



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Monday, September 11, 2023

7:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statute 19.84, Notice is hereby given to the public that a meeting of the **Board of Public Works** of the City of De Pere will be held on **September 11, 2023 at 7:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET. DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(312\) 757-3117](tel:+13127573117)

Access Code: 154-883-285

This meeting may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperecitywi.igmp2.com/>.

I. Call to Order

1. Roll Call

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Board of Public Works. Section 6-3(f) DPMC

III. Items

- 1. Approval of the August 7, 2023 Board of Public Works Meeting Minutes**
- 2. Consideration and possible action for Driveway Request along Main Avenue for the proposed North Shore Bank – 820 Main Avenue**
- 3. Consideration and possible action on award on Request for Proposals for Phragmites Mitigation***
- 4. Consideration and possible action for Consultant Services for Conventional Water Rate Application***
- 5. Consideration and possible action on the revision of City Ordinance 82.3(5) Storage of Polycarts***
- 6. Consideration and possible action on polycart storage enforcement timeline**
- 7. Consideration and possible action on City Engineer Parking and Traffic Recommendations***
- 8. Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-15***

9. Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-16*
10. Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-17*
11. Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-18*

IV. Future Agenda Items

V. Adjournment

***Items with an asterisk require City Council approval.**

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Clerk-Treasurer's office at 339-4050 by Noon, Monday, September 11, 2023 so that arrangements can be made.

Agenda Sent To:

MAYOR

ALDERPERSONS

DEPARTMENT HEADS

DEFINITELY DE PERE

MERJENT

DE PERE CHAMBER OF COMMERCE

TV, NEWSPAPERS & RADIO

KRESS FAMILY LIBRARY

ROBERT E LEE & ASSOCIATES

BROWN COUNTY HIGHWAY



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Board of Public Works

FROM: Betty Sellenheim

SUBJECT: Approval of the August 7, 2023 Board of Public Works Meeting Minutes

ATTACHMENTS:

- 2023 0807 BOPW_Draft Minutes (PDF)



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Monday, August 7, 2023

7:30 PM

Council Chambers and Virtual

I. Call to Order

The meeting was called to order at 7:30 PM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Dan Carpenter	Alderman	Present	
Jonathon Hansen	Alderman	Present	
Shana Defnet Ledvina	Alderman	Present	
Dean Raasch	Alderman	Present	

Others present:

Scott Thoresen, Public Works Director

Chase Kuffel, Assistant City Engineer

Tony Fietzer, Street Superintendent

Tom Blohowiak, Maintenance Supervisor

Eric Zygarlicke, Water Department Supervisor (Remote)

Eric Erdman, Assistant City Attorney

Betty Sellenheim, Recording Secretary

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Board of Public Works. Section 6-3(f) DPMC

None

III. Items

1. Approval of the July 10, 2023 Board of Public Works Meeting Minutes

Mayor Boyd moved to approve the July 10, 2023 Board of Public Works Meeting Minutes, seconded by Alderman Carpenter. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Dan Carpenter, Alderman
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

2. Consideration and Possible Action on Tower Lease Agreement with Verizon Wireless for Merrill Water Tower

Alderman Raasch moved to approve the Tower Lease Agreement with Verizon Wireless for Merrill Water Tower, seconded by Alderman Ledvina.

Alderman Hansen questioned the rent and allowed equipment. Eric Erdman, Assistant City Attorney, explained the requests from Verizon and content of lease agreement that staff and Verizon agreed upon including rent and allowed equipment. Alderman Hansen questioned the length of lease. Mr. Erdman explained the lease could be renewed for up to 15 years past the original term.

Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

3. Consideration and possible action on Cleaning Contracts for City Buildings*

Alderperson Carpenter moved to approve Cleaning Contract with Cleaning Service Solutions for City Buildings, seconded by Alderperson Hansen.

Alderperson Hansen questioned which buildings were currently being cleaned by Cleaning Service Solutions. Tom Blohowiak, Maintenance Supervisor, stated they were currently cleaning City Hall, Community Center, and Police Department. Alderperson Hansen asked which company was currently cleaning the Municipal Service Center (MSC) and if they provided a quote for services. Mr. Blohowiak stated the MSC was currently being cleaned by Pro1 Janitorial and staff asked them not to provide a quote because of poor service.

Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

4. Consideration and possible action on the revision of City Ordinance 82.3(5) Storage of Polycarts*

Tony Fietzer, Street Superintendent, explained how the storage of polycarts ordinance changed in 2018 and outlined the changes staff was proposing. Staff has received a number of complaints in one neighborhood, which has led to staff evaluating City ordinance along with researching other local municipality ordinances regarding cart storage.

Alderperson Raasch asked what was fueling the complaints in the one neighborhood staff mentioned. Mr. Fietzer explained that staff received multiple complaints from alderpersons and upon inspection by staff, letters were sent to the property owners and/or tenants regarding the violation. Some of the residents that spoke with staff were understanding, while others expressed frustrations, City pettiness, and retaliation by filing complaints on others. Alderperson Raasch asked how common the storage complaints were. Mr. Fietzer stated it ebbs and flows as it is complaint driven. Alderperson Raasch explained that many infractions are complaint driven for reporting and that he rarely hears complaints. Alderperson Carpenter asked for clarification on staff's intent for ordinance amendments, including storage of carts in backyards (behind homes/garages). Mr. Fietzer explained that staff recommends amending the ordinance to allow screening of polycarts whereas they would not be visible by residents on the street between the property lot lines. Staff illustrated multiple properties that have made an effort to screen their carts making the carts not visible from the street abutting the property where the carts belong, but were still visible if viewed from an angle on a neighboring property.

Being visible from a neighboring property currently makes them in violation of the ordinance. Staff believes the intent of the storage ordinance should be to keep the carts from being an eye-sore and kept openly in front of garages, at the end of driveways, etc. Mr. Fietzer explained that staff does not receive complaints from residents seeing carts out their back windows and staff does not go into backyards (private property) to check for cart violations. Alderperson Hansen expressed his confusion over how staff plans to word the ordinance amendment. Mr. Fietzer stressed the point of screening a container that all properties have in common, that is already screening the garbage and recycling. Mayor Boyd clarified staff's intent to have carts screened from street view along the individual property between lot lines. Mr. Fietzer agreed with that intent. Mayor Boyd stated he has not received any complaints that he could recall since 2008 for cart storage violations and explained how each area of the City has varying obstacles to overcome to comply with the current storage ordinance. Mayor Boyd also stated that he did not think the change was well advertised in 2018 and that more education could be made available for residents regarding the ordinance expectations. Alderperson Carpenter asked staff if they were aware of any homeowners that made alterations after receiving the notice from the City. Mr. Fietzer explained that staff generally follows up with properties 15 days after notices are sent, but staff held off on further inspections recently since the item was being discussed for possible amendment. Alderperson Carpenter stated he is in favor of keeping carts screened from view but understands the examples of locations that have made an effort to comply. Mr. Fietzer added that he took a trip through the older portion of town, where there are narrow lots and limited storage space for carts, and while there were no complaints from the neighbors to investigate, about every other house would be in violation of the current ordinance. Alderperson Ledvina asked if the amendment would allow carts to be stored in the backyards. Mr. Fietzer stated it would but that he has also not received any complaints about carts in backyards. Scott Thoresen, Public Works Director, shared history on the changes made around 2018 including the storage and reducing the number of allowed carts per parcel. Mayor Boyd outlined next steps including Public Works staff working with Legal staff to draft an ordinance change, that would be presented back to Board of Public Works and then Common Council; Mayor Boyd spoke in favor of that process.

Alderperson Raasch moved to refer back to staff to draft amendment to Ordinance 82.3(5) Storage of Polycarts to reflect staff recommendation to allow screening of polycarts from ROW lot lines-corner to corner and eliminate need for U-shaped screening on mid-block homes and require screening from view from all public ROW on corner lots, seconded by Mayor Boyd.

Alderperson Hansen asked for clarification on corner lots and also cart visibility from the corner of individual lots. Mr. Thoresen explained that corner lots would need to be screened from both street sides and demonstrated with the photos including in the packet what staff meant by visibility from the corner of individual property lines on mid-block homes. Alderperson Hansen asked how staff planned to handle the pending complaints. Mayor Boyd and Mr. Thoresen stated those properties would remain on hold until final vote at Common Council to either amend the ordinance or leave it the same. Mayor Boyd suggested a large education campaign, either explaining the changes or current ordinance expectations if there are no changes made.

Upon vote, the motion passed unanimously.

RESULT: REFERRED BACK TO STAFF [UNANIMOUS]

Next: 9/11/2023 7:30 PM

MOVER: Dean Raasch, Alderperson

SECONDER: James Boyd, Mayor

AYES: Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

5. Update for Private Water System Inspection and Maintenance Draft Ordinance

Eric Zygarlicke, Water Department Supervisor, requested comments on the draft ordinance included in the agenda packet brought forward based on previous discussions at Board and similar ordinances in neighboring communities. Mr. Zygarlicke explained the final ordinance would be brought to the Board for approval in December and followed by letters to potentially impacted properties with information about the new inspection and maintenance ordinance and staff fees for performing services.

Alderperson Carpenter questioned the timing of two items listed in the draft ordinance. Mr. Zygarlicke explained the timing is based on Wisconsin DNR standards and state statutes. Alderperson Hansen asked why the ordinance would not be available for action until December. Mr. Zygarlicke stated that date was part of an original timeline that allowed for a comment period prior to taking action and then rolling out for enforcement on the private systems July 2024.

RESULT: DISCUSSED

6. Consideration and possible action on DOT – Municipal Agreement for Street Lights*

Scott Thoresen, Public Works Director, stated the City received a grant from the Wisconsin DOT for replacing street lights to LED and explained the agreement outlines how the grant funds are dispersed.

Mayor Boyd moved to approve DOT-Municipal Agreement for Street Lights, seconded by Alderperson Ledvina.

Tom Blohowiak, Maintenance Supervisor, explained this grant was from 2022 and stated there could be additional funds coming for the grant he applied for in 2023. Alderperson Hansen asked what areas staff planned to target for replacement. Mr. Blohowiak explained it can be used for any street light fixtures that are owned and maintained by the City and would be a systematic progression from one area to another including industrial parks on East and West sides.

Upon vote, the motion passed unanimously.

RESULT: ADOPTED [UNANIMOUS]

MOVER: James Boyd, Mayor

SECONDER: Shana Defnet Ledvina, Alderperson

AYES: Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

7. Consideration and possible action on approval of Revision #1 of the State/Municipal Agreement with WisDOT for a STP-Urban Project on Lawrence Drive*

Alderson Carpenter moved to approve Revision #1 of the State/Municipal Agreement with WisDOT for a STP-Urban Project on Lawrence Drive, seconded by Alderson Hansen. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderson
SECONDER:	Jonathon Hansen, Alderson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

8. Consideration and possible action on approval for structure of the Foundation Drain Disconnection Program*

Chase Kuffel, Assistant City Engineer, explained that the information provided for action was all previously discussed during past discussions at the Board of Public Works and was being presented for action at the request of Board members. Mr. Kuffel explained the current draft policy including retroactive reimbursements to January 1, 2023 and the cost sharing percentages for volunteer properties versus mandated properties. Mr. Kuffel explained the next step would be to draft the ordinance changes for approval and begin having properties complete the work for reimbursement.

Mayor Boyd stated he attended a neighborhood meeting and discussed with program with residents and most residents provided positive feedback. Mr. Kuffel stated more information would be mailed to impacted residents following approval at Common Council. Alderson Hansen requested a timeline for next steps. Mr. Kuffel stated his plan to have the draft ordinance amendments for review and approval at Board in December. Alderson Hansen questioned including mandate language from the start of the program since volunteers may account for the first year of the program. Mr. Kuffel believes staff will see a considerable number of volunteers once the cost share information is approved and revealed. Mr. Kuffel stated that further correspondences with impacted property owners will outline the cost share decrease to help incentivize volunteers. Alderson Hansen questioned the results seen by other communities that offered volunteer-only programs. Mr. Kuffel stated he has not been in contact with them regarding their results. Alderson Carpenter questioned the content of completing 100 properties per year. Mr. Kuffel stated that one contractor he has been in contact with could complete 100 properties per year. Alderson Carpenter stated the more contractors that show interest and begin working on this program could result in many more properties being completed each year. Mr. Kuffel agreed that would be beneficial for the City. Mr. Kuffel stated staff planned to share a list of qualified contractors in future correspondences with property owners.

Mayor Boyd moved to approve draft Foundation Drain Disconnection Program based on discussions from past Board of Public Works meetings, seconded by Alderson Carpenter. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Dan Carpenter, Alderson
AYES:	Boyd, Carpenter, Hansen, Defnet Ledvina, Raasch

IV. Future Agenda Items

None

V. Adjournment

Mayor Boyd adjourned the meeting at 8:14 PM, seconded by Alderperson Raasch. Upon vote, the motion passed unanimously.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action for Driveway Request along Main Avenue for the proposed North Shore Bank – 820 Main Avenue

ATTACHMENTS:

- 2023 0911 CE_BOPW_North_Shore_Driveway (PDF)
- Site Civil Plan_11x17 (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, PE, City Engineer
Date: September 11, 2023

RE: **Consideration and possible action for Driveway Request along Main Avenue for the proposed North Shore Bank – 820 Main Avenue**

The property owner at 820 Main Avenue is requesting a new driveway approach (curb cut) along Main Avenue as part of the proposed North Shore Bank development. Two residential drives will be eliminated with this development. The installation of curb cuts along higher volume roads such as Main Avenue is governed by City Municipal Code Section 22-15(a) which states the following:

(a) The location of all driveway opening or approaches, otherwise known as curb cuts, on all driveways servicing any property in the city which abuts a state or county highway or abuts a city street having a traffic count of 3,500 or more vehicles per a 24-hour period, other than property used for single-family or two-family residence purposes, shall be first approved by the board of public works, upon the presentation of a complete plot plan by the owner or applicant to such board prior to issuance of a permit by the Director of Public Works.

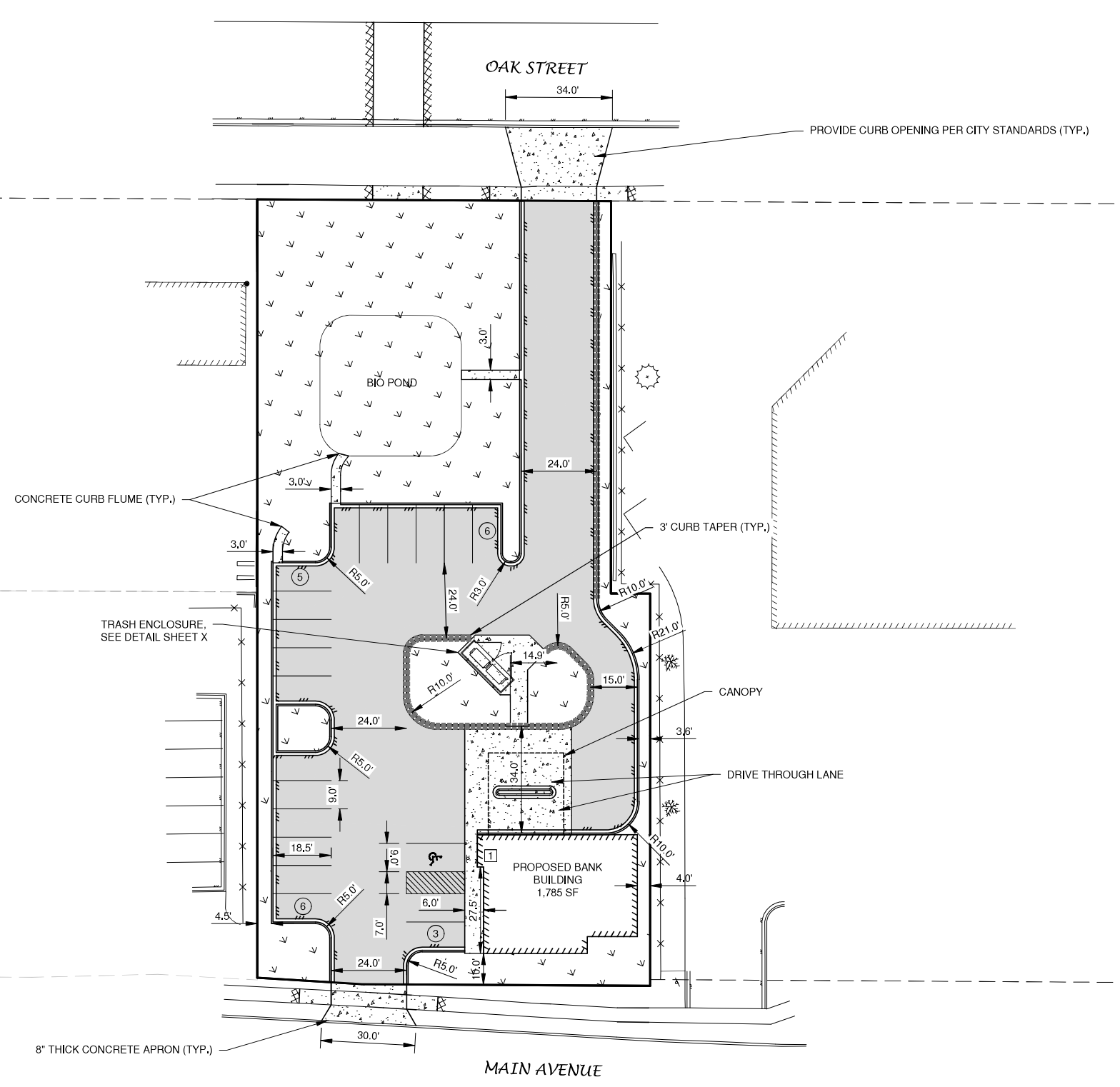
The proposed curb cut and driveway approach meets all other standards set forth by City Municipal Code Section 22-15 on Construction of Driveway Approaches; Curb Cuts and 14-87 on Driveways and Curb Cuts.

