



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.

Members

- Mayor Wiza
- Alderperson Kneebone
- Alderperson Morrow
- Alderperson Keymer
- Alderperson Shuda
- Alderperson Christianson
- Chris Tiffany

AGENDA

BOARD OF PUBLIC WORKS

Date and Time:	September 14, 2026 6:05 PM (or immediately following previously scheduled meeting)	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI <u>OR</u> <u>Zoom Teleconferencing</u> Meeting ID: 822 3933 8056 Passcode: 801466 <u>By Computer:</u> Zoom Link <u>By Phone:</u> +1-312-626-6799 (US Chicago)
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Roll Call

Informational

1. Director's Report
 - a. Division and Church Streets Reconstruction Projects
 - b. Patch Street Railroad Crossing Alterations

Discussion and Possible Action

2. To approve the ordinance amendment in Chapter 9, Section 9.05, as it relates to parking.
3. To approve a cost share and Maintenance Agreement from Portage County Highway Commission regarding CTH HH.
4. To award the 2026 Fall Paving Project #26-107 to American Asphalt of Wisconsin for the amount not to exceed \$482,550.12.
5. To approve the State Municipal Financial Agreement from WisDOT to incorporate City utility relocations into the proposed STH 66 Curb Ramp Project.
6. To approve the Curb Cut Agreement between the City of Stevens Point and PointMed Properties LLC (former Cooper Motors site).
7. Update on the proposed STH 66 WisDOT downtown reconstruction project and approval for the City of Stevens Point to request that WisDOT evaluate the rerouting of STH 66 and potential two-waying of Clark Street.

Adjourn

PLEASE TAKE NOTICE that any person who has special needs while attending these meetings or needs agenda materials for these meetings should contact the City Clerk as soon as possible to ensure that a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569 or by mail at 1515 Strongs Avenue, 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.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.

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

September 8, 2026

DIRECTOR OF PUBLIC WORKS REPORT

Scott Beduhn

1. Engineering Division

- **Division and Church Streets Reconstruction Project:**
 - Stage 1 of the South Segment project is complete.
 - Utilities on Stages 2 and 3 of the South Segment project are complete, and the contractor is preparing to pave.
 - Utility work on Stage 1 of the North Segment is still underway. Utility work between Briggs and Franklin should wrap up soon to allow the contractor to prepare for paving.
 - Real Estate acquisition continues in the North Segment with only a handful of parcels remaining to be acquired.
 - WPS has begun relocation work within the North Segment. Some of the work will be completed in advance; however, some of the work will be completed concurrently with construction.
 - Staff submitted an STP-Urban application for the segment of Church Street between Rice Street and Francis Street. According to regional WisDOT staff, grant awards were to be released in June; however, the awards have still not been made due to uncertainties in federal funding. At this time, WisDOT has indicated that awards should be made by the end of September.
 - Final design for the South Segment Phases 2 and 3 is nearing the 60 percent design level.
 - Real estate acquisition is underway for South Segment Phase 2. Right of Way Professional is currently working on a sales study and nominal parcel report.
- **2024 Street Improvement Project (Northside):**
 - All work is complete.
- **2025 Street Improvement Project (Washington Ave):**
 - All work is complete. The contractor will be returning to address warranty items.
- **2025 Street Improvement Project (Madison/Monroe):**
 - All work is complete. The contractor will be returning to address warranty items.
- **Curb Gutter and Sidewalk Repair Project:**
 - Nothing new to report.

- **Fall Paving Project:**
 - A bid opening for this year's fall paving was held on September 3, 2026. The low bid was submitted by American Asphalt.
 - This year's project is a bit different than past years, as we will be milling the existing concrete pavement on Old Hwy 10 at HWY 66 and on Division Street near Clark Street and Main Street and overlaying with asphalt.
 - Two alternate bids were included in the bidding documents. The first alternate includes the milling and overlaying of Minnesota Ave between Stanley Street and Maria Drive, and the second alternate includes the milling and overlaying of Maria Drive between Minnesota Ave and Michigan Ave.
 - With some projects just beginning and the uncertainty of contingency needs, the sum of the base bid plus alternatives will be tight with staff's estimate of remaining funds but should be sufficient to complete the work.
- **Pavement Maintenance Project:**
 - This year's pavement maintenance has been completed.
- **Downtown Concrete Joint Repair Project:**
 - Staff continues to evaluate potential next phases of this project, looking at Water Street/Second Street between Clark Street and Portage Street. While staff was anticipating completing some of this work this spring, staff is currently pausing as we continue to evaluate downtown transportation needs and discuss longer-term pavement solution options with WisDOT.
- **Michigan Avenue Underpass:**
 - Work on the underpass is nearing completion. The project should wrap up later this month.
- **Hoover Road Intersections Signalization:**
 - All work is complete. The contractor will return this spring to address any warranty items.
- **West Scott Street:**
 - This project began on September 14, 2026. The work should conclude in late October.
 - Property access during construction will be challenging. Given the tight constraints, property access during active work will likely not be possible.
 - Access should be restored at the end of every day.
- **Traffic Signal Upgrade:**
 - Staff is working on a multi-year effort to modernize and upgrade the City's traffic signal systems. These upgrades include new controllers and communications, camera systems, pedestrian pushbuttons, and emergency vehicle preemption.
 - Some of the improvements will be made in conjunction with other planned projects, such as the Business 51 and Michigan Avenue underpass, while others will be completed using the annual signal improvement capital budget line item.
 - Staff applied for grants under the WisDOT Signals and ITS Standalone Program (SISP). The SISP program is for state-controlled intersections and extends to municipalities for connecting highways. The grants cover up to 90 percent of all eligible costs.
 - City staff has received State/Municipal Financial Agreements for both grant awards. The City will receive just over \$600,000 to replace 13 outdated signal control cabinets along STH 66.
 - Procurement and installation documents will be prepared this winter in anticipation of installing the new cabinets in the spring.

