

**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, JULY 22, 2013 – 5:30 PM**

The Board of Public Works met in City Hall on Monday, July 22, 2013 at 5:30 PM. Present were Mayor Greg Hoffman, Director of Public Works Rick Rubenzer, Finance Manager Lynne Bauer, Alderperson George Adrian and Darrin Senn. Also, present at the meeting: Assistant City Engineer Matt Decur, Alderperson Jane Lardahl and Luke Haun of Lunda Construction.

1. **Motion** by Adrian, seconded by Bauer to approve the minutes of the July 8, 2013 Board of Public Works meeting. **All present voting aye. MOTION CARRIED.**

2. Luke Haun of Lunda Construction appeared to request using an approximate 100' x 600' parcel of land North of Technology Way and South of the Chippewa River to facilitate an upgrade of the Union Pacific Railroad Bridge over the Chippewa River. Mr. Haun passed out examples of tipped piers, (attached), to demonstrate the need for the bridge replacement. He noted that the South shore line was shallow and not "Barge accessible". He stated a 210 ton crane would be utilized which would require a crushed gravel base course access road. He continued that the use of the parcel would be restored to the existing condition after the bridge project. He stated that he was already working with WI Dept. of Natural Resources to facilitate restoration of an existing wetland located on the parcel. Mayor Hoffman and Director of Public Works Rubenzer asked about compensation for a temporary limited easement. Mr. Haun then stated no funding had been planned for the access. He stated that the project was estimated to begin in August, 2013 and be completed by December 31, 2013. Rubenzer stated that post-construction conditions should match pre-construction conditions and that proof of insurance, (\$1,000,000 umbrella), and a bond should be required. Senn suggested pre and post-construction pictures and authorizing Director of Public Works Rubenzer to do monthly progress inspections and a final walk through to ensure compliance. Also to require a contract and agreement that included all details.
After more discussion about compensation for a temporary limited easement, **Motion** by Senn, seconded by Adrian that the Common Council allow Lunda Construction to use a City owned parcel between Technology Way, (at intersection with Jeffers Street), and the Chippewa River. The use is for access to the Union Pacific Railroad Bridge for repair and replacement and is contingent on an agreement between Lunda Construction and the City of Chippewa Falls that includes:
 - 1) Assurance that post-construction conditions match pre-construction conditions and approved by Director of Public Works Rubenzer after a final walk through.
 - 2) Bond and insurance are submitted and approved by Lunda Construction.**All present voting aye. MOTION CARRIED.**

3. The Board discussed the request of Notre Dame Church to discontinue part of Church Street adjacent to and between Lot #1, Block #10 and Lot #4, Block #9 of the Chippewa Falls Plat. Rubenzer noted that it was presently being used as a parking lot for the church

Please note, these are draft minutes and may be amended until approved by the Common Council.


and that in previous years the City of Chippewa Falls had paved the street and completed pot hole repairs. He stated that there was no city benefit for continuing to maintain the said section of street right-of-way. Mayor Hoffman was concerned about "selling" a City owned parking lot to Central Lutheran Church and then "giving" this to Notre Dame Church. Rubenzer noted that this was public right-of-way and would need to be discontinued and didn't believe it could be "sold".

Motion by Hoffman, seconded by Rubenzer to recommend the Common Council find it in the public interest to discontinue part of Church Street adjacent to and between Lot #1, Block #10 and Lot #4, Block #9 of the Chippewa Falls Plat and is contingent upon

- 1) Any notice and advertising fees be paid by Notre Dame Church.
- 2) Review and approval of City Attorney Ferg.

All present voting aye. MOTION CARRIED.

4. **Motion** by Adrian, seconded by Senn to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 6:17 P.M.


Richard J. Rubenzer, PE
Secretary, Board of Public Works

**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, JUNE 24, 2013 – 5:30 PM**

The Board of Public Works met in City Hall on Monday, June 24, 2013 at 5:30 PM. Present were Mayor Greg Hoffman, Director of Public Works Rick Rubenzer and Alderperson George Adrian. Absent were Finance Manager Lynne Bauer and Darrin Senn. Also, present at the meeting: Assistant City Engineer Matt Decur, Alderperson Jane Lardahl and Natures View Developer Bob Rosendahl.