Recommendation

Staff recommends approval of the driveway approach request along Main Avenue for the proposed North Shore Bank at 820 Main Avenue.

Attachments

North Shore Bank Site Plan (PDF)



LEGEND

- CONCRETE PAVEMENT
- ASPHALT PAVEMENT (LIGHT) (12,093 S.F.)
- GREEN SPACE
- PROPOSED 18" STANDARD CURB AND GUTTER
- PROPOSED 18" STANDARD SHEDDING CURB AND GUTTER
- TRAFFIC FLOW ARROW
- HANDICAPPED PARKING
- INDICATES NUMBER OF PARKING STALLS

*NOTE: ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS NOTED OTHERWISE

NOTE
ALL DISTURBED AREAS SHALL BE TOPSOILED TO A DEPTH OF 6 INCHES, SEEDED AND MULCHED. AREA TO BE RAKED FREE OF STONES AND CLUMPS.

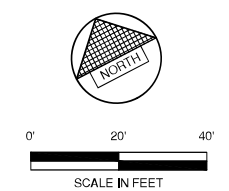
PARKING DATA
TOTAL PARKING STALLS PROVIDED = 20
HANDICAP ACCESSIBLE PARKING STALLS = 1
TOTAL PARKING STALLS REQUIRED = 20

SITE DATA
TOTAL AREA = 0.68 ACRES, 29,611 S.F.
BUILDING AREA = 0.04 ACRES, 1,785 S.F. (6.0%)
SIDEWALK/PARKING LOT AREA = 0.35 ACRES, 15,229 S.F. (51.1%)
GREEN SPACE = 0.29 ACRES, 12,497 S.F. (42.9%)

ZONING
MX3

PARCEL NO.
WD-533-1, WD-536, WD-535, AND WD-534
(CSM IN PROGRESS TO COMBINE)

- NOTES**
- ALL DISTURBED AREAS SHALL BE TOPSOILED TO A DEPTH OF 6 INCHES, SEEDED AND MULCHED. AREA TO BE RAKED FREE OF STONES AND CLUMPS.
 - ALL PAVEMENT MARKINGS TO BE 4" PAVEMENT MARKINGS.
 - CONCRETE WORK IN THE RIGHT-OF-WAY NEEDS TO BE COMPLETED BY A LICENSED CONCRETE WORKER. CONCRETE WORKERS LICENSES CAN BE OBTAINED THROUGH DE PERE PUBLIC WORKS AT (920) 339-4061.
 - CURB CUTS ARE TO BE MADE WITH A HYDRAULIC MOUNTED CURB CUT MACHINE. BREAKING OFF THE CURB HEAD AT THE FLOW LINE WILL NOT BE PERMITTED AND WILL RESULT IN FULL CURB AND GUTTER REPLACEMENT



FILE: R:\4800\4800\480012\04\480012.dwg
Plot Date: Jul 14, 2023 10:10am
LAYOUT SITE



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on award on Request for Proposals for Phragmites Mitigation*

ATTACHMENTS:

- 2023 0911 CI_BOPW_Phragmites Mitigation Award (PDF)
- 2023 Phragmites Mitigation RFP_Packet (PDF)
- 2023 0823 Merjent_Phrag_Proposal (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works

From: Eric P. Rakers, P.E., City Engineer

Date: September 11, 2023

RE: **Consideration and possible action on award on Request for Proposals for Phragmites Mitigation***

The Engineering Department received a proposal for Phragmites Mitigation on August 23, 2023. The work is for treating phragmites on several swales, storm water ponds, and along the City's railroad spur line including the following:

1. Killarny Pond (Parcel #: ED-2807)
2. Pecatonica Pond outfall from the storm water detention pond to the East Eiver. 798 Pecatonica Court (Parcel #: ED-2504). This outfall spans multiple parcels.
3. Storm Sewer outfall along Terry Lane in the Canadian National right-of-way. Starts at 2020-2022 Terry Lane (Parcel #: WD-758-103) and works south to 1110 Terry Lane (Parcel #: WD-D0079-2).
4. 2191 American Boulevard (Parcel #: WD-L176) along the City's rail spur.
5. 2010 Venture Avenue (Parcel #: WD-1049-2) along the City's rail spur.
6. Fortune Avenue Pond outfall on City Parcel #: WD-D0077 along Fortune Avenue.
7. Southwest Park Ponds (Parcel #: WD-L445 & WD-L447).
8. S. Broadway Ditch near Bomier Street
9. Jim Martin Park Pond Outfall at 255 Libal Street (Parcel #: ED-649-H-3-1)
10. Cross Creek Circle Pond at 1969 S. Cross Creek Circle (Parcel #: WD-1539)
11. E. Matthew Drive at Suburban Drive Pond (Parcel #: WD-364-D-506-2)
12. Greenleaf Road Ponds (Parcel #: ED-D-6-1-4 & ED-F0094-5)
13. East River Trail Pond (Parcel #: ED-1128-50)
14. Painthorse Trail Pond (Parcel #: ED-2380)
15. Greenleaf Road at Rockland Road Pond (Parcel #: ED-F0081-4)

Staff sent the proposal to eight firms and only received one proposal. The proposal received is as follows:

Contractor	Amount
Merjent	\$11,857.00

The allocated budget amount for the project is \$20,000.00 from the Storm Water Utility for work on the storm water facilities. Work on the City railroad spurs will be funded from TID's 11 and 12 which have annual maintenance budgets. Additional work may be added to this project as locations with phragmites are identified.

Attachments:

2023 0823 Merjent_Phrag_Proposal

2023 Phragmites Mitigation RFP_Packet

REQUEST FOR PROPOSALS FOR 2023 PHRAGMITES MITIGATION

The City of De Pere would like to invite your firm to submit a proposal to complete phragmites mitigation within City-owned properties and stormwater management facilities.

Your proposal shall be submitted to Chase Kuffel, Assistant City Engineer, by Thursday, August 31, at 1:00 PM CDT. Proposals shall be submitted via email at ckuffel@deperewi.gov. All submitted proposals shall include the following:

1. A statement regarding the contractor's capacity to perform the work, including
 - a. The number of people on the herbicide treatment team and their roles.
 - b. The range of phragmites populations treated in a typical workday.
2. Indicate any services to be provided by subconsultants.
3. Wisconsin DATCP Commercial Pesticide Applicator certification and license number of the individuals responsible for treatment, chemical storage, transport, and application.
4. Relevant experience and two references for similar work completed.

GENERAL INFORMATION:

City of De Pere is seeking qualified contractors for services to control invasive phragmites within City-owned properties and stormwater management facilities. Phragmites (Common Reed Grass, *Phragmites australis*) is a non-native variety of phragmites and is threatening the ecological health of the City's stormwater facilities by displacing native vegetation.

The objective of this RFP is to chemically treat phragmites at locations identified by City staff using a combination of glyphosate and imazapyr. Application rates are further outlined in the scope of work. Within the past year, the City has mechanically cut phragmites to provide access for chemical treatment.

SCOPE OF WORK:

The chosen firm will be tasked in completing phragmites mitigation at locations designated by City staff. The majority of the correspondence and review will be completed via email and by phone with Chase Kuffel, Assistant City Engineer. The treatment locations identified as part of this RFP are as follows:

1. Killarny Pond (Parcel #: ED-2807)
2. Pecatonica Pond outfall from the storm water detention pond to the east river. 798 Pecatonica Court (Parcel #: ED-2504). This ditch spans multiple parcels.

3. Rear drainage easement along Terry Lane along the Canadian National right-of-way. Starts at 2020-2022 Terry Lane (Parcel #: WD-758-103) and works south to 1110 Terry Lane (Parcel #: WD-D0079-2).
4. 2191 American Boulevard (Parcel #: WD-L176) along the City's rail spur.
5. 2010 Venture Avenue (Parcel #: WD-1049-2) along the City's rail spur.
6. Parcel #: WD-D0077 along Fortune Avenue.
7. Southwest Park Ponds (Parcel #: WD-L445 & WD-L447).
8. 608 Bomier Street ditch along S. Broadway (Parcel #: ED-371-G-24)
9. Jim Martin Park at 255 Libal Street (Parcel #: ED-649-H-3-1)
10. Cross Creek Circle Pond at 1969 S. Cross Creek Circle (Parcel #: WD-1539)
11. E. Matthew Drive at Suburban Drive Pond (Parcel #: WD-364-D-506-2)
12. Greenleaf Road Ponds (Parcel #s: ED-D-6-1-4 & ED-F0094-5)
13. East River Trail Pond (Parcel #: ED-1128-50)
14. Painthorse Trail Pond (Parcel #: ED-2380)
15. Greenleaf Road at Rockland Road Pond (Parcel #: ED-F0081-4)

Meetings

Prior to work start, the City will hold a kickoff meeting to review the phragmites treatment locations and the scope of the RFP with the consultant. All subconsultants shall be present for this meeting.

Chemical Treatment Preparation

The City has identified the following items requiring preparation in advance of the phragmites mitigation:

1. Identification of treatment date(s).
2. A brief description of the proposed phragmites treatment approaches including the proposed equipment to be used.
3. Submittal of material data safety sheets (MSDS) for both glyphosate and imazapyr including manufacturer's application and mixing directions.

Chemical Treatment

Treatment of phragmites shall be a combination of glyphosate and imazapyr applied after plants are in full bloom in late summer. The herbicide rate shall be three pints of glyphosate and three pints of imazapyr per acre.

The following tasks summarize the scope of work to be completed by the contractor:

1. Treat targeted species in the outlined areas of De Pere according to maps and data provided by the City. Locations identified are also subject to consultant's discretion,

within the period specified in this request or as otherwise agreed upon by the selected contractor and the City.

2. Oversee and manage all herbicide application and other treatment efforts in cooperation with the City.
3. Provide notice to and coordination with De Pere prior to treatments.
4. Implement effective control treatment for Phragmites (Common Reed Grass, *Phragmites australis*) using established best management practices and in compliance with all label instructions and all applicable federal, state, and local regulations.
5. Follow the certification, licensing, and permit requirements as required by Wisconsin Administrative Code and administered by the Wisconsin Department of Natural Resources; the Wisconsin Department of Agricultural, Trade, and Consumer Protection for herbicide applicators; and local permitting requirements as necessary.
6. Follow the required reporting and recordkeeping obligations by tracking and submitting the location and type of invasive species treated for each population, including the date and method of treatment.

The consultant will call or meet at least once a day with the City to report job progress and receive new job assignments while work on this proposal is in progress.

SCHEDULING:

The City anticipates taking proposals to the Board of Public Works and Common Council on September 11, 2023 and September 19, 2023 for consideration and approval. Chemical treatment of phragmites is planned to be completed by October 31, 2023.

INSURANCE:

Your company shall effect and maintain insurance to protect from claims under workers compensation acts; claims for damages because of bodily injury including personal injury, sickness or disease, or death of any of the company's employees; and from claims for damages because of injury to or destruction of tangible property including loss of use resulting there from; and from claims arising out of the performance of professional services caused by any errors, omissions or negligent acts for which the company is legally liable.

The company shall indemnify and save harmless the City of De Pere and their representatives from all suits, actions, or claims of any character brought for or on account of any injuries or damages received by any person, persons or property resulting from the negligent acts of the company or of any of their sub-consultants in prosecuting the work.

FEE:

The proposed fee schedule shall be submitted on the attached form. The hours listed on the attached fee schedule are estimated and will be paid by actual hours completed. A company fee schedule shall be attached for additional services offered that are not shown on the attached form.

DELIVERABLES:

The deliverables for the phragmites mitigation project include the following:

1. Herbicide certification/licensing. Any applicator applying herbicides in a situation that requires certification or licensing by the Wisconsin Department of Agriculture, Trade, and Consumer Protection, according to Wisconsin Statutes and Wisconsin Administrative codes, must provide City of De Pere with a copy of its certification and/or license prior to field application.
2. Permit and treatment records. When a permit is required under Wisconsin Administrative Code, the contractor is responsible for completion and submittal of such permit.
3. Time and materials records. Records for work implemented under this project must be documented in an invoice or similar format. The records shall include the following information, as appropriate: name of contractor performing the work, appropriate professional titles and certifications, name of this project, dates and description of work, cost of equipment/supplies, and hours logged by date and multiplied by per hour rate.
4. Recommendations of future phragmites treatment measures that the City should undertake in the future.

ADDITIONAL INFORMATION:

The City will provide the following to the consultant for the phragmites mitigation project:

1. Electronic maps of the phragmites treatment locations in either ArcGIS or AutoCAD format.
2. GPS coordinates of identified phragmites locations.
3. Staking and flagging of treatment locations and site square yardages.
4. Mechanical trimming of phragmites to allow for site access at locations identified by the consultant in advance of the treatment date. The City will require a minimum two week notice to mechanically trim for site access.

Additionally, the city will complete all notification to affected residents and businesses prior to the treatment date.

A sample consultant agreement is attached.

PROPOSED FEE SCHEDULE:

Company Name: _____

Company Address Line 1: _____

Company Address Line 2: _____

Company Representative: _____

Signature: _____

Fee (Total): _____

The City of De Pere reserves the right to reject any or all proposals, to waive any informality in bidding and to accept any proposal which the Common Council deems most favorable to the interests of the City of De Pere.

Item #	Description	Unit	Quantity	Unit Price	Total
A	Kickoff Meeting	LS	1	\$	\$
B	Glyphosate	GAL	6	\$	\$
C	Imazapyr	GAL	6	\$	\$
D	Herbicide Application	SY	69,700	\$	\$
E	Herbicide Treatment Records	LS	1	\$	\$
PROPOSAL TOTAL					\$

**AGREEMENT FOR SERVICES BETWEEN THE
CITY OF DE PERE AND _____ (CONSULTANT NAME)
(Project Name)**

THIS AGREEMENT made and entered into this ____ day of _____, 2023, by and between the City of De Pere, a Wisconsin municipal corporation ("City"), and _____ ("Consultant").

WITNESSETH

WHEREAS, the City is in need of _____ (project description) _____; and

WHEREAS, the Consultant has available and offers to provide qualified personnel and facilities necessary to accomplish the work within the required timeframe.

NOW THEREFORE, City and Consultant agree as follows:

I. DESCRIPTION OF PROJECT

The project is as described in the ____ (date) ____ City Request for Proposals (Exhibit A) and Consultant's Proposal thereto dated ____ (date) ____ (Exhibit B), both of which are attached hereto and incorporated by reference. If a conflict exists between Exhibit A and Exhibit B, the terms of Exhibit A shall prevail. If there is a conflict between the terms and conditions of Exhibit A and this Agreement, the terms of this Agreement shall prevail. No standard terms or conditions of Consultant's Proposal are incorporated into this Agreement unless such term is specifically written into the Agreement.

If, during the course of performing the work, City and Consultant agree that it is necessary to make changes in the project as described in the exhibits, such changes will be incorporated into this Agreement only by written amendment, signed by the parties.

II. SCOPE OF CONSULTING SERVICES

Consultant agrees to perform those services described in Exhibits A and B. Any change to the scope of services as identified therein shall be defined in writing and authorized by both parties prior to performing such work. Such writing shall include the scope of work to be done, schedule for commencing and completing the work and the basis for compensation for such work.

III. SCOPE OF CITY SERVICES

City agrees to provide the Consultant items such as existing plans, standard specifications, and other information concerning the project that may be applicable in the design of the project, as are available.