- **Park Street Railroad Crossing Closure Investigation:**
 - Staff continues to work with Canadian National Railway (CN) on the potential closure of the Wood Street crossing in lieu of Park Street. CN has agreed to file a petition to introduce the Wood Street closure option to the Office of the Commissioner of Railroads (OCR).
 - According to CN they should be ready with a plan for OCR later this month.
- **Patch Street Railroad Crossing Alteration:**
 - OCR held a virtual public hearing on March 3, 2026.
 - While the City will be financially responsible for safety improvements, no official order was delivered at the public hearing, as the Administrative Law Judge is allowing the City and CN to work together on a proposed solution, subject to OCR approval.
 - CN has presented a proposal to staff combining the closure of Wood Street (in lieu of Park Street) to reuse the existing signals at Wood Street at Patch Street. Any such proposal would be subject to OCR approval.
- **SS4A Grant:**
 - The project is complete, and the final documentation has been delivered.
- **WisDOT HWY 66/HWY 10 Improvements:**
 - Staff is working with WisDOT, as they are planning several improvement projects for the Highway 66 and Highway 10 corridors through Stevens Point over the next few years.
 - In 2027, WisDOT is planning to complete a curb ramp replacement project through both corridors. This project is intended to improve the pedestrian environment by ensuring that curb ramps are ADA-compliant.
 - In 2028, WisDOT is planning to complete a joint repair project on Highway 10.
 - In 2030, WisDOT is planning to complete a pavement replacement project on Highway 66 from the west City Limits to the CN Railroad crossing.
 - In 2031, WisDOT is planning to complete a pavement overlay of Highway 66 between Frontenac Avenue and Country Club Drive.
 - In 2032, WisDOT is planning to complete a pavement replacement project on Highway 66 between West Karner Street and the bridge over the Wisconsin River.
 - The overall WisDOT pavement replacement project does extend through downtown to Division Street; however, City staff and WisDOT regional staff are reviewing the City's conceptual plan for two-waying between Division Street and the bridge over the Wisconsin River. WisDOT regional staff have stated that they are supportive of the City's consideration of two-waying the downtown and are willing to work with the City to achieve this goal if that is the City's intent.
- **Additional Miscellaneous Projects:**
 - Engineering staff continue working on proposed 2026, 2027, and 2028 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 2028.
 - 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.

STREETS SUPERINTENDENT REPORT

Chris Johnson

2. Streets Division- August

- **Continued Operations:**
 - Garbage and Recycling
 - Street Sign Compliance and Replacement
 - Street Light Maintenance
 - Street Patching/Trumbull
 - Drop-off Site Operations
- **Staffing:**
 - We currently have an opening for a Fleet Mechanic position after the recently hired employee did not work out. Staff will be conducting interviews in September.
- **Summer Crews:**
 - Crews are nearing the end of their 4-10 schedule and will transition back to five 8-hour days the week after Labor Day. Crews will continue with their summer work until projects are completed or weather-related events make us shift out of summer work.
- **Concrete:**
 - In June, the crew completed the 2026 concrete list and has continued completing utility concrete patches throughout the City.
 - Crews completed concrete work on Stanley Street and worked together with Utilities on Clark Street. Utilities completed the underground infrastructure work, followed by the concrete crew replacing concrete around the utilities. The mastic crew followed behind to fill potholes and other pavement repairs.
 - The crew also replaced the driveway approaches and curb work in front of Madison School.
- **Bridge Inspections:**
 - Crews completed maintenance work identified by DOT inspections. This work included sealing minor cracks, brush clearing, and other preventative maintenance.
- **Paving Crew:**
 - The paving crew milled and overlaid a small section of Highway 66 near County Highway C on the west side. This section was in poor condition and receives heavier traffic. The crew also completed various utility patches throughout the City.
- **Patching:**
 - The mastic crew completed work on Clark Street from Water Street to Church Street, along with other patching throughout the City.
- **Mowing:**
 - Crews completed mowing for ribbon cuttings at the Doors to Dreams development and Mid-State Fire Training Center, as well as routine mowing around McDill Dam.
- **Paint:**
 - Most hand work (crosswalks, arrows, etc.) has been completed, including work around the schools prior to the start of the school year. Long-line painting will begin this month. Crews are transitioning from 4-inch to 6-inch-wide lines to improve visibility.