1. **Motion** by Adrian, seconded by Rubenzer to approve the minutes of the June 10, 2013 Board of Public Works meeting. **All present voting aye. MOTION CARRIED.**

2. The Board considered the attached agreement for design and construction engineering for the new downtown roundabout. This replaces the previous design contract with S.E.H. S.E.H. project engineer, Greg Weyandt has indicated that actual design engineering will be less than the previously approved amount of \$116,448.47.
Motion by Adrian, seconded by Hoffman to recommend the Common Council approve the attached design and construction engineering contract with S.E.H. in an amount not to exceed \$220,268.23 and to authorize Mayor Hoffman, Clerk Givens and Director of Public Works Rubenzer to execute the said contract. **All present voting aye. MOTION CARRIED.**

3. The Board considered a draft developer's agreement for development of Natures View Subdivision located near the Northwest corner of STH #178 and Park Avenue. Access to the subdivision will be through a reconstructed Cashman Drive cul-de-sac. The temporarily closed Cashman Drive railroad crossing will need to be reopened for access to the subdivision. Developer Bob Rosendahl proposed doing site grading in 2013 and completing subdivision infrastructure in 2014. A rough draft had been discussed previously and the attached version includes changes proposed by Director of Public Works Rubenzer. Rubenzer stated that the developers' agreement was taken from previous developers agreements on Willow Creek and Wissota Green but that City Attorney Ferg would need to review and approve prior to execution. Alderman Adrian commended Mr. Rosendahl for doing site grading in one year and then developing in the following year allowing site compaction to occur.
Motion by Adrian, seconded by Rubenzer to recommend the Common Council approve the attached agreement for the development of Natures View Subdivision upon review and approval of the same by City Attorney Ferg. **All present voting aye. MOTION CARRIED.**

4. **Motion** by Adrian, seconded by Hoffman to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 5:45 P.M.

Richard M. Rubenzer, PE
Secretary, Board of Public Works

Lunda Construction Company

Union Pacific Railroad Bridge over Chippewa River

Chippewa Co.

Work Road Details/Amendment to 404 Permit

In order to construct the proposed structure, a temporary access road and river causeway will be necessary. Access to the proposed work area will be achieved in the area shown on the site map (attached) which will be off of Technology Way (Industrial Blvd). The existing ground surface in the staging area will be utilized in its current state. If ground conditions deteriorate, base material may need to be placed in the staging area to stabilize the ground surface.

As the work road continues to the north from the staging area, it crosses an open area that is considered a wetland per the DNR Surfacewater Viewer Website. In this area, fabric will be placed on the existing ground surface and covered with approximately 2 feet of select crushed material. There may need to be a few trees that may need to be cleared to provide equipment access into area. A typical cross section for the work road in this area is attached.

In the other portions of the work road north of the staging area, the proposed method of construction will be as follows:

- 1) Clear and Grub Trees approximately 50' wide.
- 2) Strip Topsoil and place in berm alongside work road. Topsoil berm will have temporary seed placed due to length of project.
- 3) A 12" thick layer of select crushed material will be placed to provide an driving surface for the equipment access.

There will be tree clearing required on both sides of the approach spans to provide a working area near the river as well as to complete the required contact work. An additional area in the staging area along the railroad tracks will also be required in order to pick material off of train cars sitting on the rail with a crane located in the staging area.

After the work road has been installed to the river, the cross section of the work road will transition to the Causeway Cross Section detail provided. The fill areas will have DOT Heavy Riprap placed and then capped with 8 – 12" of select crushed material for a driving surface. The causeway will be constructed to an elevation of 843 +/- . The layout of the causeway is provided as an attachment. A dockwall will be constructed in the approximate area shown to provide barge mounted cranes access to the remaining work area.

The purpose for the causeway on the section of the river shown is due to the shallow water depths (3-4 feet) that were checked onsite approximately 50' upstream from the existing pier noses. Due to the size of the equipment needed to complete this project, the barges would not be able to float in this area.

