewer properties than most other alternatives. As the impacted roads will likely be resurfaced or reconstructed in the coming years, the cost of the improvements could be inclusive of our future capital improvement planning efforts, thus reducing the overall cost burden to the taxpayers.

Another benefit of Alternative 1 (and also Alt 1a and Alt 2) is a drastic reduction in the number of trucks having to cross the railroad tracks at all. It is understood that most trucks (approx. 36 of an estimated 50 trucks per day) are headed to the mill, which would no longer be required to cross any railroad tracks using these routes. Trucks headed to Wood Street Rental, Flint Hills, or other local destinations to the south would still need to cross at Wood Street. Overall, the number of trucks crossing the railroad tracks using Alternative 1 (or 1a or 2) would be drastically reduced. Based upon an estimated 36 trucks per day using Alternative 1 (or 1a or 2) would eliminate approximately 144 railroad crossings per day (36 trucks per day x 2 crossings x 2 trips = 144 total railroad crossings per day).

Utilizing Alternative 2 is also a fairly straightforward and simple approach. It is understood that this was once a truck route, and the roadway width and pavement profile are better suited for truck traffic than other potential routes. While the intersection of Wisconsin and Division can be navigated by trucks, the current geometry is constrained, and there is a potential for increased congestion impacting a major thoroughfare with this alternative. This alternative also impacts the largest number of properties.

Generally, the use of Water Street in either Alternative 3 or 4 is not preferred as it could encourage trucks to utilize other portions of Water Street (both north of Park Street or south of Francis Street). In addition, Alternative 3 would require all trucks entering and leaving this area to cross the railroad tracks at Water Street, which could add congestion when trains are operating on the tracks (and as stated above, can encourage trucks to deviate from the designated truck route to use other non-approved routes to avoid delays)

A closure of the Park Street Railroad crossing would also require other vehicular traffic to find alternative routes. Based upon traffic counts taken in June of 2025, approximately 500 vehicles are crossing at Park Street daily. The destination and purpose of these vehicle trips are not known but would include residents, business and utility customers, employees, delivery trucks, and users of the dog park and Green Circle Trail. Overall, this equates to approximately 250 vehicles in each direction that, when dispersed on surrounding streets, should not necessitate additional improvements to function or operate satisfactorily. With several other crossings, staff do not feel this would be detrimental, but just a change that people will need to adapt to.

### **Public Comments**

The public was asked to provide written comments if they wanted their comments to be kept as part of the official project file. Verbal comments made at the PIM were responded to by City and CN staff, but a specific record of those comments was not kept. Collectively, the verbal comments received were opposed to the closure and rerouting of truck traffic. Many cited the presence of children, the narrowness of roads, concern over increased traffic, and on-street parking as reasons for keeping the crossing open.

A total of seven written comments were received regarding the potential closure. The comments received ranged from neutral to against. Most comments were about the cost for the closure (indicating that the cost should be borne by CN and not the City) or about safety (generally stating reasons why they disagreed with certain proposed truck routes)

### **Conclusion**

As the City has been evaluating the potential closure for more than a year, it is clear that what exists today is generally accepted by the community, and there is reluctance for the implementation of any changes. While there is public opposition to the closure of the Park Street railroad crossing, there were no comments that presented an incontestable argument against the crossing being closed. Such comments might include business survivability or significant societal costs (such as a reduction in value or service to the public or an actual increase in either private or taxpayer costs). When considering all things, staff cannot identify a rational argument against closing the crossing. While not stated by OCR, it is reasonable to believe that, since they brought it to our attention that a closure of the crossing is on their radar, an order to close may be issued. If such an order is issued, the crossing still gets closed; however, the cost to the City will increase. Therefore, considering the financial benefit, staff recommends that the board wholly consider the voluntary closure in response to OCR's request and direct staff to research and begin the process for the WisDOT rail closure incentive program and to further evaluate and recommend an alternative truck route.

OCR is asking that the city make a formal decision within the first quarter of 2026. Therefore, we do not need to decide immediately, but we will very soon. If additional information is necessary to assist in the decision-making process at this time, please reach out to staff so we can gather the information and make a formal decision at one of the next meetings.

If you have any questions, please don't hesitate to contact me.

Thank you.