- **Crack Fill:**
 - Crews have completed approximately 70% of the streets identified for crack filling this year.
- **Street Sweeping:**
 - The City has been swept three complete times this year. With fall approaching, we plan to return to operating two sweepers in late September or October to begin fall leaf sweeping.
- **Equipment Maintenance/Garage:**
 - In addition to routine maintenance operations, the department has been operating with one fewer mechanic since mid-May. Our mechanics have done an excellent job taking on the additional workload and keeping equipment in service. Crews have also begun annual snowplow maintenance in preparation for the upcoming winter season.

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Public Works

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September 8, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works

Re: Ordinance Amendments

The amendment of Section 9.05(h)27, creating No Parking Between Signs, is the result of a request made by a local business owner to maintain safe access while making deliveries to the Stevens Point Brewery. The amendment of Section 9.05(j)180 to 183, creating No Parking Here To Corner, is in response to a request made by a neighboring resident. The reduction in parking will help open the vision triangle, allowing traffic to safely cross the intersection. The amendment of Section 9.05(i)12, amending No Parking During School Hours, is the result of a request made by the principal of the Pacelli Middle School to help traffic flow better during morning drop-off.

If there are any questions, please do not hesitate to contact me.

Thank you,

ORDINANCE AMENDING THE REVISED MUNICIPAL CODE OF THE CITY OF STEVENS POINT, WISCONSIN

The Common Council of the City of Stevens Point do ordain as follows:

SECTION I: That subsection 27 of Section 9.05(h) of the Revised Municipal Code, **No Parking Between Signs** is hereby **created** to read as follows:

9.05(h) 27. On the northeast side of Henrietta Street from a point 184 feet northwest of Matilda Street to a point 280 feet northwest of Matilda Street.

SECTION II: That subsection 180 of Section 9.05(j) of the Revised Municipal Code, **No Parking Here To Corner** is hereby **created** to read as follows:

9.05(j) 180. On the north and south sides of Portage Street from Third Street to a point 30 feet west.

SECTION III: That subsection 181 of Section 9.05(j) of the Revised Municipal Code, **No Parking Here To Corner** is hereby **created** to read as follows:

9.05(j) 181. On the north side of Portage Street from Third Street to a point 30 feet east.

SECTION IV: That subsection 182 of Section 9.05(j) of the Revised Municipal Code, **No Parking Here To Corner** is hereby **created** to read as follows:

9.05(j) 182. On the east side of Third Street from Portage Street to a point 30 feet south.

SECTION V: That subsection 183 of Section 9.05(j) of the Revised Municipal Code, **No Parking Here To Corner** is hereby **created** to read as follows:

9.05(j) 183. On the west side of Third Street from Portage Street to a point 30 feet north.

SECTION VI: That subsection 12 of Section 9.05(i) of the Revised Municipal Code, **No Parking During School Hours** is hereby **amended** to read as follows:

9.05(i) 12. On the west side of First Street from Fourth Avenue to Washington Ave.

SECTION VII: These Ordinance changes shall take effect upon passage and publication.

APPROVED: _____
Mike Wiza, Mayor

ATTEST: _____
Susan Pagel, City Clerk

Dated: September 8, 2026
Approved: September 21, 2026
Published: October 1, 2026







City of Stevens Point
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September 8, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works 

Re: Maintenance Agreement
Portage County Trunk Highway HH

The attached maintenance agreement was received from the Portage County Highway Commission in response to highway impacts from the proposed Hoover Road and CTH HH development. The development includes a new public access point with the establishment of Hall Avenue.

The maintenance agreement outlines the responsibilities of both Portage County and City of Stevens Point with respect to the new Hall Avenue intersection and is similar with other agreements the City has with both Portage County and the State of Wisconsin.

As the City's responsibilities outlined in the agreement are in general conformance to past agreements, staff recommends approval.

If there are any questions, please do not hesitate to contact me.

Thank you.

Cost-Share and Maintenance Agreement
Between Portage County (“County”) and the City of Stevens Point (City), the “parties”,
For CTH HH – Hall Ave Access and Property Development

Background

The City is developing a project along CTH HH which will consist of commercial/retail development and new access to CTH HH via the creation of Hall Avenue. The project will include a new intersection with turn lanes, pavement replacement, sidewalk, curb & gutter, storm sewer, sanitary sewer, watermain, street lighting and new traffic signals once warrants are met. As part of the design development process, a number of design features outside of the travel lanes are proposed which are identified below.