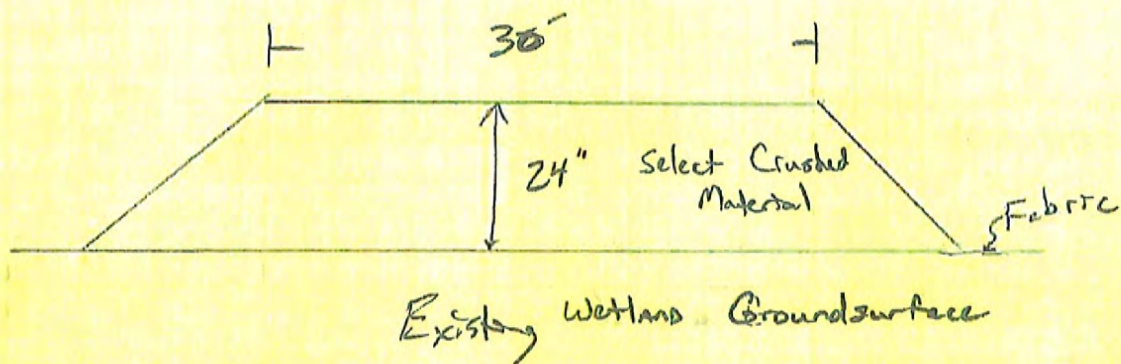
After the construction of the bridge and existing pier substructure removals have been completed, the causeway and dockwall will be removed. During the removal of the causeway, turbidity barrier will be placed down river to attempt to capture sediment that would become suspended during the causeway removal. This work will be completed in stages to prevent an excessive length of turbidity barrier to be left exposed to the river current. When the turbidity barrier needs to be relocated to continue the removal operations, the removal operations will stop, the turbidity barrier will be relocated and then the causeway removal operations will commence again. This process will be repeated until the causeway has been removed.

After the causeway has been removed, all of the existing selected crushed material (and fabric in the wetland area) will be removed. The areas where the topsoil was stripped will have the topsoil spread back out over the disturbed ground surface and seeded. The areas near the river will have emat placed as a cover. The other areas will have mulched placed as necessary. The DNR will be invited onsite to review these operations and to provide direction/input as needed during this work.

Work would commence once the permits have been procured on the access road/causeway. The initial schedule shows that the work road removal would start towards the end of December, 2013.