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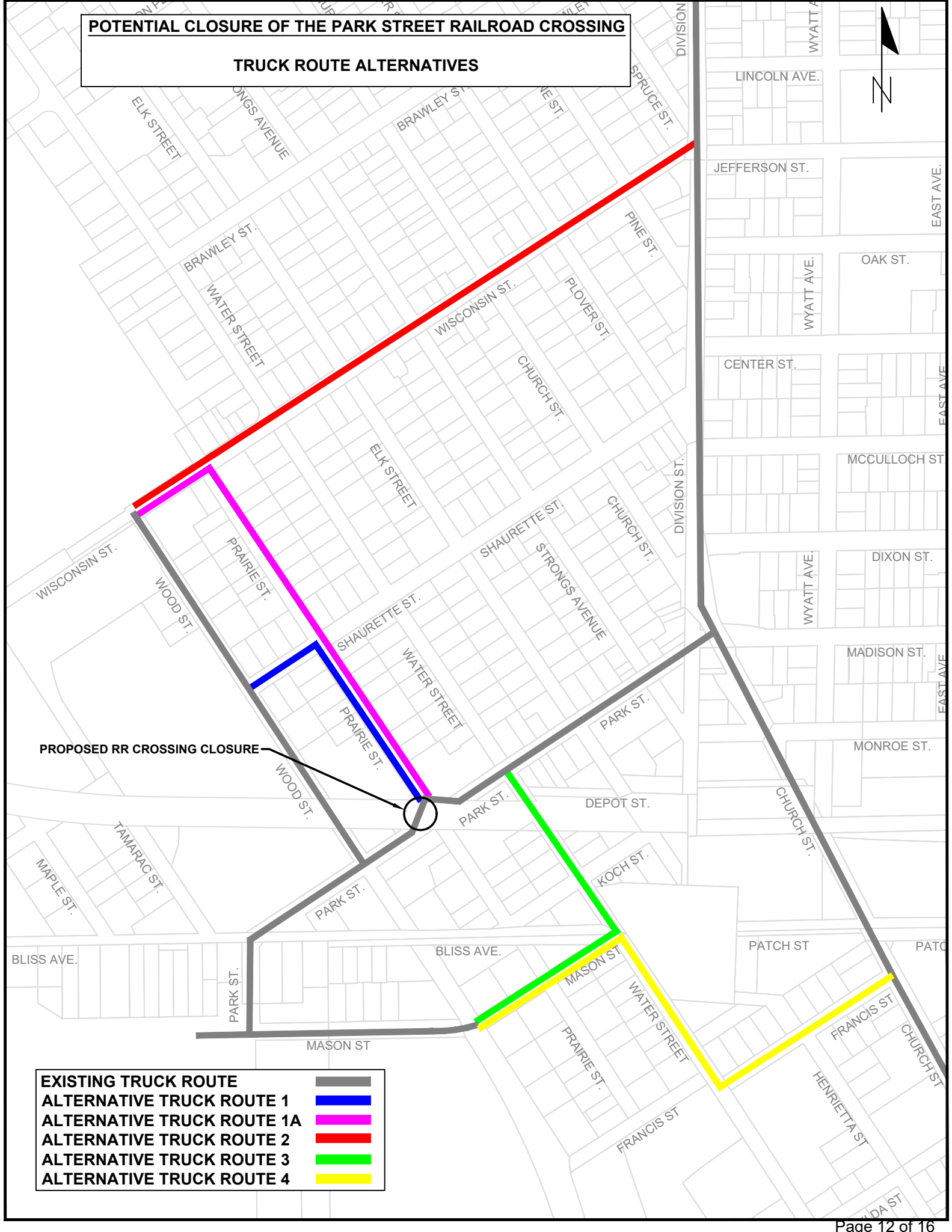
# POTENTIAL CLOSURE OF THE PARK STREET RAILROAD CROSSING

## TRUCK ROUTE ALTERNATIVES



PROPOSED RR CROSSING CLOSURE

- |                                   |  |
|-----------------------------------|--|
| <b>EXISTING TRUCK ROUTE</b>       |  |
| <b>ALTERNATIVE TRUCK ROUTE 1</b>  |  |
| <b>ALTERNATIVE TRUCK ROUTE 1A</b> |  |
| <b>ALTERNATIVE TRUCK ROUTE 2</b>  |  |
| <b>ALTERNATIVE TRUCK ROUTE 3</b>  |  |
| <b>ALTERNATIVE TRUCK ROUTE 4</b>  |  |