In consideration of the matters set forth in this Agreement, the Parties agree to the following:

Purpose

This Agreement sets forth the performance roles, responsibilities, and obligations between Portage County (“County”) and the City of Stevens Point (“Point”) for the cost-share and maintenance responsibilities along the CTH HH corridor from Hoover Ave to Iris Lane, which will be reconstructed under the upcoming City of Stevens Point Development Project, which are attached and incorporated herein by reference.

Wisconsin law encourages and approves inter-governmental agreements, Sec. 66.0301, Wis. Stats. Both parties recognize the need for improvements to the above-described projects and agree that such improvements are in the public interest and further the public purpose of providing an efficient transportation network.

Design, Construction Cost-Share and Maintenance Responsibilities

The City is the lead agency for the referenced development and is working with Source Commercial (“Developer”) and JSD Professional Services, Inc as the project design engineer. The Developer will pay for all design features and initial construction except the following:

1. The City shall pay/complete the watermain and sanitary removal work for their services along CTH HH (McDill Ave).

The parties agree to the following specific additional detailed maintenance responsibilities:

1. The City shall be responsible for, maintain, and pay at its own cost and expense:
 - a. The energy, operation, maintenance, repair, and replacement of the lighting system.
 - b. The energy, operation, maintenance, repair, and replacement of the traffic signal systems at the Hall Ave intersection, when warrants meet for the installation of the vertical elements.
 - c. Turn lane outside of travel lane that goes into Hall Ave, on the north side of CTH HH (McDill Ave).
 - d. Storm structures and piping. This includes culverts, inlets, catch basins, manholes, pipes, and outfalls of the storm sewer system to maintain a free flow condition throughout the life of the system. Clean the inlets and outlets of pipes and outfall areas. Any storm sewer grates, covers, and adjusting rings are the responsibility of the City.
 - e. Sidewalks, crosswalks, pedestrian refuge areas, and the multi-use path along the project areas including any crack-filling, surface maintenance, and snow and ice control.
 - f. Curb and gutter in conjunction with the projects in this Agreement. This includes sweeping operations at least twice per year (once in Spring and once in Fall) to help prevent accumulation of dirt, sand, leaves, or other debris

2. The County shall be responsible for, maintain, and pay at its own cost and expense:
 - a. The travel lanes along the length of the project limits and maintenance of the gravel shoulder along the rural cross section component of the project.
 - b. Any standard Manual on Uniform Traffic Control Device signage necessary for traffic operations along CTH HH.
 - c. Mowing one pass wide once in the Spring and once in the Fall immediately adjacent to CTH HH. Any additional mowing shall be the responsibility of the City or Developer.
 - d. Provide traffic control in order for the City to perform the necessary catch basin and manhole cleaning within the travel corridor.

The following matrix identifies the responsible party to perform and pay for the design, construction, future replacement, and maintenance key aspects of the CTH HH projects.

	<u>Construction</u>	<u>Maintenance</u>
Street Lighting	Developer	City
Travel Lanes, Two-way-left-hand turn, and shoulder areas	County	County
Community Sensitive Landscaping	Developer	City
Traffic Signals	Developer	City
Sidewalk/Cross Walks/Multi-use Path	Developer	City
Curb and Gutter	Developer	City
Storm Sewer Structure grates, covers, and adjusting rings	Developer	City
Storm Sewer-pipe and structures below the adjusting rings	Developer	City
Signs	County	County/City*

**The County will be responsible for any standard Manual on Uniform Traffic Control Device signage along the corridor. The City will be responsible for any way-finding or additional signage.*

Terms and Conditions

The City/Developer shall be the responsibility party for the actual design and construction of the improvements which are the subject of this Agreement. The terms of construction, length of time of performance, supervision of work, insurance, payment to contractors, compliance with labor regulations, and necessary changes shall be set forth by the City.

The City/Developer shall be responsible for all construction costs.

Agreement Duration and Termination

This Agreement shall be in full force and effect from the date of execution and will remain in effect until completion of the projects and obligations in this Agreement.

Hold Harmless

The County and the City will save and hold each other harmless from any and all liability, claims, and damages and expenses that may result from construction of these improvements.

Assignment

No party may assign its rights under this agreement or any of its rights or duties without the consent of all other parties.

Approval

Each party has read the agreement and certifies that the official executing the Agreement has lawful authority and formal approval to bind the party.

Binding Effect

This Agreement shall become effective on the latest date of execution. The signature of each of the parties to this Agreement shall bind them to comply with all terms and conditions expressed herein.

Entire Agreement

This instrument contains the entire agreement between the parties, and no statements, promises, or inducements made by any party or agent of any party that are not contained in this written contract shall be valid or binding.

Modification

This agreement may not be enlarged, modified, or altered unless it is in writing and signed by each party after formal approval thereof.