Chippewa Falls UPRR Wetland Area
Work Road Cross Section

7/9/13

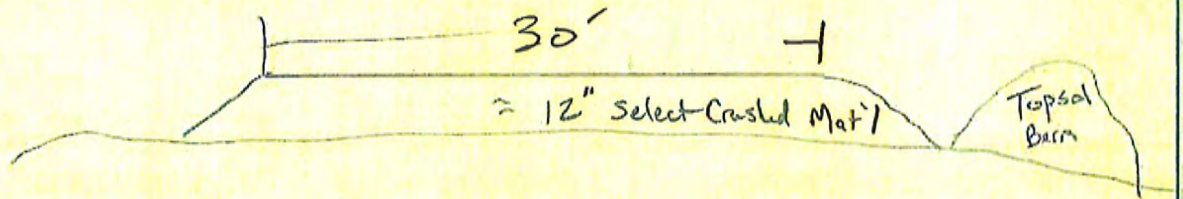


7/9/13

Access Road

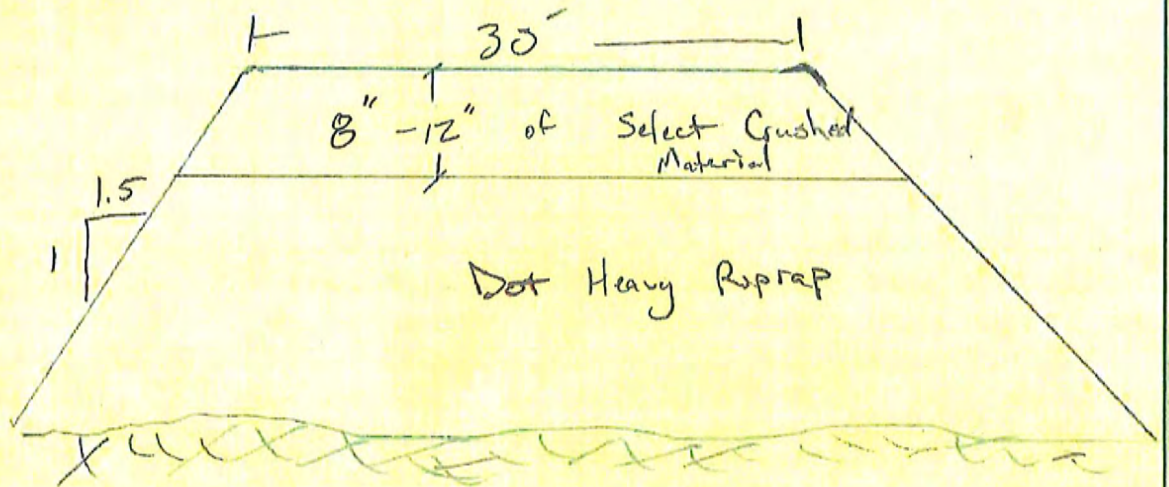
Typical Cross Section

(Non-wetland Areas)