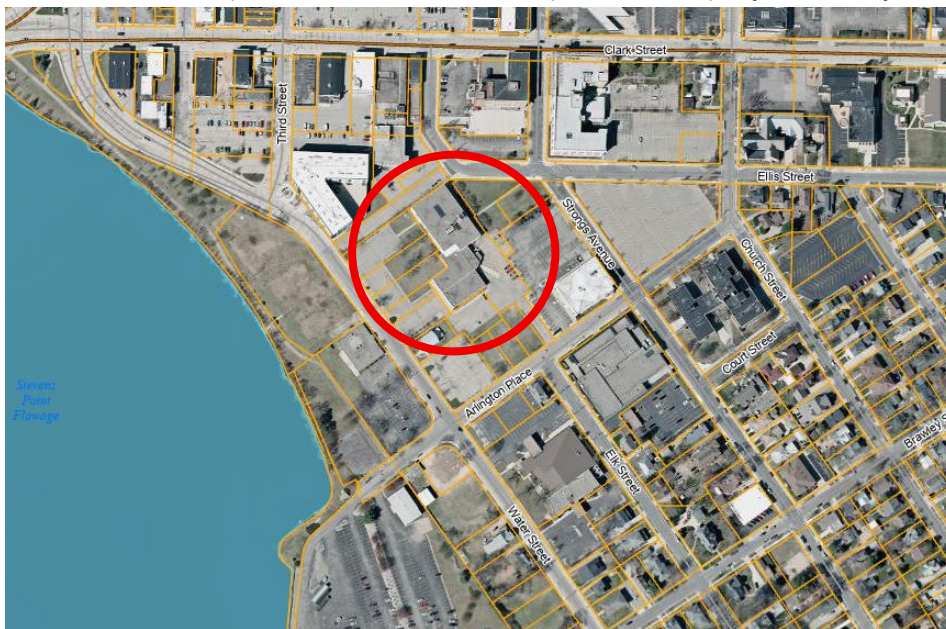


To: Board of Public Works and City Council  
From: Jarod Kivela, Director of Community Development  
Date: January 7, 2026  
RE: **Award of Demolition Contract – 1039 Ellis Street**

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The demolition of the building at 1039 Ellis Street is a key element to the City's City Hall relocation and development efforts. The property is currently occupied by Portage County, which is scheduled to fully vacate the building prior to demolition activities commencing. Site preparation activities, including tree removal, will be coordinated by City staff in advance of contractor mobilization.

Due to the age of the structure and its location, the scope of work, and the relation of this project to a new City Hall, the demolition aspect of this project is subject to review by the Board of Public



Works, the Historic Preservation Commission, and final approval by the City Council.

Bids for the 1039 Ellis Street Building Demolition Project were received on December 16, 2025. A total of twelve (12) bids were submitted, indicating strong interest and competition for the project. The bids are summarized in the attached bid tabulation.

The apparent low bid was submitted by Dore & Associates, Inc. of Bay City,

Michigan. Due to an error identified in their submitted bid, Dore & Associates elected to withdraw their bid from consideration. The bid documents allow for withdrawal under these circumstances if

[www.stevenspoint.com](http://www.stevenspoint.com)

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the owner determines the reason to be acceptable. City staff reviewed the request and determined that a legitimate mistake had occurred during the bid submittal process; therefore, the withdrawal was accepted.

The second apparent low bid was submitted by Robinson Brothers Environmental, Inc. of Dane, Wisconsin, in the amount of \$299,900. This bid is within the architect's estimate for the project. The City previously worked with Robinson Brothers Environmental, Inc. on the Edgewater Manor demolition project in 2022, and staff found their performance to be satisfactory. Based on prior experience, qualifications, and bid responsiveness, staff believes Robinson Brothers Environmental, Inc. is capable of performing the work in a timely and professional manner.

### **COST SUMMARY AND FUNDING**

- Base Bid: \$299,900
- Contingency (15%): \$44,985
- Total Not-to-Exceed Amount: \$344,885

Funding for this project is included in the approved project budget, and sufficient funds are available to cover the recommended contract award and contingency. The base bid price for this project was more favorable than staff originally anticipated.

The contingency is included to address potential unforeseen conditions commonly encountered during demolition projects, including subsurface conditions or additional material handling requirements.

### **PROJECT TIMELINE**

The anticipated project timeline is as follows:

- January 12 – Board of Public Works review of the 1039 Ellis Street demolition contract (6:00 PM)
- January 13 – Historic Preservation Commission review of the 1039 Ellis Street demolition (5:00 PM)
- January 19 – City Council approval of the final Swap Agreement and demolition contract (7:00 PM)
- January 20–23 – City Parks Department to remove trees from the property, beginning with the west side of the building
- January 26 – Portage County fully vacated; demolition activities begin by the contractor
- Mid to Late May – Anticipated completion of demolition

### **RECOMMENDATION**

Staff recommends that the Board of Public Works and City Council approve the contract and award of the 1039 Ellis Street Building Demolition Project to Robinson Brothers Environmental, Inc. in an amount not to exceed \$344,885, which includes a 15 percent contingency.