IV. AUTHORIZATION, PROGRESS, AND COMPLETION

In signing this Agreement, the City grants the Consultant specific authorization to proceed with the work described herein.

For special services, the authorization by the City shall be in writing and shall include the definition of the work to be done, the schedule for commencing and completing the work, and the basis for compensation for the work, all as agreed upon by the City and the Consultant.

V. OWNERSHIP AND FORM OF DOCUMENTS

All documents created, maintained or received during the course of this Agreement, including those in electronic form, shall be deemed the property of City and Consultant shall not be considered the owner of any such document nor shall the Consultant retain any common law, statutory, or other right therein, including copyright, patent, or trademark. To that end, Consultant agrees to and hereby does assign and transfer to City all rights, title, and other interests in such drawings, specifications, or other documents, which rights shall include copyright, trademark, or patent rights therein, unless City fails to pay Consultant for such drawings, specifications and other documents, in which case the ownership and all rights shall revert to the Consultant.

City hereby grants Consultant a non-exclusive license to use the documents created pursuant to this Agreement, including any standard details used herein.

Consultant acknowledges that, as the Consultant to City, a Wisconsin municipality, Wis. Stats. §19.36(3) applies to it and records produced by it pursuant to this contract are subject to the public records law to the extent they would otherwise be if maintained by the City. Consultant agrees that, within 10 business days of a written request of City, it shall forward to City any such contract or records maintained by Consultant as are requested by City. Such records shall be in the format requested by City provided that such records are kept and maintained in that format. City shall reimburse Consultant for its reasonable costs incurred in complying with this paragraph.

Consultant further agrees to indemnify the City from all costs City incurs should Consultant fail to comply with these requirements.

VI. AUDITOR ACCESS

Consultant shall, upon request of City or its auditors, provide access to and furnish the auditors with copies of requested records, reports and any other documentation in its possession or custody pertaining to financial transactions, records or other financial information held by Consultant in conjunction with or related to Consultant's obligations under this Agreement.

VII. CONFIDENTIALITY OF INFORMATION

Consultant understands that, during the course of work under this contract, Consultant may become privy to confidential information of City. Consultant shall maintain the confidentiality of all information specifically designated confidential by City unless withholding such information would violate the law, create a significant harm to the public, or create a risk of significant harm to the public.

VIII. TIME FOR COMPLETION

The parties hereto agree that time is of the essence in completion of the project. Should Consultant encounter any circumstances, which, in the Consultant's opinion, will delay their response time, Consultant shall so inform the City as soon as the delay in response time is known.

IX. COMPENSATION

The City agrees to pay, and the Consultant agrees to accept, compensation as identified in Exhibit B, to be paid in a lump sum at the conclusion of the work. Payment to the Consultant is due upon receipt of invoice by the City. Compensation for special services shall be as agreed upon by the City and Consultant and set forth in the written authorization for special services.

X. RESPONSIBILITY OF CONSULTANT

The Consultant is employed to render a professional service only, and any payments made to the Consultant are compensation solely for such services rendered and recommendations made in carrying out the work. The Consultant shall follow the practice of its profession to make findings, opinions, factual presentations, and professional advice and recommendations, consistent with the standard of care expected of professionals in the industry performing similar services on projects of like size and complexity.

XI. NON-DISCRIMINATION

The Consultant agrees that, in performing under this Agreement with the City, it will not discriminate against any employee, applicant for employment or any other person or member of the public on the basis of age, race, creed, color, disability, marital status, sex, national

origin, ancestry, arrest record, conviction record, military service, use or non-use of lawful products off the employer's premises during nonworking hours, declining to attend a meeting or to participate in any communication about religious matters or political matters, or any other basis provided under Wis. Stats. §111.321.

XII. INSURANCE

A. The Consultant shall maintain during the life of the Agreement, the following minimum public liability and property damage insurance to cover claims for injuries, including accidental death, as well as from claims for property damages which may arise from the performance of work under the Agreement as stated below:

1. Comprehensive general liability insurance, including personal injury liability, blanket contractual liability and broad form property damage liability. The combined single limit for bodily injury and property damage shall not be less than \$1,000,000; with additional umbrella liability insurance coverage for a total of not less than \$2,000,000.
2. Automobile bodily injury and property damage liability insurance covering owned, non-owned, rented and hired cars. The combined single limit for bodily injury and property damage shall be not less than \$1,000,000.
3. Statutory workers compensation and employers' liability insurance as required by the state having jurisdiction.

B. Consultant shall also maintain professional liability insurance covering damages to City resulting from errors and omissions of the Consultant. The limit of liability under said policy shall be \$1,000,000 or the total consultant's fee on the project, whichever is greater.

C. Proof of Insurance. The Consultant shall furnish the City with a Certificate of Insurance and additional insured endorsement countersigned by a Wisconsin Resident Agent or Authorized Representative of the insurer indicating that the Consultant meets the insurance requirements identified above. The Certificate of Insurance shall include a provision prohibiting cancellation of said policies except upon 30 days' prior written notice to the City and shall name the City as an additional insured under Consultant's general and professional liability policies for the specific contract or project covered. A copy of the Certificate of Insurance and endorsement shall be delivered to the City prior to execution of the agreement for final approval.

XIII. ALLOCATION OF RISKS

To the fullest extent permitted by law, the Consultant shall indemnify and hold harmless the City, City's officers, directors, partners, and employees from and against any and all costs, losses, and damages (including, but not limited to all fees and charges of engineers, architects,

attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused by the negligent acts or omissions of Consultant or Consultant's officers, directors, partners, employees, and Consultant's Consultants in the performance and furnishing of Consultant's services under this Agreement.

To the fullest extent permitted by law, Consultant's total liability to City and anyone claiming by, through or under City for any cost, loss or damages caused in part by the negligence of Consultant or Consultant's subcontractor and in part by the negligence of City or any other negligent entity or individual, shall not exceed the percentage share that Consultant's or Consultant's subcontractor negligence bears to the total negligence of City, Consultant and all other negligent entities and individuals.

XIV. SUBCONTRACTS

The Consultant shall obtain the written consent of the City prior to subcontracting any portion of the work to be performed under this project. The Consultant shall be responsible to the City for the actions of person and firms performing subcontract work.

XV. ASSIGNMENT

This Agreement is binding on the heirs, successors, and assigns of the parties hereto. This Agreement is not to be assigned by either the City or Consultant without the prior written consent of the other.

XVI. INTEGRATION

This Agreement represents the entire understanding of the City and Consultant as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may not be modified or altered except in writing signed by both parties.

XVII. JURISDICTION

This Agreement shall be administered and interpreted under the laws of the State of Wisconsin. Jurisdiction of litigation arising from this Agreement shall be in that state. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of this Agreement shall be in full force and effect.

XVIII. SUSPENSION OF WORK

The City may suspend, in writing, all or a portion of the work under this Agreement in the event unforeseen circumstances beyond the control of the Consultant make normal progress in the performance of the work impossible. The Consultant may request that work be

suspended by notifying the City, in writing, of circumstances which are interfering with normal progress of the work. If agreed, the time for completion of the work shall be extended by the number of days the work is suspended. In the event that the period of suspension exceeds 90 days, the terms of this Agreement are subject to renegotiation and both parties are granted the option to terminate work on the suspended portion of the project in accordance with Article XIX.

XIX. TERMINATION OF WORK

The City may terminate all or a portion of the work covered by this Agreement for its convenience. Either the City or the Consultant may terminate work in the event the other party fails to perform in accordance with the provisions of this Agreement. Termination of this Agreement is accomplished by 15 days prior written notice from the party initiating termination to the other. Notice of termination shall be delivered by certified mail with receipt for delivery returned to the sender.

In the event of termination, the Consultant shall perform such additional work as is necessary for the orderly filing of documents and closing of the project. The additional time for filing and closing shall not exceed 10 percent of the total time expended on the completed portion of the project prior to the effective date of termination.

The Consultant shall be compensated for the completed portion of the work on the basis of work actually performed prior to the effective date of termination plus the work required for filing and closing. Charges for the latter work are subject to the 10 percent limitation described in this Article.

XX. MEDIATION

All claims, disputes and other matters in question between the parties of this Agreement arising out of or relating to this Agreement or breach thereof, which are not disposed of by mutual agreement of the parties, shall be subject to mediation as a condition precedent to the institution of legal proceedings by either party. If such claim, dispute or other matter involves a lien arising out of the Consultant's services, the Consultant may proceed in accordance with applicable law to comply with lien notice and filing deadlines prior to resolution of the matter by mediation.

The City and Consultant shall attempt to resolve claims, disputes and other matters in question between them by mediation. A request for mediation shall be filed in writing with the other party to this Agreement. The request may be made concurrently with the filing of a civil action, but mediation shall proceed in advance of legal proceedings.

The parties shall share the mediator's and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon.

Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

XXI. NOTICES

Any notification required or needed under the contract shall be sent via First Class Mail to the following:

If to City:

If to Consultant:

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement as of the day and year first above written.

(COMPANY NAME)

CITY OF DE PERE, WISCONSIN

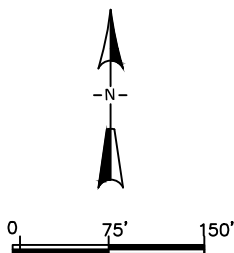
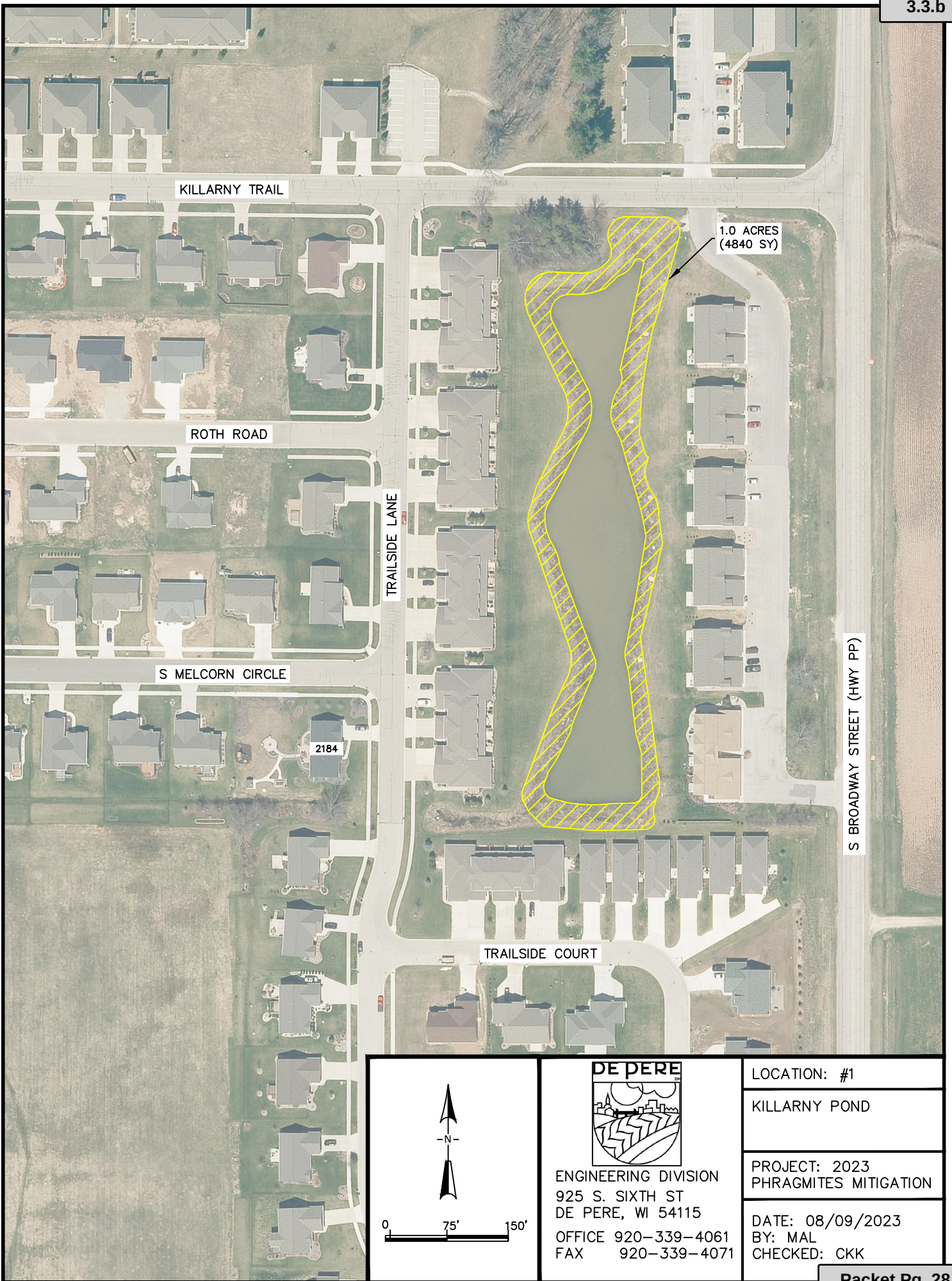
By: _____
Name: _____

By: _____
James G. Boyd, Mayor

By: _____
Name: _____

By: _____
Carey E. Danen, City Clerk

J:\Law\Agreements\Consultant Agreement Template1-3-23.docx



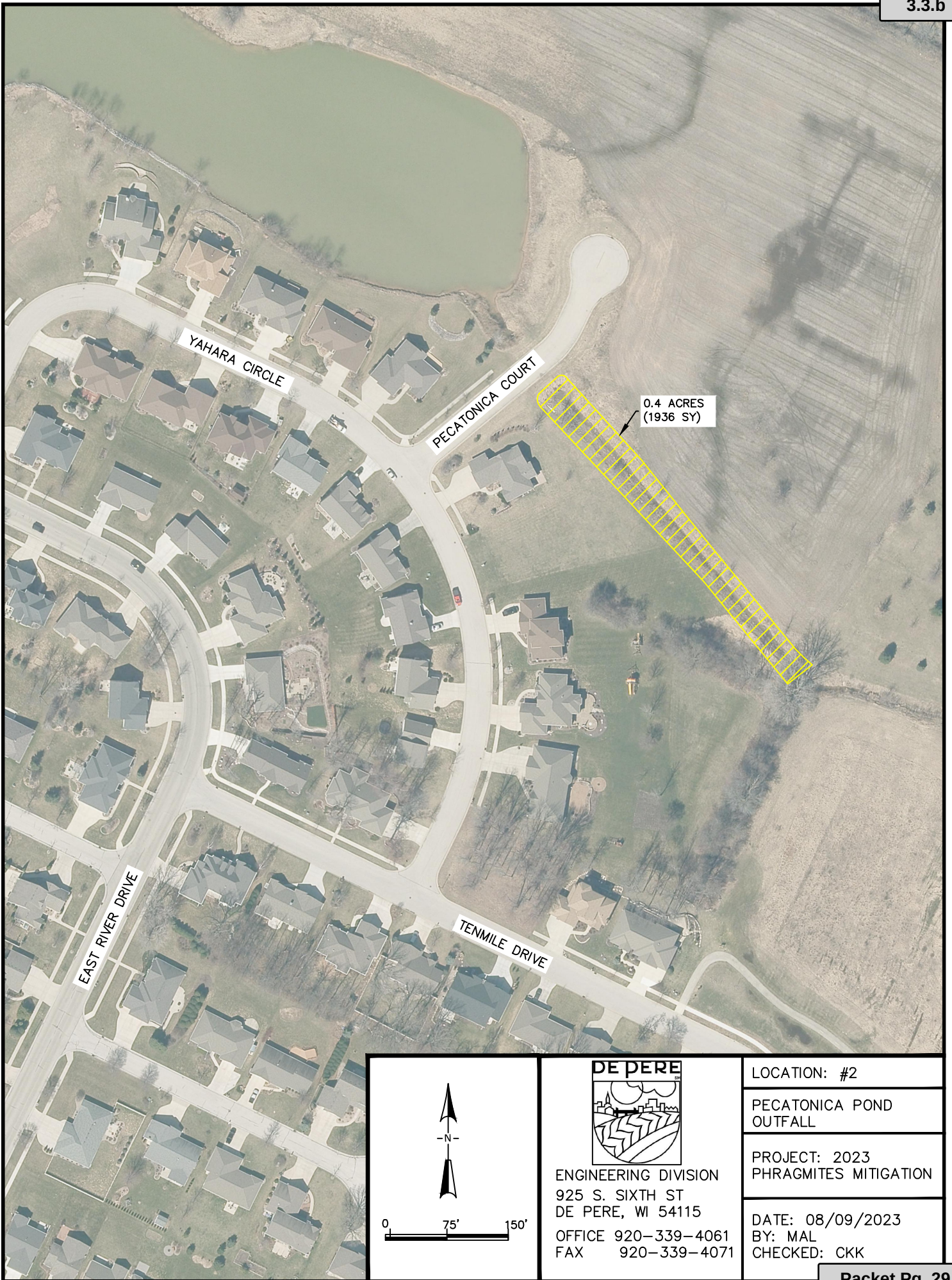
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #1