Prohibition on Discrimination

All parties hereby agree to specifically comply with all state, federal, and local laws prohibiting discrimination by reason of race, color, religion, sex, or national origin.

Compliance

Each party shall abide in all aspects with the terms and conditions of this Agreement as well as state, federal, and local laws, rules, and regulations which concern the construction, improvement, and maintenance of roadways.'

Intergovernmental Agreement

This Agreement is an official intergovernmental contract authorized under sec. 66.0301, Wis Stats.

Governing Law

This Agreement shall be governed by, construed, and enforced in accordance with the laws of the State of Wisconsin.

In witness of the above, each part to this Agreement has caused it to be executed at the date indicated below.

FOR PORTAGE COUNTY

Eric Olson, County Executive

Dated: _____, 2026

FOR THE CITY OF STEVENS POINT

Mike Wiza, City of Stevens Point Mayor

Dated: _____, 2026

Attachments:

City of Stevens Point
1515 Strong's Avenue
Stevens Point, WI 54481



Public Works

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September 3, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works 

Re: Contract Award Recommendation
2026 Fall Paving – Project 26-107

Bids for the 2026 Fall Paving Project were received on September 3, 2026. One bid was received for the project, submitted by American Asphalt. Due to the nature of the work and the lack of qualified contractors available locally to perform the work, receiving one bid for this project was not unexpected. The bid is summarized in the attached bid tabulation.

The bid was slightly above the opinion of probable cost developed for this project but was within an acceptable range. The project included work on two busy corridors within the City requiring two separate full detours. This approach, along with the addition of two other alternate areas in a different part of the City, drove costs for traffic control and mobilization slightly higher than what City staff anticipated.

The City has worked with American Asphalt in the past on almost every project requiring asphalt paving. Based upon their past performance, staff believes that American Asphalt is a responsible bidder and is qualified and capable of performing the work.

It is staff's recommendation that the project be awarded to American Asphalt in an amount not to exceed \$482,550.12, including a 15 percent contingency.

If there are any questions, please do not hesitate to contact me.

Thank you.

2026 Fall Paving Project #26-107
Owner: City of Stevens Point
09/03/2026 11:00 AM CDT

					American Asphalt	
Section Title	Item Code	Item Description	UofM	Quantity	Unit Price	Extension
2026 Fall Paving Project 26-107 - Base Bid -	B1.1	Joint Repair	LF	4,220	\$9.90	\$41,778.00
Division Street and County Road HH	B1.2	Mobilization	LS	1	\$23,048.00	\$23,048.00
	B1.3	Traffic Control	LS	1	\$25,198.00	\$25,198.00
	B1.4	Remove and Replace Pavement Markings	LS	1	\$18,508.00	\$18,508.00
	B1.5	Removing Surface Milling (2-Inch)	SY	4,880	\$14.82	\$72,321.60
	B1.6	HMA Pavement 4MT58-28S Asphaltic Overlaywith Fiber (2-Inch)	TON	630	\$119.90	\$75,537.00
	B1.7	Base Aggregate Dense 3/4-Inch (Shoulder)	TON	2	\$155.00	\$310.00
		Total Base Bid:				\$256,700.60
2026 Fall Paving Project 26-107 - Alternate 1 -	A1.1	Mobilization	LS	1	\$8,832.00	\$8,832.00
Minnesota Avenue (Maria Drive to Stanley Street)	A1.2	Traffic Control	LS	1	\$9,462.00	\$9,462.00
	A1.3	Remove and Replace Pavement Markings	LS	1	\$9,046.00	\$9,046.00
	A1.4	Removing Surface Milling (2-Inch)	SY	3,915	\$4.86	\$19,026.90
	A1.5	HMA Pavement 4MT58-28S Asphaltic Overlaywith Fiber (2-Inch)	TON	470	\$112.90	\$53,063.00
		Total Alternate 1:				\$99,429.90
2026 Fall Paving Project 26-107 - Alternate 2 -	A2.1	Mobilization	LS	1	\$3,535.00	\$3,535.00
Maria Drive (Michigan Avenue to Minnesota Avenue)	A2.2	Traffic Control	LS	1	\$3,428.00	\$3,428.00
	A2.3	Remove and Replace Pavement Markings	LS	1	\$9,254.00	\$9,254.00
	A2.4	Removing Surface Milling (2-Inch)	SY	2,555	\$4.86	\$12,417.30
	A2.5	HMA Pavement 4MT58-28S Asphaltic Overlaywith Fiber (2-Inch)	TON	310	\$112.40	\$34,844.00
		Total Alternate 2:				\$63,478.30
		Total Base Bid with Alternates:				\$419,608.80
		Total with Contingency:				\$482,550.12

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September 8, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works

AB

Re: State/Municipal Financial Agreement
WisDOT Curb Ramp Project 6998-15-80

The attached State/Municipal Financial Agreement (SMFA) is in response to City staff's request to WisDOT to include the relocation of City-owned traffic signal and lighting utilities under WisDOT's project bid. Generally, municipalities are responsible for relocating any conflicting utilities prior to or concurrent with WisDOT construction at the municipality's expense and coordination. After compiling a list of potential conflicts, City staff conducted field investigations to perform condition assessments of the infrastructure and identify potential remedies to resolve the conflicts. Remedies included minor adjustments to the infrastructure to complete removal and relocation of the infrastructure. The total number of potential conflicts identified by City staff is approximately 110.