Upon approval, staff will finalize the contract and coordinate with City Parks, Portage County, and the selected contractor to proceed with demolition in accordance with the proposed timeline.



1039 Ellis Street Building Demolition Project #25-801  
 City of Stevens Point, WI  
 Bids Opened: 12/16/2025 10:00 AM CST

Line Item	Item Description	UofM	Quantity	Dore & Associates , Inc.		Robinson Brothers Environmental		Rezzar Demolition		The MRD Group, Inc.		LinnCo, Inc.		Kyle Kluck Trucking & Excavating Inc	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
					\$100,576.00		\$299,900.00		\$416,300.00		\$496,000.00		\$554,100.40		\$650,500.00
1	Mobilization	LS	1	\$40,000.00	\$40,000.00	\$5,000.00	\$5,000.00	\$7,000.00	\$7,000.00	\$4,700.00	\$4,700.00	\$52,316.00	\$52,316.00	\$5,000.00	\$5,000.00
2	Demolition of Existing Structure and Site Elements	LS	1	\$44,236.00	\$44,236.00	\$275,440.00	\$275,440.00	\$365,900.00	\$365,900.00	\$459,280.00	\$459,280.00	\$446,464.00	\$446,464.00	\$604,520.00	\$604,520.00
3	Seed Restoration	SY	4,560	\$1.50	\$6,840.00	\$3.50	\$15,960.00	\$8.75	\$39,900.00	\$4.50	\$20,520.00	\$9.74	\$44,414.40	\$8.00	\$36,480.00
4	Erosion Control	LS	1	\$9,500.00	\$9,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$11,500.00	\$11,500.00	\$10,906.00	\$10,906.00	\$4,500.00	\$4,500.00
	<b>Total Base Bid:</b>				<b>\$100,576.00</b>		<b>\$299,900.00</b>		<b>\$416,300.00</b>		<b>\$496,000.00</b>		<b>\$554,100.40</b>		<b>\$650,500.00</b>
	<b>Total Base with Contingency:</b>				<b>\$115,662.40</b>		<b>\$344,885.00</b>		<b>\$478,745.00</b>		<b>\$570,400.00</b>		<b>\$637,215.46</b>		<b>\$748,075.00</b>

Line Item	Item Description	UofM	Quantity	HM Brandt LLC		Veit & Company, Inc.		BEST Enterprises, LLC		Eckert Wrecking, Inc.		Alliance Steel Construction		Haas Sons, Inc.	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
					\$664,336.00		\$667,756.40		\$678,777.00		\$846,900.00		\$955,368.80		\$1,392,600.85
1	Mobilization	LS	1	\$30,000.00	\$30,000.00	\$99,610.00	\$99,610.00	\$64,000.00	\$64,000.00	\$75,000.00	\$75,000.00	\$65,000.00	\$65,000.00	\$136,120.49	\$136,120.49
2	Demolition of Existing Structure and Site Elements	LS	1	\$580,769.00	\$580,769.00	\$498,160.00	\$498,160.00	\$601,967.00	\$601,967.00	\$726,204.00	\$726,204.00	\$862,380.00	\$862,380.00	\$1,212,885.76	\$1,212,885.76
3	Seed Restoration	SY	4,560	\$10.40	\$47,424.00	\$10.69	\$48,746.40	\$1.00	\$4,560.00	\$9.10	\$41,496.00	\$5.48	\$24,988.80	\$9.56	\$43,593.60
4	Erosion Control	LS	1	\$6,143.00	\$6,143.00	\$21,240.00	\$21,240.00	\$8,250.00	\$8,250.00	\$4,200.00	\$4,200.00	\$3,000.00	\$3,000.00	\$1.00	\$1.00
	<b>Total Base Bid:</b>				<b>\$664,336.00</b>		<b>\$667,756.40</b>		<b>\$678,777.00</b>		<b>\$846,900.00</b>		<b>\$955,368.80</b>		<b>\$1,392,600.85</b>
	<b>Total Base with Contingency:</b>				<b>\$763,986.40</b>		<b>\$767,919.86</b>		<b>\$780,593.55</b>		<b>\$973,935.00</b>		<b>\$1,098,674.12</b>		<b>\$1,601,490.98</b>