KILLARNY POND

PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023
BY: MAL
CHECKED: CKK





ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115

OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #3

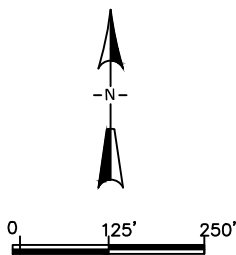
TERRY LANE DRAINAGE
EASEMENT

PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023

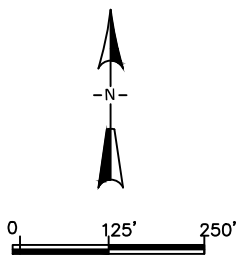
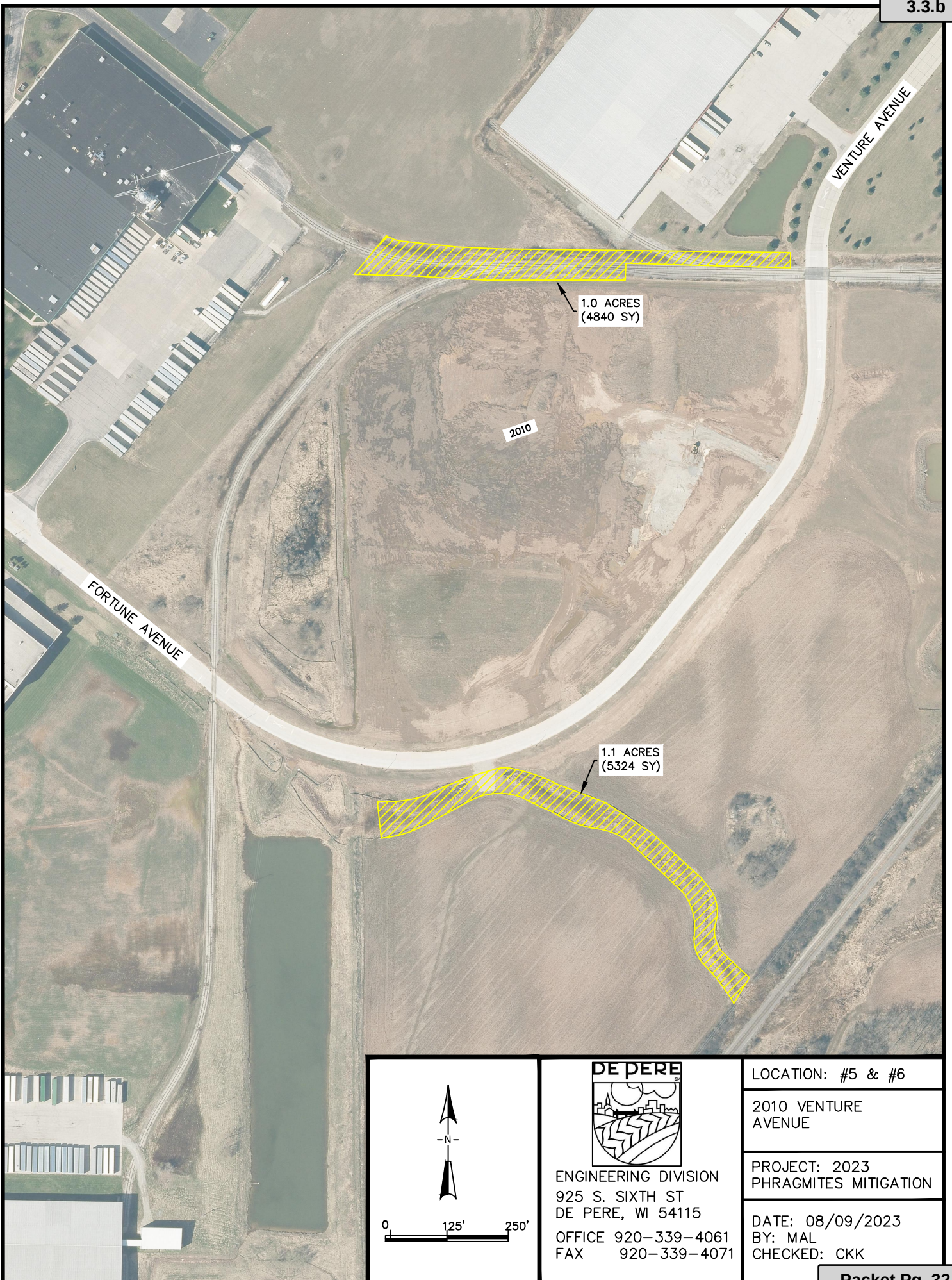
BY: MAL

CHECKED: CKK



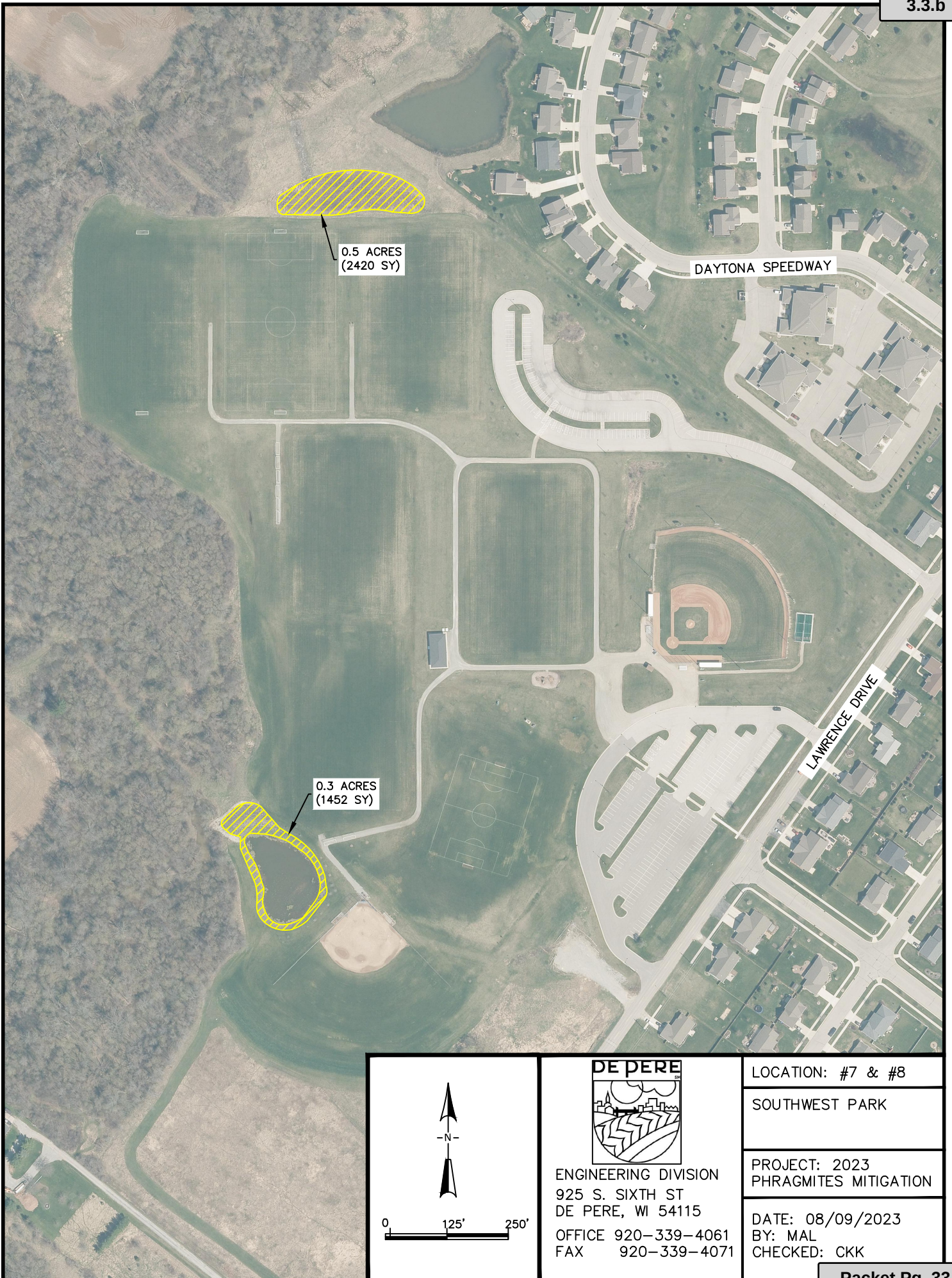
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #4
2191 AMERICAN BOULEVARD
PROJECT: 2023 PHRAGMITES MITIGATION
DATE: 08/09/2023 BY: MAL CHECKED: CKK



ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #5 & #6
2010 VENTURE AVENUE
PROJECT: 2023 PHRAGMITES MITIGATION
DATE: 08/09/2023 BY: MAL CHECKED: CKK



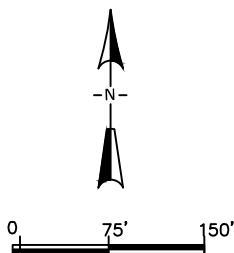
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #7 & #8

SOUTHWEST PARK

PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023
BY: MAL
CHECKED: CKK



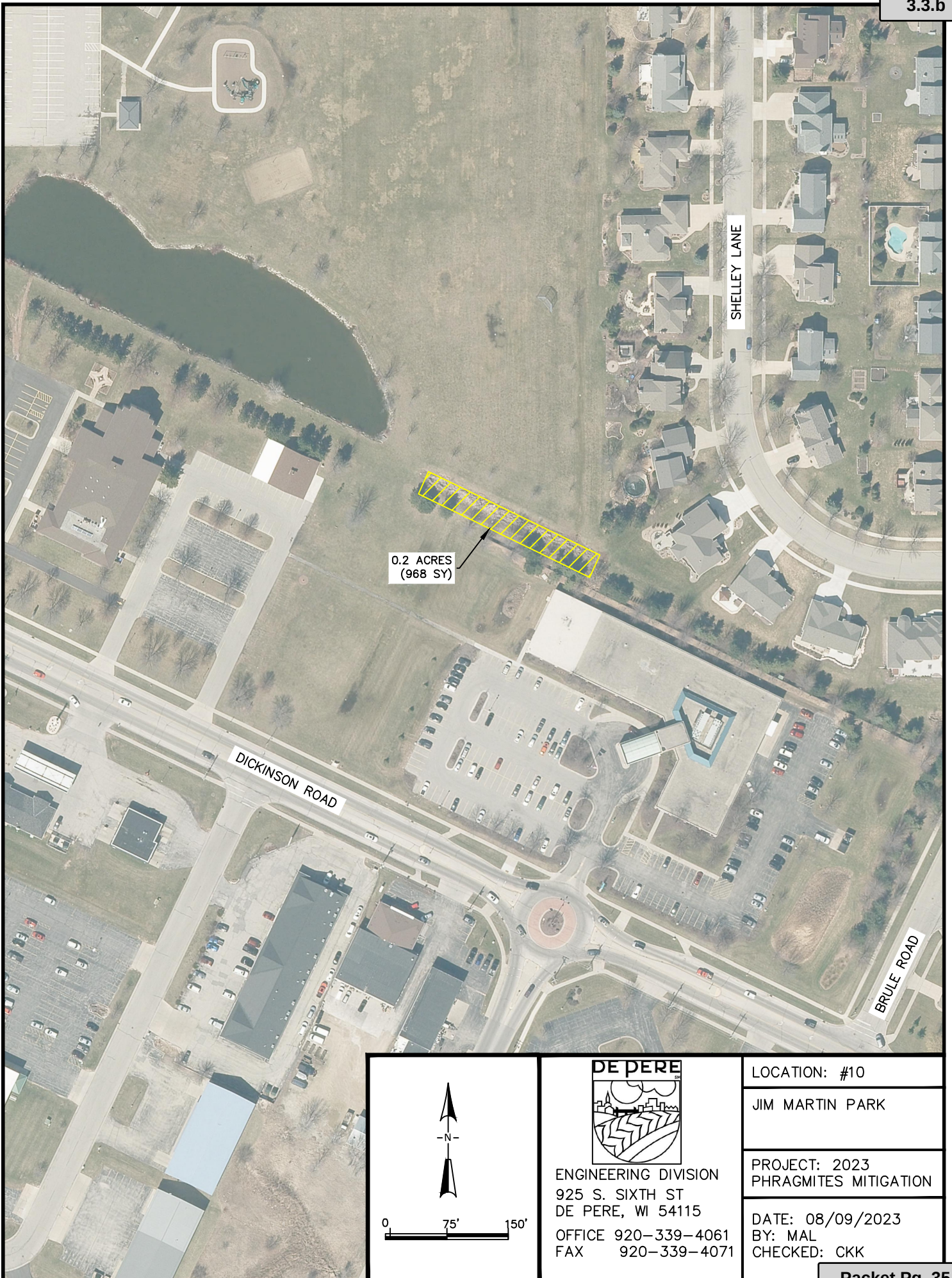
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