With so many conflicts identified between WisDOT's proposed ramp improvements and the City's traffic signal and lighting infrastructure, there is a significant challenge to efficiently coordinate the efforts of both WisDOT's contractor and the City's contractor. There is also a strong likelihood of project delays and other work-related issues when two independent contractors (WisDOT's and the City's) are trying to work in the same space.

After presenting the City's list of potential conflicts to WisDOT, they agreed with City staff that the coordination effort would be significant and would likely result in both project delays and increased project costs. As a result, WisDOT has agreed to include the relocation of the City's infrastructure in their contract. This change will put the sole responsibility for adjusting or relocating the City's infrastructure on WisDOT's contractor, thereby eliminating additional coordination efforts. The SMFA reflects this change and clarifies that while WisDOT will include the relocation of City infrastructure in their contract, the City is still responsible for the cost of relocation for all City-owned infrastructure.

The cost to relocate City-owned infrastructure for this project is included in the proposed 2027 capital budget. With this new SMFA, City staff will have reduced coordination efforts, and it is anticipated that both WisDOT and the City will see reduced overall project costs. Therefore, staff recommends approval of the SMFA.

If there are any questions, please do not hesitate to contact me.

Thank you.



**STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

Date: August 17, 2026
I.D.: 6998-15-00, 20, 70, 80
Road Name: STH 66
Title: C Stevens Point, Various Streets
Limits: USH 10/STH 66 Curb Ramp Improvements
County: Portage
Roadway Length: 4.77 miles

The signatory **city of Stevens Point**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: The existing roadway is an urban template which consists of concrete pavement, curb and gutter, grass terrace, sidewalk, storm sewer, and street lighting. The existing crosswalk curb ramps may not meet current Americans with Disabilities Act (ADA) Standards.

Proposed Improvement - Nature of work: The proposed improvement is to correct the curb ramps along the state highway within the City of Stevens Point to make them meet ADA standards.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: Local utilities (Municipal sanitary sewer, water, lighting, and electrical etc.)

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
6998-15-00 Preliminary Engineering: Plan Development	\$ 1,650,000	\$ 1,650,000	100%	\$ -	0%
6998-15-20 Real Estate Acquisition: Acquisition	\$ 685,000	\$ 685,000	100%	\$ -	0%
6998-15-70 ¹ Construction: Roadway (cat 0010)	\$ 4,181,233	\$ 4,181,233	100%	\$ -	0%
6998-15-80 ¹ Non-Participating	\$ 152,152	\$ -	0%	\$ 152,152	100%
Total Cost Distribution	\$ 6,668,385	\$ 6,516,233		\$ 152,152	

1. Estimates include construction engineering.
See Item 8 of Terms and Conditions.

This request is subject to the terms and conditions that follow (pages 3 – 5); is made by the undersigned under proper authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the city of Stevens Point	
Name	Title
Signature	Date
Signed for and in behalf of the State	
Name	Title
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.

2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (i) Conditioning, if required, and maintenance of detour routes.

- (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
- 4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
- 5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
- 6. The work will be administered by the State and may include items not eligible for federal/state participation.
- 7. The Municipality shall, in cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
- 8. Basis for local participation
 - a) **Preliminary Engineering – 6998-15-00:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all design engineering costs necessary for the state curb ramp construction project. Additional design work, at the request of the Municipality, may require local participation.
 - b) **Real Estate Acquisition – 6998-15-20:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of all real estate acquisition costs necessary for the state curb ramp construction project.
 - c) **Participating Construction – 6998-15-70:**
 - 1. **Roadway Items (Cat 0010):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs necessitated by the curb ramp project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction, required through WisDOT design process and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the connecting highway agreement.

If the new sidewalk is NOT required through WisDOT design process; the Municipality is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility

for sidewalk maintenance and repair per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 50% and the Municipality agrees to pay 50% of continuous new street lighting costs if necessitated by the project and only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the State.

Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

- d) **Non-Participating Construction Local Utilities – 6998-15-80:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to, new installation or alteration of sanitary sewer and water, including service connections. The Municipality is also responsible for 100% of all costs caused by changes to Municipal owned utilities related to other utilities (gas, electric, telephone, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities).

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.

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

September 8, 2026

To: Board of Public Works

From: Scott Beduhn, Director of Public Works

Re: Curb Cut Agreement
PointMed Properties

AB

The attached curb cut agreement was requested by the owners of the former Cooper Motors site, PointMed Properties LLC. The vacant property located along Division Street consists of three separate parcels and currently has four driveway curb cuts. With the Division Street reconstruction project, one of the City's goals has been to review access and reduce the amount of access where possible.