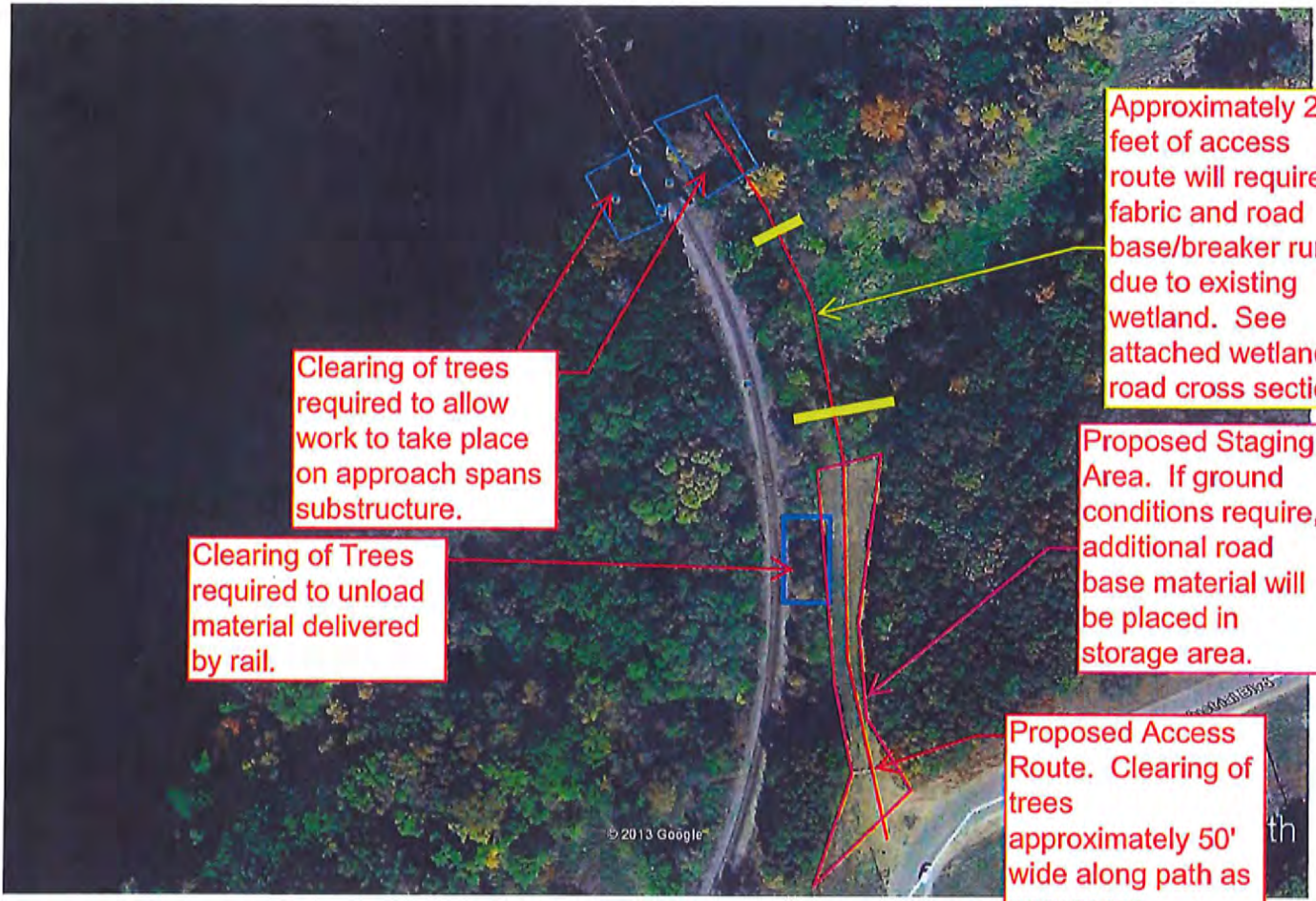


Chippewa Falls UPRR Causeway Cross Section

7/9/13



Site Plan



Clearing of trees required to allow work to take place on approach spans substructure.

Clearing of Trees required to unload material delivered by rail.

Approximately 225 feet of access route will require fabric and road base/breaker run due to existing wetland. See attached wetland road cross section.

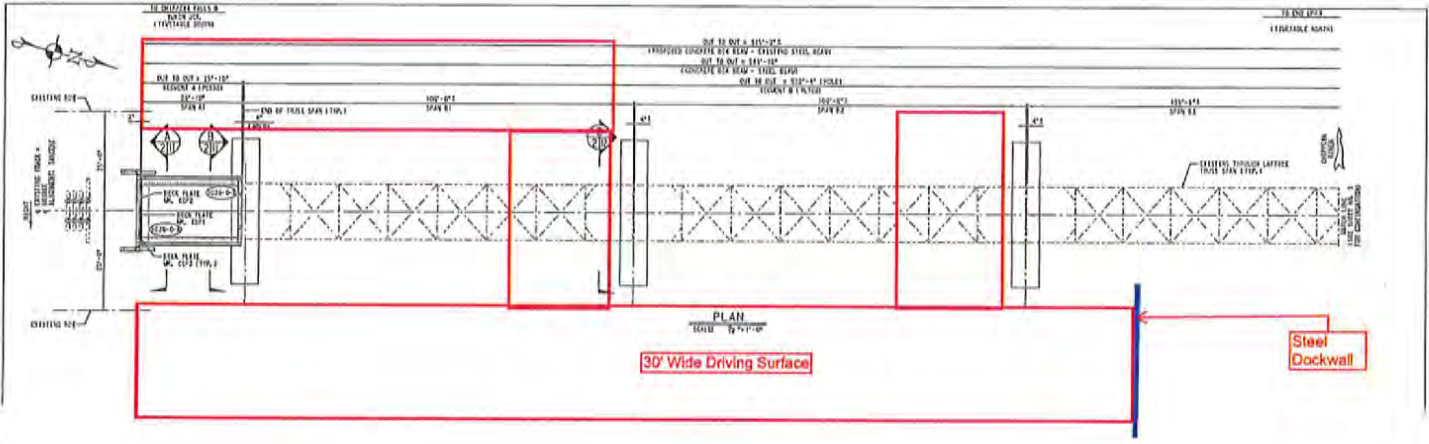
Proposed Staging Area. If ground conditions require, additional road base material will be placed in storage area.

Proposed Access Route. Clearing of trees approximately 50' wide along path as necessary.

Google earth

feet 800
meters 200





Approximately 50' Upstream of existing structure, water depths range from 3 - 4 feet in depth in this area. This is too shallow to safely float a barge in this area, requiring a work road be constructed to access this area.