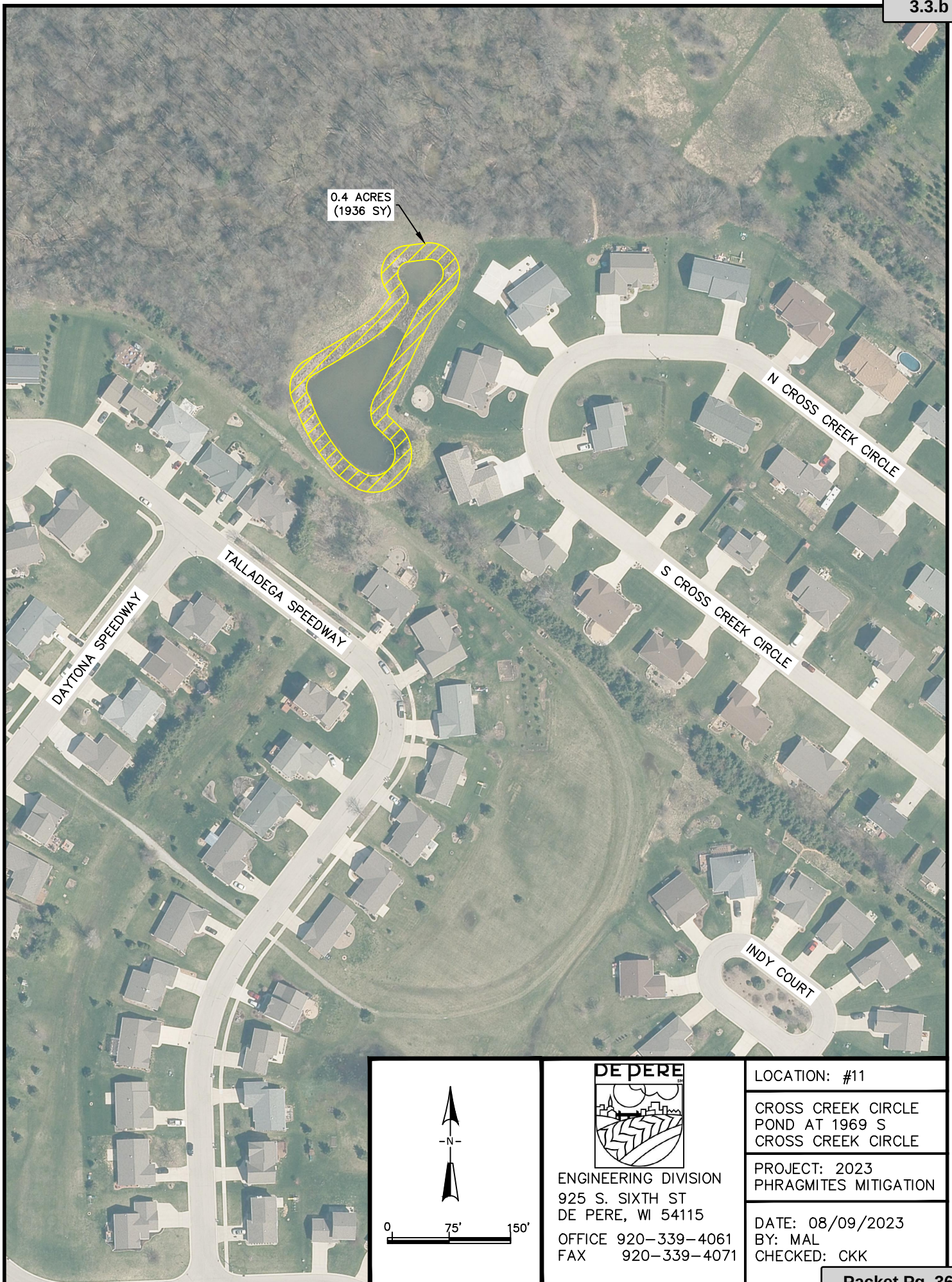
LOCATION: #9

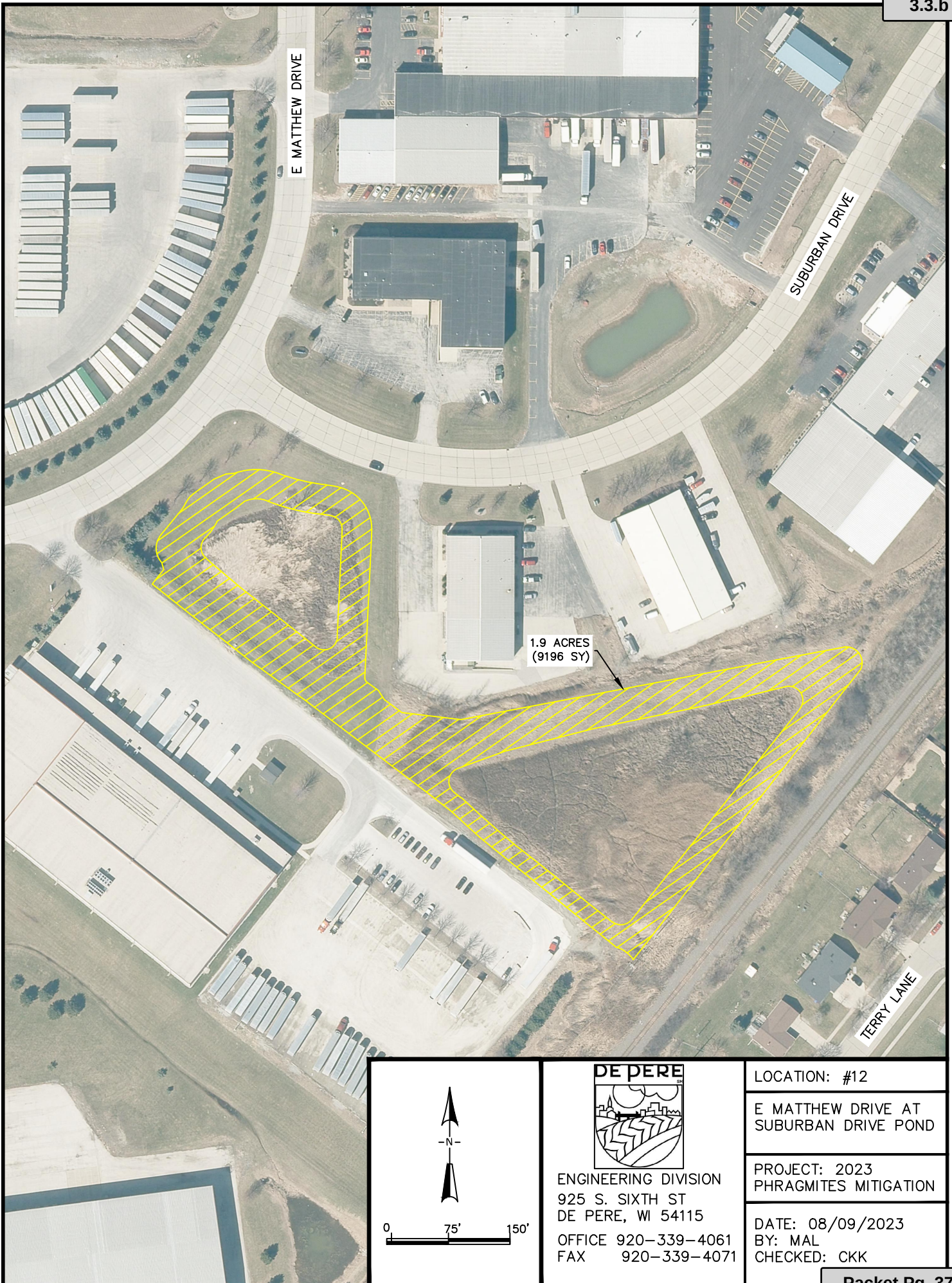
BOMIER/S.
BROADWAY STREET

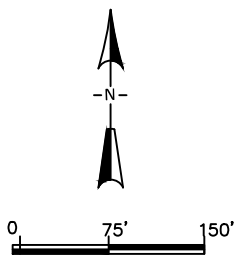
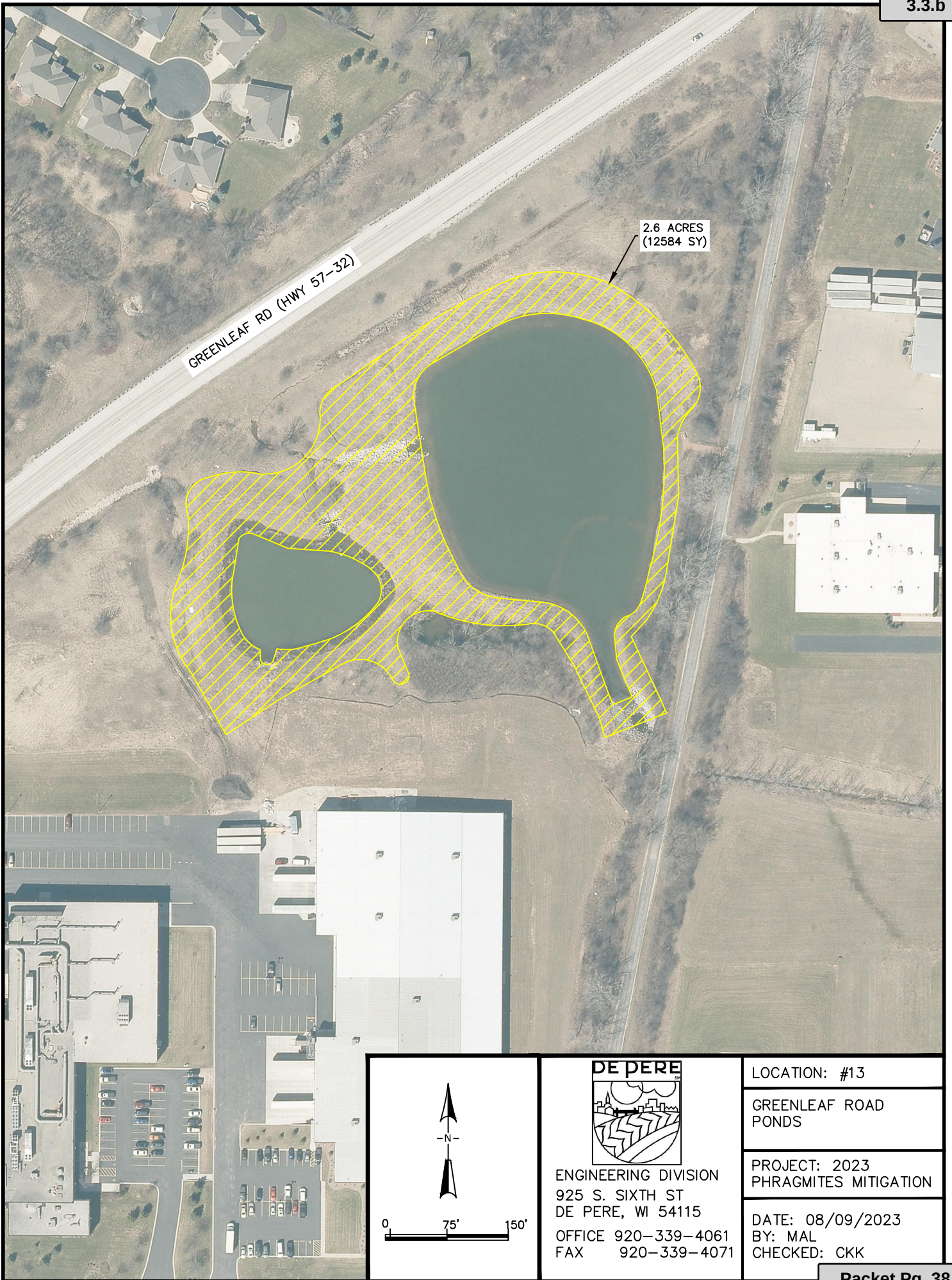
PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023
BY: MAL
CHECKED: CKK









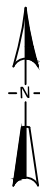
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #13
GREENLEAF ROAD PONDS
PROJECT: 2023 PHRAGMITES MITIGATION
DATE: 08/09/2023 BY: MAL CHECKED: CKK



1.8 ACRES
(8712 SY)

BLACK EARTH DRIVE



0 250' 500'



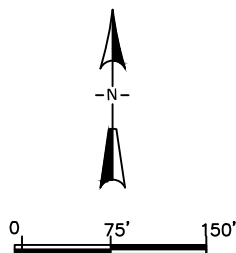
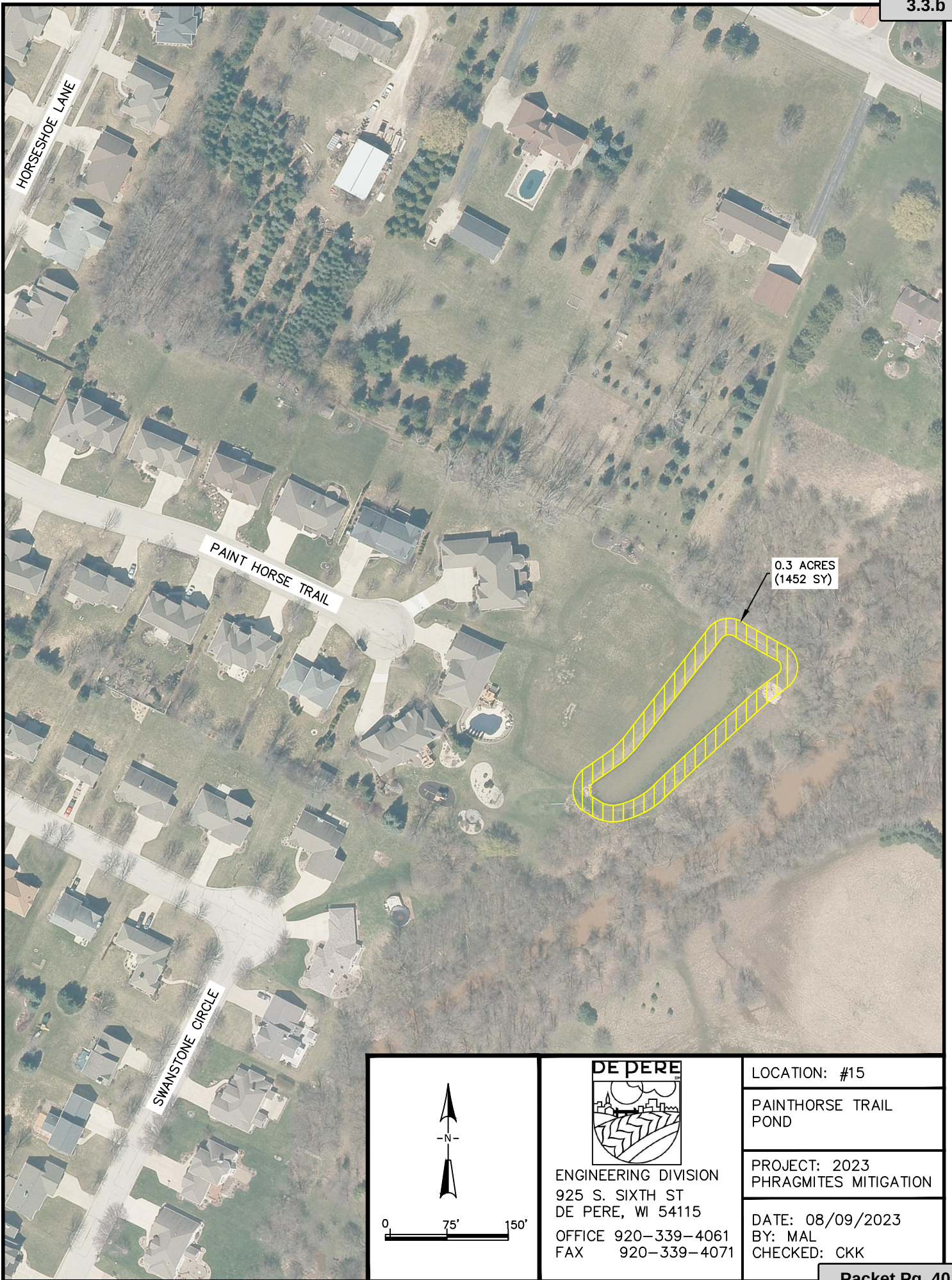
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #14

EAST RIVER
TRAIL POND

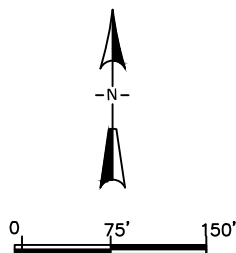
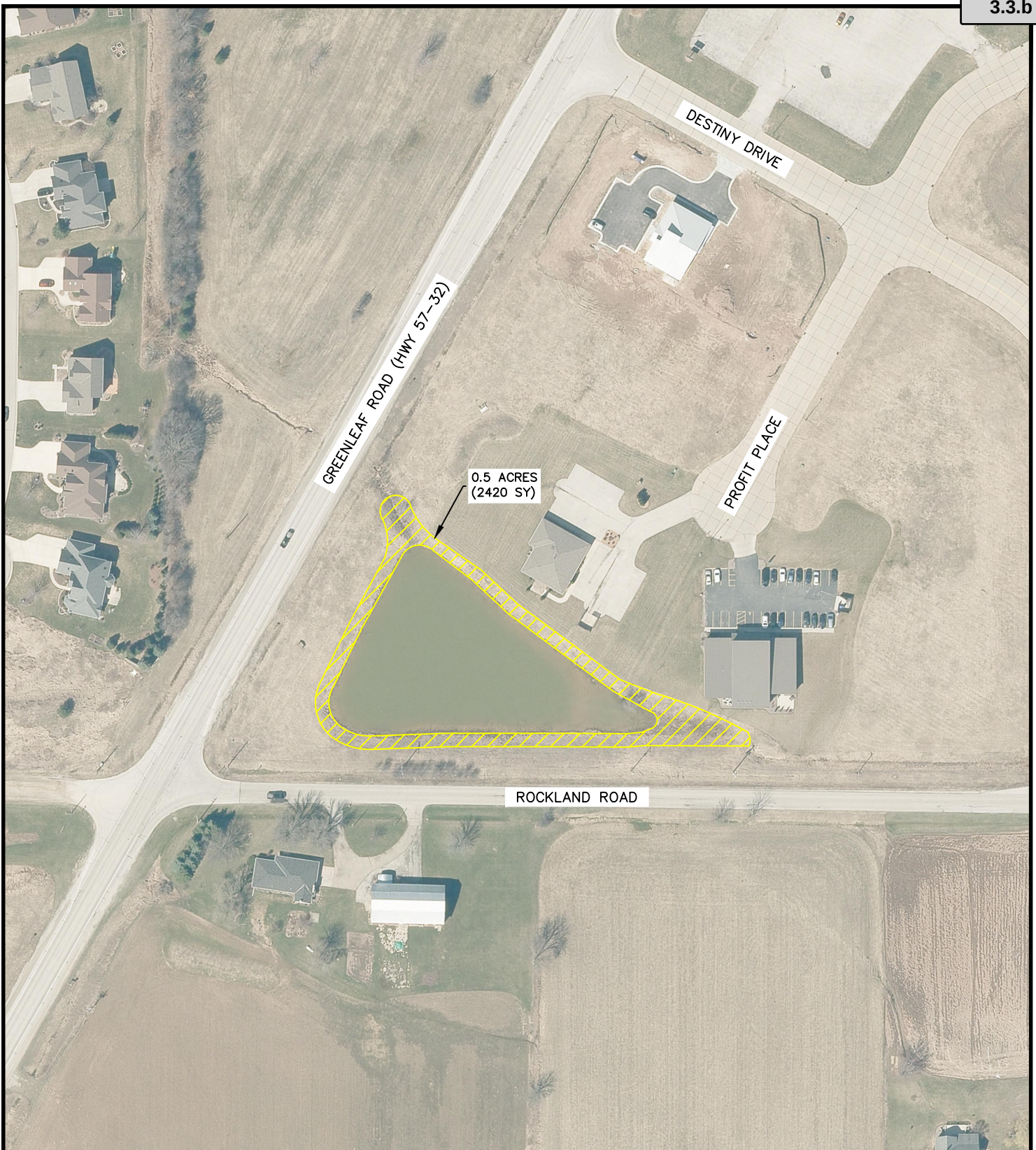
PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023
BY: MAL
CHECKED: CKK



ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #15
PAINTHORSE TRAIL POND
PROJECT: 2023 PHRAGMITES MITIGATION
DATE: 08/09/2023 BY: MAL CHECKED: CKK



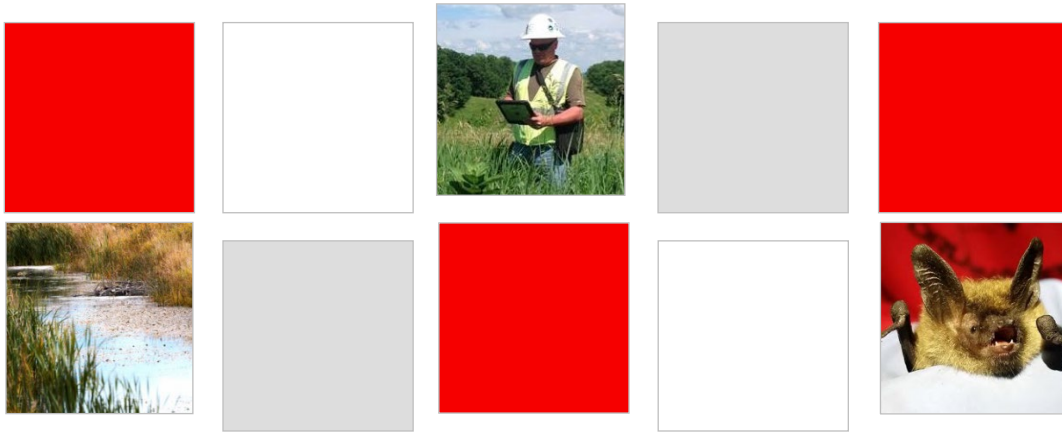
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #16

GREENLEAF ROAD AT
ROCKLAND ROAD POND

PROJECT: 2023
PHRAGMITES MITIGATION

DATE: 08/09/2023
BY: MAL
CHECKED: CKK



**City of De Pere
Public Works- Engineering Department
Non-Native Phragmites Control**

PRESENTED BY MERJENT, INC.
August 31, 2023



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APPENDICES

Appendix A	Resumes
Appendix B	Cost Proposal

CONFIDENTIALITY NOTICE

The information contained in this proposal is intended solely for the use of City of De Pere Public Works-Engineering Department in evaluating the ability of Merjent, Inc. to effectively and economically complete the proposed work for non-native phragmites control. The information in this proposal shall not be used for other purposes and shall not be duplicated or disclosed outside of the City of De Pere Public Works-Engineering Department.

INTRODUCTION

Merjent, Inc. (Merjent) appreciates the opportunity to present the City of De Pere Public Works-Engineering Department with this proposal for non-native phragmites control, as described in Request for Proposal (RFP).

We appreciate the opportunity to propose on this project and our team stands ready to perform the work described in this proposal.

PROJECT TEAM QUALIFICATIONS AND HISTORY

Merjent

With offices in Freedom, Wisconsin and Minneapolis, Minnesota, Merjent is a full-service environmental firm with a long history serving the energy industry. We offer a wide range of services to clients in the oil and gas, biofuels, electric power generation and transmission, wind and solar energy, and transportation sectors; and we support government agencies and municipalities across the United States. We specialize in environmental permitting, surveys, inspection, compliance management, and ecological restoration with over 130 full-time employees with variable levels of dedicated field staff to support the demands of client and field service needs. Our team offers a full spectrum of environmental consulting, restoration, health and safety, and stakeholder engagement services.



Merjent's ecological restoration division, based out of Freedom, Wisconsin, contains an experienced ecological restoration team that has been providing innovative and sustainable solutions to challenging environmental issues for decades. With multiple leaders in the industry, project managers with over 10 years of experience, and experienced, educated, and motivated field staff, Merjent is positioned well to take on this project for the City of De Pere and give a fresh perspective to restoration work on their project sites. We provide a full range of ecological consulting and restoration services, with expertise in an extensive range of ecosystems and project types including wetland, prairie, savanna, woodland, lake and stream enhancement, shoreline stabilization, native landscaping, alternative stormwater management systems and detention basins, bioswales, raingardens.

Nutrien Solutions

Nutrien Solutions is a go-to vendor of Merjent's as a chemical product supplier and consultant for all things related to vegetation management. That includes projects involving forestry, turf and ornamental, vegetation management, invasive species, utility rights-of-way, and aquatic management. Beyond simply supplying product, their services include:



- Application Training
- Equipment Calibration
- Treatment and Product Performance Evaluation
- Site Assessments and Recommendations
- Invasive Species and Vegetation Management Plans/Control Prescriptions
- Product Testing/Monitoring
- Returnable/Refillable Container Program

Products anticipated for purchase to be used on this project include herbicide, surfactants, and dye. Additionally, consulting services will be used to help Merjent develop the most cost-effective approach to target species by selecting the best product for each scenario and target species to obtain the most effective control.

MERJENT SAFETY PROGRAM

Merjent values the safety and health of its employees above all else. A safety culture has been developed through senior leadership commitment, workforce engagement, and accountability at all levels. Managing risk is a responsibility of all staff and is administered through contract management, insurance, subcontractor management, and safety programs and policies. Merjent's safety performance is driven by more than just compliance. The adoption of industry best practices has enabled Merjent to achieve world-class safety performance.

Safety Officer

Merjent's Health and Safety Officer will be placed on the project to assist in promoting a safe working environment through the provision of regular safety talks, development of project-specific health and safety plan (HASP), regular safety assessments, and other activities as required.

On-Site Safety Plan

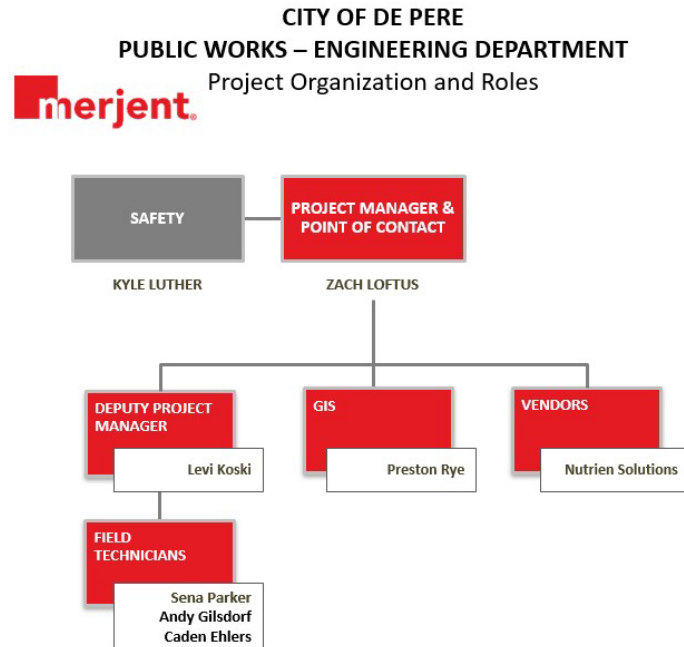
Merjent operates by having a field superintendent as the primary point person for safety on the project site. This includes developing a project-specific HASP prior to anyone being deployed in the field. This procedure documents the potential hazards of the particular job. A daily field level hazard assessment is then reviewed and signed by all team members, which outlines hazards and determines the level of appropriate Personal Protective Equipment (PPE) for the day.

General Personal Protection Equipment

PPE is supplied, maintained, and worn by all Merjent employees at all times while on a jobsite. Basic PPE includes high visibility shirt/vest, hardhats, boots, gloves, and safety glasses. Certain tasks like chainsaw work require more PPE such as chaps and face shields. PPE is inspected daily by staff and replaced when deemed compromised.

PROJECT STAFF QUALIFICATIONS

Merjent has assembled a team of experienced professionals ready to implement non-native phragmites control throughout the City of De Pere.



Project Management

To provide the highest quality of service and communication, Zach Loftus of Merjent will serve as Project Manager. Zach will be the primary point of contact for all correspondence and will serve as the Merjent point person for all activities, providing an efficient, streamlined communication channel. Zach is a Senior Project Manager responsible for managing ecological restoration projects and assist in the operations of Merjent's restoration program. Zach has over 12+ years of experience in the vegetation management industry throughout the Midwest and brings his ecological restoration and program management background to improve efficiency and assist with business development and program growth. Zach's responsibilities include project estimating and review; proposal and contract generation; scheduling, coordination, and planning; recruiting and staffing; equipment/fleet management, budgeting, and forecasting. Zach also designs, implements, and manages ecological restoration projects that involve native seed and plant installation/establishment, invasive species control, wetland mitigation, stream

stabilization, remediation, and project monitoring. He regularly collaborates with local and regional teams to plan both short and long-term resource management activities, including field crew and equipment logistics.

Vegetation Management Team

Merjent has a full-service restoration team based in Freedom, Wisconsin. As shown above, Levi Koski will serve as Deputy Project Manager and will handle the day-to-day operations and project management involved under this project. Andy Gilsdorf will serve as Field Superintendent and will implement field work and lead all field crews designated to this project. Below are short bios on key team members. Appendix A contains full resumes of the key team members listed below.



Levi Koski, Deputy Project Manager. Levi is an Ecological Restoration Ecologist with 12 years of professional experience in the natural resources' fields of fisheries, wildlife, forestry, endangered resources, and restoration in both the public and private sectors. Levi specializes in wildlife habitat establishment and management, as well as ecological restoration including prescribed burning, invasive species management, and plant propagation, and sustainable forestry management with experience in timber cruising and marking and Managed Forest Law plan reviews. Levi has expert experience in the field of prescribed burning, maintains burn boss certifications and is a U.S Department of Agriculture (USDA) – Natural Resources Conservation Service (NRCS) Prescribed Fire Practitioner. His expertise includes wetland mitigation planning and monitoring, ecological consulting services, ecological implementation services, and habitat management services.

As deputy project manager, Levi will assist Zach with scheduling, coordination, and planning including daily field crew coordination, routing, client correspondence, progress tracking, quality assurance, and reporting.

Field Technicians. Merjent routinely employs seasonal field technicians to assist in the implementation of field work required for ecological restoration management. Merjent field crews are educated and have experience in native seeding, native planting, invasive species management, and erosion control. All staff are required to obtain proper herbicide certifications prior to their hire date and upon hire, display their native and invasive plant identification skills prior to going out into the field. Merjent field technicians typically have 1 to 3 years of field experience in natural area management and are either completing schoolwork or have recently graduated from an environmental degree program.

Preston Rye, GIS Analyst. Preston Rye is a GIS Analyst with over 5 years of experience in environmental consulting, focusing on utility, transportation, and government clients. His expertise includes developing maps and performing spatial analysis for permitting and other client needs; creating and/or managing project data; publishing and hosting ArcGIS Online services and applications; training staff on the use of Esri software; and supporting field staff by setting up survey maps and processing field data. Mr. Rye has worked on electric/gas transmission, solar, and wetland delineation projects throughout the U.S.

Preston will serve as the Lead GIS staff on the project to coordinate and assist with map and data base development and maintenance.

Kyle Luther, Senior Analyst (Merjent). Kyle Luther is Merjent’s Vice President of Safety with over 11 years of experience specializing in field safety. Kyle is also a Senior Environmental Analyst specializing in environmental field surveys, reporting, permitting, and project management in the Midwest for a variety of clients. Kyle represents his clients by providing safety plans, wetland delineations, vegetation surveys, hydrology monitoring, and erosion control monitoring. He conducts desktop reviews prior to fieldwork and prepares technical reports following field investigations. Kyle’s ecological restoration background consists of safety coordination, management plans, native seeding, prescribed burning, and invasive species control on several prairie, wetland, and woodland restoration sites.

With Kyle’s extensive background and experience in both safety and ecological restoration techniques, he will serve as a technical specialist and safety lead on this project and provide support to both the field staff and De Pere as needed.

STATE HERBICIDE CERTIFICATIONS

Below, please find Merjent’s Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) business and individual applicator herbicide license information. Business and individual applicator licenses are renewed annually, and applicators are re-tested for certification virtually (annually) or in-person (every 5 years), dependent on the current COVID-19 situation. Additionally, all field supervisor, equipment operators, and field technicians are required to obtain proper certification as a contingency of their hire. With that, if Merjent assigns or schedules applicators not listed below, certification and license numbers will be provided prior to any applications.

Wisconsin Commercial Pesticide Application Business License

- 93-027117-023555

Individual Commercial Applicator for Hire License

- Zachary Loftus – 323186
 - Category 5.0 and 6.0
- Levi Koski – 314990
 - Category 5.0 and 6.0
- Sena Parker– 509698
 - Category 5.0 and 6.0
- Kyle Luther – 254898
 - Category 2.0 and 5.0
- Andy Gilsdorf – 518696
 - Category 5.0 and 6.0
- Caden Ehlers – 111641
 - Category 5.0, and 6.0

MERJENT STAFF PROJECT EXPERIENCE AND REFERENCES

Merjent staff have successfully completed multiple projects similar to this project including scope, scale, terrain, and complexity throughout Wisconsin. As a group, we have annually complete thousands of acres of invasive species control across the state through targeted herbicide applications using a variety of herbicides, specifically timed to ensure the most effective treatment is completed, resulting in as minimal off-target damage as possible. We have custom built numerous pieces of equipment to allow us to access difficult and sensitive areas with little to no impact, and always utilize the best piece of equipment for each scenario we run into in an effort to complete the project in the most efficient and safe way possible.

Project Experience

Storm Water Pond Facility Maintenance-City of Green Bay (10 ponds), Village of Bellevue (13 ponds), Village of Howard (8 ponds), City of Oshkosh (12 ponds)

Project work included upland and emergent zone vegetation management. Tasks included consultation, design, species selection, seeding and live plugging, erosion control, planting maintenance, mowing, prescribed burning, invasive species management and monthly routine facility inspection reports.

Door County Soil and Water Department – Door County Invasive Species Control, Door County, WI

Project work included the herbicide treatment of wild parsnip and Japanese knotweed totaling approximate 5.25 acres and 5 years of treatment of non-native phragmites on 453 acres across the entire county of Door in northeast Wisconsin. The project included public and private lands and along the lake shore. Equipment included backpack sprayers, UTV sprayer, and boats.

Bay Lakes Regional Planning Commission – Kewaunee County Invasive Species Control, Kewaunee County, WI

Project work included the herbicide treatment of wild parsnip, Japanese knotweed, and non-native phragmites totaling approximate 250 acres across the entire county of Kewaunee in northeast Wisconsin. The project included public and private lands and along two river systems. Equipment included backpack sprayers, UTV sprayer, boat, and marshmaster.

University of Wisconsin-Green Bay – Toft Point State Natural Area- Baileys Harbor, WI

Project work included herbicide treatment of reed canary grass and non-native phragmites along Lake Michigan shoreline and within associated wetland communities. Methods included backpack spraying and cut stem applications as well documentation through treatment mapping.

Wisconsin Department of Natural Resource (WDNR) Natural Heritage Conservation (NHC) – State Natural Areas throughout Door County, WI

Project work included herbicide treatment of reed canary grass and non-native phragmites along Lake Michigan shoreline and multiple state natural areas. Methods included backpack spraying and cut stem applications as well treatment mapping. Additional work included cut stem treatment of woody invasive species on over 200 acres within Shivering Sands Preserve and Coffee Swamp State Natural Area (SNA), Door County, WI.

The Nature Conservancy (TNC) – Multiple sites throughout Door County, WI

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Project work included herbicide treatments of non-native phragmites and non-native cattail in the Mink River Estuary State Natural Area, Rowleys Bay, WI. Methods included spraying via boat, marshmaster, booms, skid sprayers, and backpack sprayers, drone sprayers as well as cut stem applications along Lake Michigan shoreline in *Iris lacustris* concern areas. Additional work included cut stem treatments of multiple woody invasive species within the Mink River Estuary SNA, Shivering Sands Preserve and Dunes Lake, Door County, WI.

Additional project work includes treatments of reed canary grass within the Piel Creek/Kangaroo Lake site and non-native cattail treatments within the Dunes Lake site.