As the future of the PointMed property is not fully known, the City's current design plans identify only one access being restored, with future access points to be determined as development warrants. The owners are concerned that once lost, the access will never be restored. While it has never been the City's intention to eliminate all access, the City would like to ensure that the access density, location, and spacing are properly planned to best serve the needs of the development and the traveling public. Excess and poorly located access is known to contribute to an increase in crashes.

The agreement serves as assurance to the owner that future access will be permitted while allowing the City to control the number and locations as outlined in the agreement.

If there are any questions, please do not hesitate to contact me.

Thank you.

DRIVEWAY ACCESS AND DEVELOPMENT AGREEMENT

(DIVISION STREET RECONSTRUCTION PROJECT – NORTH SEGMENT)

THIS DRIVEWAY ACCESS AND DEVELOPMENT AGREEMENT (this "Agreement") is made and entered into as of this _____ day of _____, 20____ (the "Effective Date"), by and between the **CITY OF STEVENS POINT**, a Wisconsin municipal corporation, with offices located at 1515 Strongs Avenue, Stevens Point, Wisconsin 54481 (the "City"), and **POINTMED PROPERTIES LLC**, a limited liability company with an address of 4751 SUNSET DR. MOSINEE WI 54455 (the "Owner"). The City and the Owner are sometimes referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the Owner is the fee simple owner of certain real property located along Division Street in the City of Stevens Point, Portage County, Wisconsin, more particularly described as Tax Parcel Nos. 281240829401025, 281240829401024, and 281240829401023 (the "Property"); and

WHEREAS, the Property is presently served by four (4) existing driveway egress points connecting to Division Street (collectively, the "Existing Driveways"); and

WHEREAS, the City has organized the reconstruction of Division Street – North Segment for the 2026/2027 construction seasons (the "Division Street Project"); and

WHEREAS, the City has determined, in the interest of public safety, traffic operations, and consistency with sound access management principles, that the number of driveway egress points serving the Property should be reduced from four (4) to no more than three (3); and

WHEREAS, the Parties desire to memorialize their respective rights and obligations regarding the closure of the Existing Driveways, the construction of two (2) new driveways as part of the 26/27 Division Street – North Segment Project, and the conditions under which a third future driveway may be constructed by the Owner.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Recitals Incorporated.

The foregoing recitals are true and correct and are incorporated herein by reference as though fully set forth.

2. Closure of Existing Driveways.

As part of the Division Street Project, the City shall remove and permanently close all four (4) Existing Driveways serving the Property. The Owner consents to such closure and waives any claim, demand, or cause of action against the City arising solely out of the elimination of any Existing Driveway, except as expressly preserved by this Agreement.

3. Construction of New Driveways by the City.

As part of, and concurrent with, the Division Street Project, the City shall design and construct, at the City's sole cost and expense, two (2) new driveway egress points serving the Property (the "City-Constructed Driveways"), generally located as follows:

1. **Northern Driveway:** the centerline of the northernmost proposed driveway shall be located on Lot 2 of the attached proposed preliminary CSM and shall be 37.4 feet from the southern property line of proposed Lot 1; and
2. **Middle Driveway:** the centerline of the middle proposed driveway shall be located on Lot 3 of the attached proposed preliminary CSM and shall be 128.8 feet from the southern property line of proposed Lot 1.

The exact locations, widths, and design of the City-Constructed Driveways shall be as set forth in the final approved Division Street Project construction plans, or associated addendum or change order, on file with the Public Works Department, which plans, addenda, and/or change orders are incorporated herein by reference upon their final approval. NOTWITHSTANDING THE FOREGOING, THERE SHALL BE NO MATERIAL CHANGES TO THE LOCATIONS OF THE DRIVEWAYS WITHOUT THE WRITTEN CONSENT OF THE OWNER

4. Reservation of Right to Construct Third Driveway.

The City hereby reserves to, and agrees with, the Owner the right to construct, at the Owner's sole cost and expense and at a future date, one (1) additional driveway egress point off Division Street serving the Property (the "Future Driveway"), subject to and in accordance with the terms and conditions of this Section 4. The Future Driveway shall not be constructed by the City as part of the Division Street Project.