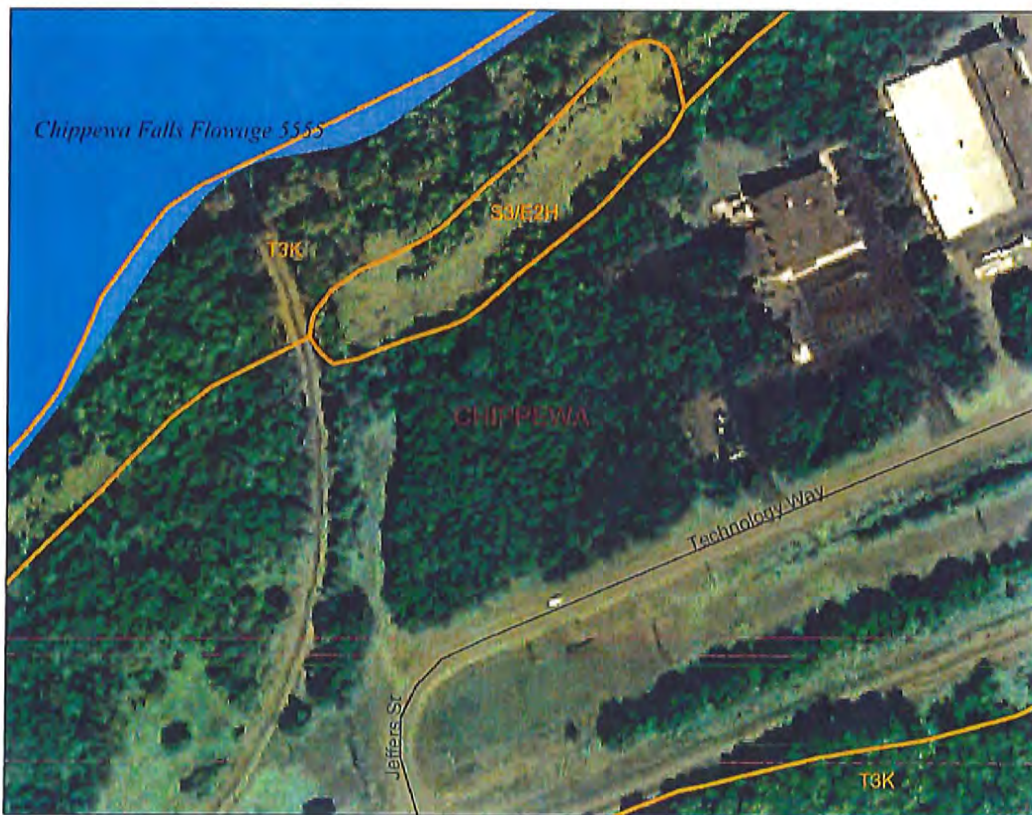


PROJECT CONTRACT #1004	BLK 100-37	100' x 100'
PROJECT CONTRACT #1004	BLK 100-38	100' x 100'
PROJECT CONTRACT #1004	BLK 100-39	100' x 100'
EXISTING 100' TRUSS SPAN #1	BLK 100-38	100' x 100'
EXISTING 100' TRUSS SPAN #2	BLK 100-39	100' x 100'

3 - 10' x 10' x 10' BARGE
 1 - 10' x 10' x 10' BARGE
 1 - 10' x 10' x 10' BARGE

DATE	10/11/11	SCALE	AS SHOWN
BY	XXXXXXXXXX	DATE	10/11/11
CHECKED	XXXXXXXXXX	DATE	10/11/11
APPROVED	XXXXXXXXXX	DATE	10/11/11
PROJECT NO.	119457	SHEET NO.	2 of 21

Map Created on Jul 09, 2013



Legend

- Major Highways**
 - Interstate
 - State Highway
 - U.S. Highways
 - County Roads
 - Local Roads
- 24K County Boundaries**
- Civil Towns**
 - Civil Town
- DNR Wetland Points**
 - Excavated Pond
 - Dammed Pond
 - Wetland Too Small to Delineate
 - Filled Excavated Pond
 - Filled Dammed Pond
 - Filled Wetland Too Small to Delineate
 - Filled or Drained Wetland
- DNR Wetland Areas**
 - Upland
 - Wetland
 - Filled or Drained Wetland
- 24K Open Water**
- 24K Rivers and Shorelines**
 - Intermittent
 - Fluctuating
 - Perennial



Scale: 1:2,174

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Notes: Wetland Viewer

PETITION

DATE: 9.11.2013

TO THE MAYOR AND COMMON COUNCIL:

To discontinue that part of Church Street adjacent to and between
Lot #1, Block 10, Chippewa Falls Plat and Lot #4, Block 9, Chippewa
Falls Plat.

The undersigned represent 100% of the adjacent frontage (248').

Name	Address
Msgr. Mark Pierce	117 Allen St., Chippewa Falls, WI 54729
<i>[Signature]</i>	

Circulated By: _____