U.S. Fish and Wildlife Service – St. Martin Island, MI & Plum Island, WI

Project work on St. Martin Island included herbicide treatment of reed canary grass, non-native phragmites and purple loosestrife along Lake Michigan shoreline. Methods included backpack spraying and treatment mapping. Project work on Plum Island included herbicide application site prep for pollinator planting as well as herbicide treatment of reed canary grass and non-native phragmites. Methods included booms spraying, backpack spraying and hand wicking in *Iris lacustris* concern areas.

Wisconsin Department of Natural Resource (WDNR) NHC – State Natural Areas throughout northeast Wisconsin

Project work included herbicide treatment of non-native phragmites and non-native cattail within six State Natural Areas along the shores of Lake Michigan from Marinette, WI to Green Bay, WI. Treatments were also completed along the shorelines of the Peshtigo River. Field crews covered and treated over 500 acres of phragmites populations through a combination of foliar broadcast and spot spray applications using a range of equipment from boats, marshmaster, tracked UTV's, and backpack sprayers.

Wisconsin Department of Transportation (WisDOT) – Statewide

Project work included 100's of acres of statewide non-native phragmites control within the right-of-way (ROW), 100's of acres of statewide remnant prairie management within the ROW, and 1,000's of acres of wetland mitigation bank management statewide. Tasks included invasive species management, herbicide, mowing, prescribed burning, mapping, and monitoring. Species treated included Wild Parsnip and Japanese Knotweed.

Ho-Chunk Nation - Shawano and Jackson County, WI

Project work included management on select high-quality natural areas on Ho-Chunk Nation properties located in Jackson and Shawano Counties, totaling nearly 400 acres targeting herbaceous invasive species in the growing season through foliar spot treatments, and targeting woody invasive species in the non-growing season through basal bark treatments. Field crews mapped populations as treatments using ArcGIS Online, which the collected data was used for tracking, reporting, and future adaptive management planning to ensure the success of each site.

References

University of Wisconsin-Green Bay

Contact: Andrew LaPlant

Phone: (920) 327-9618

Email: Laplanta@usgb.edu

Wisconsin Department of Natural Resources

Contact: Jake Koebernik

Phone: (920) 360-3139

Email: Jacob.Koebernik@wisconsin.gov

Door County Soil & Water Department

Contact: Samantha Koyen

Phone: (920) 360-3139

Email: skoyen@co.door.wi.us

The Nature Conservancy

Contact: Kari Hagenow

Phone: (920) 333-1754

Email: KHagenow@tnc.org

Ho-Chunk Nation

Contact: Randy Poelma

Phone: (715) 299-2901

Email: randy.poelma@ho-chunk.com

NOTE: Additional project experience/examples are shown under resumes in Appendix A.

SITE KNOWLEDGE

Prior to implementing management on any site, Merjent takes the time to complete preliminary research. Merjent staff have reviewed the sites in person to understand the location, environment, current vegetative condition, plant community, special concerns, access, etc. Fully understanding the site and its use along with its current vegetative quality is key to developing a treatment strategy and plan that will be successful come implementation. Merjent staff have a wealth of professional experience working on numerous projects across a variety of plant community types throughout the state of Wisconsin including Brown County. Additionally, Merjent has thoroughly reviewed the sites via the provided maps, as well as reviewed the site in person. Staff have prior work experience nearby many of the listed sites. With this familiarity, Merjent has confidently formulated a treatment method that will yield successful results.

NOTE: Much of the criteria and information requested in this section is detailed throughout the remaining proposal.

PROJECT APPROACH

Permitting

Upon being awarded the contract, Merjent will initiate the WDNR Aquatic Plant Management Permit (APM) process. Permits will be submitted containing all required information within 2 weeks of being awarded the contract, including any public notification required. Permit treatment records will be compiled and submitted within 2 weeks following the completion of treatments.

Project Documentation and Reporting

Merjent anticipates using an ArcGIS Online application loaded on the smartphones of all staff working on the project which will be used to locate, mobilize, document and track progress of the project. Shapefiles containing permitted properties and treatment populations provided by City of De Pere will be loaded onto a map dedicated to the project. Data entry attributes will be customized to fit the needs of the project along with any information required by DATCP and the Wisconsin DNR APM Permit treatment records. The following process is anticipated in regard to using this program for this project.

- The day prior to treatments, the deputy project manager will remotely plan and coordinate a treatment route for the crew on the ground using the ArcGIS map. This will include making the proper landowner notifications (if applicable), notifying the field crew on which properties they will be working on, approved access routes, herbicide solution, application method, and the equipment needed to complete the work on those properties. The project manager will also relay all the same information to the City of De Pere project manager daily.
- On the day of application, the field crews will use the map to navigate to the pre-planned property/treatment area, complete the treatment, detail any information needed for treatment records, attach a photo of the treatment area to the polygon, and change the landowner parcel from incomplete to complete (when applicable). Pending cellular service in the areas receiving treatments, all edits and additions made to the map will be updated in real time.
- At the completion of each work week, the Merjent GIS specialist will pull the data entered on the map by the field crews into a spreadsheet, which the deputy project manager will use to summarize the data to complete a treatment record form for each day. In our experience in completing projects similar to this, by attaching a spreadsheet detailing the properties which received treatments, the application type, the chemicals and quantities used, and the area of treatment to the APM Treatment Record form, a summarized per day treatment record will suffice for the WDNR APM Permit requirements. All this data can all be easily pulled and organized from the data entered in the field on the ArcGIS map and will be used for all reporting required as part of this project.

Through the use of this tool without supplemental GPS capabilities, 10 – 15 feet of accuracy is anticipated, which should be sufficient for locating and identifying mapped populations.

The use of ArcGIS Online allows for enhanced coordination and communication between the client and the contractor. If desired, access to the online treatment tracking map can be granted, which will give the City of De Pere project manager the ability to observe progress and treatment updates in real time. At the completion of the project, shapefiles of treatment areas and pdf maps will be provided to the City of De Pere.

Additional reports will include a breakdown of acres treated by October 31 of each year and a memo-based report summarizing all work completed per year submitted by December 1. The memo report will include herbicide treatment records, pdf maps of treatment areas, and a discussion on any challenges and solution-based recommendations for future year treatments.

Treatment Approach

Merjent will provide all staff, equipment, and materials for the completion of this project as stated in the RFP. Merjent anticipates using multiple herbicide application methods and equipment in the completion of these tasks. A low-volume foliar application method will be completed using backpack sprayers in low density areas, where targeted invasive species are co-mingled with native species, in effort to minimize damage to adjacent native plants. A UTV plus skid sprayer may be used in high density areas, where monocultures of target invasive species dominate. Appropriate surfactants, adjuvants, and carriers will also be used, including appropriate dyes, allowing treated areas to remain visible for multiple days after treatment. Merjent will also use all aquatic-approved formulations of herbicide in the completion of treatments on this project.

To complete the work in the most efficient and cost-effective manner, Merjent anticipates mobilizing a field crew of two staff to complete the treatments outlined under this project. By using a team of two, this will allow for one staff to communicate with the project manager, navigate during mobilizations, and complete additional documentation and project tracking while mobilizing from site to site. Field staff will be in constant communication with the project manager throughout each day of treatment, providing updates on progress and any issues they may run into along with updating the ArcGIS Online map in real time.

At the completion of treatment at each site, a customized placard/treatment sign will be installed outside of the treatment area and located at areas of access or high traffic.

Merjent plans to complete the treatment in 4-5 days, but additional days may be needed due to weather, i.e. if wind direction creates a risk of off site drift.

Project and Herbicide Safety

Merjent provides our staff with the information, tools, and proper PPE to complete a safe, effective, and compliant herbicide treatments. All herbicide applications performed by Merjent are conducted by properly licensed applicators, adhering to accepted industry standards, and in compliance to all label requirements. Safety data sheet documents are kept with all herbicide equipment. All safety protocol stated in these documents are followed. A spill kit containing absorbent material, soap, bags, paper towels, measuring cups, etc., is required for any herbicide work and is on site at all times during any application. Secondary containment is required for mixing and loading herbicide. Herbicide containers will be stored and transported in DATCP approved chemical storage lockers.

Prior to any field staff completing any application on any project, field crews are required to read the label and fully understand the chemical they are using and the application in which they are using it. We stress the importance of understanding the label for the applicator's safety and in an effort to protect the environment in which we are completing the application. Merjent also educates our field staff on herbicide BMP's including managing drift and minimizing off-target damage, which will be a heavy consideration based on site conditions and vegetation composition (described in more detail under *Herbicide Application Methods and Rates*).

PPE supplied ranges from safety glasses, chemical resistant gloves, long sleeve shirts, rubber knee boots, chest waders and in certain situations we have provided respirator masks and Tyvek suits. PPE is inspected daily by staff and replaced when deemed compromised.

Additionally, Merjent will not be utilizing subconsultants.

Anticipated Equipment

Our available equipment that we anticipate use of in the completion of this project includes:

Truck's	1 X ¾ ton Ram 2500
UTV's	1 X UTV Tracked Unit
Trailer's	1 X 20 ft Equipment
UTV Implement	1 X 55-Gal Skid Sprayer
Backpack Sprayers	3-4 Gallon Sprayers
Trash Pumps	Honda Semi Trash
Water Tanks	1-275 Gal Tanks

Herbicide Application Methods and Rates

All herbicides, surfactants, and dye used under this project will be of an aquatic-approved formulation. Herbicide application methods and rates that we anticipate using in the completion of this project include:

Broadcast Spraying:

Completed via UTV with spray rig, focusing on larger, monoculture stands of target species with no pre-identified sensitive or endangered species or other, more desirable adjacent vegetation, including susceptible woody species such as cottonwood, aspen, ash or willow.

Spot Treatments:

Completed via backpack sprayer, focusing on smaller, spotty stands of target species. This includes in areas with pre-identified sensitive or endangered species or other, more desirable adjacent vegetation, including in wooded areas.

Stem Injection/Handwicking:

Completed via glove/by hand, focusing on very small, spotty stands of target species. This includes in areas with pre-identified sensitive or endangered species or other, more highly desirable adjacent vegetation.

Mixture:

- 3 pints/acre imazapyr (Polaris®)
- 3 pints per acre Glyphosate (Roundup Custom®)
- 3 oz. per gallon surfactant (MSO)
- 1 oz. per gallon dye (Hi-Lite Blue®)

SCHEDULE

Merjent has assembled a robust team with significant capacity to deliver on all aspects of this project. The workloads of our Project Manager, Field Superintendent, and Field Technicians were specifically considered when developing a team to manage this project. Furthermore, the current workloads of other

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key staff were considered prior to submitting this proposal, and the entire team is available to the city through the duration of this project. Our team's current and planned workload enable us to be more than capable of providing the needed resources. We can be fully dedicated to this contract, resulting in meeting or exceeding deadlines. All upcoming projects and/or contractual commitments that we have to other clients will not affect our ability to deliver the services described in the RFP.

Timeline Schedule											
Item	Description	2023									
#	Task	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
1.	Contracting										
2.	Apply for Permits										
3.	Kick off Meeting										
4.	Herbicide Treatments										
5.	Treatment Reporting										

Treatment Window

Non-native phragmites treatments will occur starting during the summer and be completed by October 31th or before first hard frost, whichever occurs first.

TREATMENT EFFICIENTCY

Treatment efficiency is anticipated to be accomplished in two ways which includes operational efficiencies, through project implementation, and biologically, through schedule and timing of treatments. Operationally efficiencies will be achieved through our customized treatment approach and continuous communication as detailed above. Overall treatment effectivity will be achieved through schedule and timing of applications. All target species will be treated when actively growing (not in a drought state) and according to plant phenology (when most susceptible) such as flowering stages and prior to senescence. By incorporating both these efficiency enhancement approaches, Merjent is confident we will meet and or exceed the by year successful treatment control metrics detailed in the RFP.

ACREAGE TREATED

Merjent is willing and anticipates conducting treatments to all populations and acreage listed in the sixteen treatment sites of the RFP, in their entirety. Additionally, Merjent is willing to work with the city to treat additional populations outside of scope of work listed on in the RFP as populations are discovered or reported.

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COST PROPOSAL

Project Task	Unit	Quantity	Unit Price	Total
Kickoff Meeting	LS	1	\$300.00	\$300.00
Glyphosate (*including dye and surfactant)	Gal	5.4	\$80.00/gal	\$432.00
Imazapyr (*including dye and surfactant)	Gal	5.4	\$105/gal	\$567.00
Herbicide Application	SY	69,700	\$0.14/SY	\$9,758.00
Herbicide Treatment Records (*includes cost of aquatic permit application and GIS work)	LS	1	\$800.00	\$800.00
Total				\$11,857.00

NOTE: Costs estimates above assume Merjent is awarded all sixteen treatment sites in full as described in the RFP. Merjent reserves the opportunity to adjust cost estimates if awarded only a portion of the work listed in the RFP.



APPENDIX A

Resumes



ZACHARY J. LOFTUS

PROFESSIONAL EXPERIENCE

Mr. Zach Loftus is a Senior Analyst responsible for managing ecological restoration projects and assist in the operations of Merjent's restoration program. Mr. Loftus has over 10 years of experience in the vegetation management industry throughout the Midwest and brings his ecological restoration and program management background to improve efficiency and assist with business development and program growth. Mr. Loftus responsibilities include project estimating and review, proposal and contract generation, scheduling, coordination, and planning, recruiting and staffing, equipment/fleet management, budgeting and forecasting, and business development. Mr. Loftus also designs, implements, and manages ecological restoration projects that involve native seed and plant installation/establishment, invasive species control, wetland mitigation, stream stabilization, remediation, and project monitoring. He regularly collaborates with local and regional teams to plan both short and long-term resource management activities, including field crew and equipment delegation.

SELECT PROJECT EXPERIENCE

Wisconsin Department of Transportation – Multiple Projects, Wisconsin Client and Project Manager. From 2017 through 2021, Mr. Loftus has completed and/or been involved in 50+ projects with WisDOT, majority of which he was the project manager. Most projects focused primarily on vegetation management, although some were as a soliciting agent and construction oversight. A highlight of some of the projects is below.

Living Snow Fence – Completed 8 projects that included the site preparation and installation of ~45,000 bareroot shrubs, ~10,000 live stakes, 1,000 containerized shrubs, 150 balled and burlapped trees within and along ~20 miles of rights-of-way of 7 different Wisconsin Highways/Interstates to help prevent snow drift in pre-identified problem areas. This included the installation of weed barrier fabric and mulch around each shrub to assist maintenance visits which occurred every two weeks during the growing season on each project.

Wetland Mitigation – Annually completed 1000's of acres of targeted invasive species control on multiple wetland mitigation sites through NE and NW Wisconsin. Management techniques included biologically timed spot herbicide treatments, mowing, and prescribed fire.

Rest Area Vegetation Maintenance – Project included the establishment maintenance of ~115 balled and burlapped trees across 7 different WisDOT Rest Areas in NW Wisconsin. This also included detailed field reporting on current tree health and site conditions. In addition to this project, Zach also completed a hazard tree assessment on



three different WisDOT Rest Areas throughout the state to determine trees that required pruning and/or removal that pose a risk to public safety. Once tree work was identified, Zach developed plan sets, obtained quotes, and subcontracted local tree care vendors to complete the work. Zach then provided oversight on the tree work as it was completed.

Roadside Pollinator Prairie Conversion – Project included an approximate 2.5 mile stretch of right-of-way located on Hwy 26 outside of Watertown, WI. This project was a pilot project, as it was coupled with a living snow fence installation to determine the logistics and how economical completing both project in sync to determine the feasibility of future projects. The install included site preparation through herbicide treatments and prescribed fire. Seed installation was completed in the fall of 2021 and maintenance will continue for two years.

Roadside Pollinator Prairie Establishment Maintenance – Project included the establishment maintenance of ~275 acres of roadside prairie across ~80 sites within the right-of-way of I-90 from Madison, WI to the Illinois border. Tasks included prescribed mowing, spot herbicide treatments, and supplemental seeding. Also, extensive reporting was completed following each site visit.

HO-CHUCK NATION – MULTIPLE PROJECTS, WISCONSIN

Project Manager. This invasive species control project was focused on select high-quality natural areas on Ho-Chunk Nation properties located in Jackson and Shawano Counties, totaling nearly 400 acres. Using GPS data collected as part of an invasive species inventory completed in 2013, parcels were prioritized for treatment based on invasive species cover and densities, which were prioritized from very low to high. Field crews completed multiple herbicide applications annually from 2017 through 2021, targeting herbaceous invasive species in the growing season through foliar spot treatments, and targeting woody invasive species in the non-growing season through basal bark treatments. Field crews mapped populations as treatments using ArcGIS Online, which the collected data was used for tracking, reporting, and future adaptive management planning to ensure the success of each site.