The Future Driveway shall be subject to all the following conditions:

3. **Development-Triggered.** Construction of the Future Driveway shall be permitted only when, in the reasonable determination of the City Engineer, a development, redevelopment, or change in use on the Property occurs. warrants the additional access point based on traffic volume, internal site circulation, or established access management standards. NOTWITHSTANDING THE FOREGOING, UNDER NO CIRCUMSTANCES SHALL THE CITY ENGINEER DENY A FUTURE DRIVEWAY IF THE DEVELOPMENT OF LOT 3 AND/OR LOT 4 DOES NOT PROVIDE CROSS ACCESS TO THE ADJOINING PROPERTY. THE DEVELOPMENT OF THESE LOTS SHALL NOT REQUIRE CROSS ACCESS. FOR CLARITY PURPOSES, IF THERE IS NO CROSS ACCESS, LOT 4 SHALL ALWAYS BE PERMITTED TO HAVE A DRIVEWAY ON DIVISION STREET.
4. **Location – Setback from Middle Driveway.** The centerline of the Future Driveway shall be located on Lot 4 of the attached proposed preliminary CSM and shall be between 225 feet and 250 feet from the northern property line of proposed Lot 2. as shown in the attached proposed preliminary CSM.
5. **Width.** The width of the Future Driveway shall be determined in accordance with the City of Stevens Point Zoning Code in effect at the time the driveway permit is issued, but shall be no larger than 31 feet, measured at the property line.
6. **City Engineer Approval.** Prior to construction, the Owner shall submit detailed plans and specifications for the Future Driveway to the City Engineer for review and written approval. The City Engineer's approval shall not be unreasonably withheld provided the Future Driveway complies with this Agreement and applicable City standards.
7. **Zoning Code Compliance.** The Future Driveway shall comply in all respects with the City of Stevens Point Zoning Code, including without limitation provisions governing driveway width, geometry, sight distance, and access management, as the same may be amended from time to time.
8. **Permits.** The Owner shall obtain a right-of-way work permit and any other permits required by the City or other governmental authority prior to commencing construction of the Future Driveway.
9. **Cost.** All costs of design, permitting, construction, inspection, and restoration associated with the Future Driveway, including any modifications to the Division Street curb, gutter, sidewalk, terrace, or pavement section, shall be borne by the Owner.
10. **Construction Standards.** The Future Driveway shall be constructed in accordance with the City's then-current construction standards and specifications, and the Owner shall warrant the work for the period required by the City's standard specifications.

5. Maximum Number of Driveways.

Upon completion of the Division Street Project, and at all times thereafter, the total number of driveway egress points serving the Property and connecting to Division Street shall not exceed three (3): the two (2) City-Constructed Driveways and, if and when constructed, the one (1) Future Driveway. No additional driveway egress points to Division Street shall be permitted on the Property without a written amendment to this Agreement executed by both Parties.

6. Maintenance.

Following construction, maintenance responsibility for each driveway apron, including snow removal, surface maintenance, and repair, shall follow the City's general policies and ordinances applicable to driveway aprons within the public right-of-way and to private driveway portions on the Property. Nothing in this Agreement shall be construed to alter the City's ordinary maintenance obligations or those of the Owner under applicable law.

7. Binding Effect; Successors and Assigns.

This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assigns, including subsequent owners of all or any portion of the Property. The Owner shall provide written notice of this Agreement to any prospective purchaser of the Property prior to conveyance.

8. Recording.

This Agreement is intended as a contractual agreement between the Parties and shall not be recorded against the Property in the office of the Portage County Register of Deeds. The Parties shall, concurrently with the signing of this Agreement, execute and record a separate memorandum or notice of this Agreement.

9. Notices.

All notices required or permitted under this Agreement shall be in writing and delivered by personal delivery, certified mail (return receipt requested), or recognized overnight courier, addressed to the Parties at the addresses first set forth above, or to such other address as a Party may designate by written notice to the other.

10. Governing Law; Venue.

This Agreement shall be governed by, and construed in accordance with, the laws of the State of Wisconsin, without regard to its conflict-of-laws principles. Venue for any action arising hereunder shall lie exclusively in the Circuit Court for Portage County, Wisconsin.

11. Entire Agreement; Amendment; Dissolution.

This Agreement constitutes the entire agreement between the Parties with respect to the subject matter hereof and supersedes all prior negotiations, representations, and agreements, whether written or oral. This Agreement may be amended only by a written instrument executed by both Parties. It is understood that the terms of this agreement may impact future development differently once the site is 'redeveloped' again in the future; as such, this Agreement is not meant to be a perpetual agreement and shall be dissolved once ALL tracts of land involved in this agreement have been developed from their current vacant status or once the Future-Driveway is constructed. After all tracts of Land involved in this agreement have been developed, any other or additional driveway allowances may be reconsidered by the City at that time – as roads are reconstructed or the area develops differently than currently planned.

12. Severability.

If any provision of this Agreement is held to be invalid or unenforceable, the remaining provisions shall continue in full force and effect, and the invalid or unenforceable provision shall be reformed to the minimum extent necessary to render it enforceable while preserving the Parties' intent.

13. Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument. Electronic or PDF signatures shall be deemed originals for all purposes.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date first written above.

CITY OF STEVENS POINT

Mike Wiza, Mayor

Date: _____

_____ Date: _____

OWNER:

[Owner Name]

_____ Date: _____

By: _____

Its: _____