JENSEN ECOLOGY – MULTIPLE PROJECTS, WISCONSIN, IOWA, MINNESOTA

Project Manager. As a sub-contractor to Jensen Ecology, Mr. Loftus managed three projects where staff assisted in the installation and maintenance of approximately 43,000 bareroot trees and shrubs on 9 different islands of the Mississippi River in SW Wisconsin, SE Minnesota, and NE Iowa.

CITY OF MADISON, MADISON PARKS – MULTIPLE PROJECTS, MADISON, WISCONSIN

Project Manager. From 2017 through 2021, Zach managed multiple projects annually with Madison Parks. Projects primarily focus on invasive species control and ranged in



tasks from early spring invasive treatments by spot foliar herbicide to woody invasive control by chainsaws removal and on-site burning with the use of skid steers and excavators.

JF BRENNAN COMPANY – MERCURY MARINE CEDAR CREEK, CEDARBURG, WISCONSIN

Project Manager. As a subcontractor to JF Brennan Company, Zach managed this project which focused on shoreline and upland restoration following excavation of contaminated soils and placement of clean material on Cedar Creek located in Cedarburg, Wisconsin. Field tasks included soil grading, seeding, fertilizing and placement of erosion control material throughout the shorelines and upland areas of the approximate 1.5-mile-long stream project site. Following the installation of erosion control material, additional shoreline stabilization efforts were completed through the installation of thousands of live stakes and hundreds of container shrubs. In addition, 200+ large ball and burlap trees were installed throughout City of Cedarburg Parks and multiple private landowner yards who were affected by the project.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES – MULTIPLE PROJECTS, WISCONSIN

Project Manager. Over the past 5 years, Zach has managed a handful of different projects directly for the WIDNR which were all focused on invasives species control. One of the larger projects was focused on managing phragmites and cattails within six different State Natural Areas along the shores of Lake Michigan from Marinette, WI to Green Bay, WI. Treatments were also completed along the shorelines of the Peshtigo River. Field crews covered and treated over 500 acres of phragmites populations through a combination of foliar broadcast and spot spray applications using a range of equipment from boats, marshmaster, tracked UTV's, and backpack sprayers. This project consisted of an initial treatment in 2018 and a follow-up treatment in 2019. Results observed during the 2019 follow-up treatments showed the eradication of targeted species in certain areas and the successful kill of 90 – 95% of all targeted species in others

THE NATURE CONSERVANCY AND DOOR COUNTY SOIL AND WATER CONSERVATION DISTRICT – MULTIPLE PROJECTS, DOOR COUNTY, WISCONSIN

Project Manager. In 2016 and 2017, Zach assisted in the management and coordination of a project with The Nature Conservancy (TNC) to treat invasive cattail species in two sensitive habitat locations in Door County totaling over 130 acres: Dune Lake and Mink River Estuary. Field crews used different methods of application to treat the invasive cattails, such as backpack sprayers, boats, and marshmaster, due to the location of these invasive populations and the sensitive nature of the habitat involved. Zach also managed a project with annual treatments targeting reed canary grass on the Piel Creek/Kangaroo Lake property for TNC (2017 – 2021). This is also a high quality, sensitive site that required very controlled herbicide applications due to the threatened



and endangered species habitat this site provides. Zach also managed a project with another round of cattail treatments on the Dunes Lake site under the Door County Soil and Water Conservation Department in 2020 prior to a large dredging project, which was completed by marshmaster and backpack sprayers.

GSG Consultants – Nicor Dubuque Phase 3 Sensitive Area Restoration, Galena, IL Project Manager. From 2018 – 2020, Zach managed a project as a sub-contractor to GSG that focused on the restoration of 20+ waterways and wetlands post-construction on a ~10 mile stretch of right-of-way. Tasks included the seeding and placement of erosion control material within these areas. Much coordination and planning was executed to ensure the work was completed concurrent with active construction.

Illinois Department of Natural Resources – Mississippi Palisades Woody Removal Project Manager. In the winter of 2019-20 and 2021, field crews completed ~60 acres of dry mesic and upland mesic forest enhancement through removal of woody invasive species and select native woody species on the south and west facing slopes of the Mississippi Palisades State Forest. All work was completed by hand cutting via chainsaws due to the steep terrain.

BAY LAKES REGIONAL PLANNING COMMISSION – KEWAUNEE COUNTY INVASIVE SPECIES CONTROL, KEWAUNEE COUNTY, WISCONSIN

Project Manager. In 2020, Zach assisted in the management and coordination a large scale, county-wide invasive species project for the Bay Lakes Regional Planning Commission that focused on the herbicide treatment of approximate 250 acres across the entire county of Kewaunee in NE Wisconsin. The project included public and private lands and along two river systems. Equipment included backpack sprayers, UTV sprayer, boat, and marshmaster. This very large project took rough 6 weeks and completed on budget and within the timeline set forth by the client with excellent treatment results.

AMERICAN TRANSMISSION COMPANY – DAVEY RESOURCE GROUP UTILITY FORESTRY CONTRACT, WISCONSIN

Project Supervisor. Prior to joining Merjent, Mr. Loftus was responsible for the overall project management of a utility forestry contract under American Transmission Company's Vegetation Management Program. Mr. Loftus participated in multiple job tasks within the program including right-of-way vegetation control planning and coordinating through integrated vegetation management techniques, permitting, and assured quality of work.

EDUCATION, CERTIFICATIONS, AND TRAINING



B.S., Forest Management, B.S., Urban Forestry, University of Wisconsin-Stevens Point, 2012

ISA Certified Arborist (2013)

ISA Certified Utility Specialist (2015)

NWCG Burn Certifications: S-130, S-190, L-180 (2009)

Wisconsin Pesticide Applicator Certification: 5.0 Aquatic and Mosquito, 6.0 Right-of-Way



LEVI KOSKI

PROFESSIONAL EXPERIENCE

Levi Koski is an Ecological Restoration Ecologist with 12 years of professional experience in the natural resources' fields of fisheries, wildlife, forestry, endangered resources, and restoration. Mr. Koski specializes in wildlife habitat establishment and management, as well as ecological restoration including prescribed burning, invasive species management, and plant propagation, and sustainable forestry management with experience in timber cruising and marking and MFL plan reviews. Mr. Koski has expert experience in the field of prescribed burning, maintains burn boss certifications and is a U.S Department of Agriculture (USDA) – Natural Resources Conservation Service (NRCS) Prescribed Fire Practitioner. His expertise includes wetland mitigation planning and monitoring, ecological consulting services, ecological implementation services, and habitat management services.

SELECT PROJECT EXPERIENCE

Wetland Mitigation, Planning and Monitoring

Assisted with site identification, bank prospectus development, compensation site plan preparation, and agency approval. Monitored plant communities, invasive species and groundwater levels, perform tree and shrub inventories, record wildlife observations and preparation of annual reports. Projects include:

- Shoreland Leasing, Wetland Restoration, Brown County, WI
- Wisconsin Department of Transportation, 8 wetland mitigation banks, throughout Wisconsin
- Moses Creek Wetland Mitigation Site, City of Stevens Point, WI
- Menekaunee Harbor AOC Restoration, Marinette, WI

Ecological Consulting Services

Conduct various assessment, planning, design, mapping, survey, construction oversight and monitoring tasks associated with restoration and management of native habitats including prairies, wetlands, shorelines, dunes, and woodlands. Performed native community, plant and invasive species surveys and mapping. Projects include:

- Storm Water Facility Assessments, Village of Bellevue, WI
- Storm Water Facility Assessments, City of Green Bay, WI
- Storm Water Facility Assessments, Village of Howard, WI
- Storm Water Facility Assessments, City of Oshkosh, WI



Ecological Implementation Services

Perform various site preparation, seed and plant installation, herbivore protection and erosion control tasks associated with restoration of native habitats including prairies, wetlands, shorelines, dunes, and woodlands. Projects include:

- Native planting, protection and erosion control tasks around storm water ponds, City of Green Bay, Village of Bellevue and Village of Howard public works departments.
- Prairie installation, University Research Park, Madison, WI; City of Green Bay, WI and Wisconsin Department of Transportation.
- Native wet meadow seeding, Shoreland Leasing, Green Bay, WI.

Habitat Management Services

Conduct various invasive species control operations associated with restoration of native habitats including prairies, wetlands, shorelines, dunes, and woodlands. Tasks include mowing, cutting, spot herbicide treatments and seeding. Project examples include:

- Wisconsin Department of Natural Resources-invasive species removal-514 acres.
- Wisconsin Department of Transportation-invasive species removal-1,170 acres.
- The Nature Conservancy-invasive species removal-280 acres.
- Door County Land Trust-invasive species removal-25 acres.
- U.S. Fish and Wildlife Service-invasive species removal-30 acres.
- City of Green Bay-invasive species removal-7 storm water basins, native seeding-2 landfills-32 acres.
- City of Oshkosh-invasive species removal-15 storm water basins.
- Village of Bellevue-invasive species removal-15 storm water basins.
- Menekaunee Harbor AOC Restoration-invasive species removal, live planting native plugs.

Prescribed burning

Maintain position as burn boss and oversee a burn crew as well as implement prescribed burns. Tasks include construct Rx burn plans and maps, coordinate with state and local fire agencies to acquire burning permits, monitor weather, fuel conditions and burning restrictions, install burn breaks, oversee burning. Performed over 200 burns on over 2,500 acres in both the public and private sector. Projects include:

- Wisconsin Department of Natural Resources
- City of Green Bay, WI
- City of Oshkosh, WI
- Village of Bellevue, WI
- USDA NRCS
- University Research Park and Ultratec, Madison, WI
- Eden Stone, Valders, WI
- Heckrodt Wetland Reserve, Menasha, WI
- Baird Creek Preservation Foundation, Green Bay, WI
- Wisconsin Waterfowl Association, Abrams, WI



- Winnebago County Parks, Oshkosh, WI
- Oneida Nation of Wisconsin, Oneida, WI
- Multiple private land owners throughout Wisconsin

EDUCATION, CERTIFICATIONS, AND TRAINING

B.S., Environmental Science and Policy, University of Wisconsin – Green Bay, Green Bay, WI, 2014

A.S., Natural Resources Tech, Fox Valley Technical College, Fox Valley, WI, 2011

S-190 Intro Wildland Fire Behavior

S-130 Basic Wildland Firefighting

L-180 Human Factors in Wildland Firefighting

S-290 Intermediate Wildland Fire Behavior

S-219 Firing Operations

S-390 Introduction to Fire Behavior Calculations

S-212 Wildland Fire Chainsaws

IS-700 Nat'l Incident Management Systems

IS-100 Incident Command System

WDNR Prescribed Burn Seminars

WI Pesticide Applicator (Cat. 5.0 and 6.0)

Fecon 90, 130 and 140 Forestry Mowers

CPR/AED/First Aid

ATV Safety

NHI Training

USDA Forest Service Qualified Cruiser

WDNR Chain Saw Safety

Tractor with bucket

ASV Posi Trak Skid Steer

Forklift

Trailer and Load Security

Winch and Recovery

Manage Forest Law

Silviculture Orientation



Forest Habitat Type Classification

Game of Logging - Clearing Saws

Game of Logging - Collegiate Chainsaw

OSHA 30-Hour training

WNRCS - Prescribed Fire Practitioner



PRESTON RYE

PROFESSIONAL EXPERIENCE

Preston Rye is a GIS Consultant with over five years of experience in environmental consulting, focusing on utility, transportation, and government clients. His expertise includes developing maps and performing spatial analysis for permitting and other client needs; creating and/or managing project data; publishing and hosting ArcGIS Online services and applications; training staff on the use of Esri software; and supporting field staff by setting up survey maps and processing field data. Mr. Rye has worked on electric/gas transmission, solar, environmental assessment (EA), and wetland delineation projects in Wisconsin, Michigan, Minnesota, Illinois, Indiana, Texas, and California. Furthermore, Mr. Rye has worked on projects for Wisconsin Department of Transportation, American Transmission Company (ATC), Wisconsin Public Service and other utility clients, while providing GIS support for multiple Wisconsin Department of Natural Resources (WDNR) In-Lieu Fee projects. Mr. Rye is well-versed in working with data provided by the WDNR, U.S. Army Corps of Engineers, U.S. Geological Survey, Wisconsin Historical Society, as well as other federal, state, and local data.

SELECT PROJECT EXPERIENCE

American Transmission Company – Howards Grove to Erdman CPCN Filing (2020-2022)

GIS Analyst. Provided GIS Support for ATC's Certificate of Public Convenience and Necessity and Certificate of Authority filings with the Public Service Commission (PSC) of Wisconsin (PSCW) along the 7-mile route from Howards Grove to Erdman Substations. Mr. Rye led the GIS effort by completing desktop analysis of environmental conditions, creating web maps to support field surveys, data processing, and creating maps and impact tables for WDNR concurrence and Utility General Permit 3 and NR216 permitting efforts. Mr. Rye also compiled the various tables and GIS data needed to support the PSC application.

Confidential Client – Transmission Line Rebuild – Wisconsin (2020-2022)

GIS Analyst. Provided GIS support throughout regulatory applications and compliance needs for construction of a new 26-mile transmission line and two new substations in the Bayfield Peninsula, Wisconsin. Due to the sensitive resources within the project area, it was particularly important to provide thorough and spatially accurate resource reviews along the difficult terrain, facilitating the reduction and justification of impacts, and allowing for efficient agency review and approval to keep the project on schedule. Mr. Rye provided



extensive support for the project including geospatial analysis, impact calculations and reporting, client data integration and sharing, and map preparation for field surveys and permit applications.

Confidential Client – Transmission Line Rebuild – Wisconsin (2020-2022)

GIS Analyst. Provided GIS support throughout regulatory applications and compliance needs for a project to replace 370 transmission line structures over approximately 100 miles stretching from the St. Croix River near Afton, Minnesota to near Stevens Point, Wisconsin. Due to the size and complexity of this project, special emphasis was placed on completing tasks efficiently and maintaining open communication with the client to ensure all work was being completed to their expectations. Mr. Rye provided extensive support for the project including geospatial analysis, impact calculations and reporting, client data integration and sharing, and map preparation for field surveys and permit applications.

American Transmission Company – Vegetation Management Screenings (2020-2022)

GIS Analyst. Mr. Rye performed hundreds of miles of desktop review throughout Wisconsin, Michigan, and Minnesota to support the endangered resources review. In addition, Mr. Rye assisted with the creation and management of the tables, maps, and letters to the WDNR.

American Transmission Company – Hiawatha NEPA Operating Plan – Hiawatha National Forest (2019-2020)

GIS Analyst. Provided GIS support as ATC updated their 30-year plan for operations and maintenance work conducted within the Hiawatha National Forest (Forest). Addressed issues around vegetation management, herbicide use, endangered species protection, wildfire protection, plus recreation and cultural resources. The operating plan accompanied an EA to satisfy the National Environmental Policy Act analysis required by the Forest to evaluate the impacts of ATC operations and maintenance on Forest resources. Mr. Rye provided extensive support for the project including geospatial analysis, sensitive species review and documentation, cultural resource mapping, client data integration and sharing, and online mapping including a project story map shared with the public and the US Environmental Protection Agency as part of the permitting process.

Wisconsin Department of Transportation – Multiple Delineation Projects (2020-2022)

GIS Analyst. Provided GIS support to field staff by creating ArcGIS Online survey maps for approximately 40 projects. Following field work, data was processed and delineation maps and tables were created to be included in the delineation report. Mr. Rye also converted GIS data to CAD to be provided to the client. Additional work was needed on several projects, such as a ~6,000-acre farmed wetland determination and desktop review of wetlands and waterways on a project spanning from Juneau to Columbia County.

Wisconsin Public Service – Multiple WR Projects (2018-2020)



GIS Specialist. Tasked with accurately converting engineering sketches into GIS data that could be used to guide field work and permitting. Approximately 70 projects were digitized and provided to field staff. Upon the completion of field work, Mr. Rye processed and provided the data to the client, as well as compiled various maps for permit needs.

Wisconsin Department of Natural Resources – Multiple In-Lieu Fee Projects (20182021)

GIS Specialist. Provided GIS support on multiple In-Lieu Fee sites, such as McMillian, Heinze, and Hallie Marsh. Assisted with the search for potential sites, address compilation and mailings, initial field work setup and data processing, conceptual design mapping, and post construction monitor mapping.

EDUCATION, CERTIFICATIONS, AND TRAINING

M.S., GIS Administration, University of West Florida, December 2021

B.S., Hydrology and Soil Science, University of Wisconsin – Stevens Point, May 2017

Natural Heritage Inventory (NHI) Training, WDNR, 2018



KYLE S. LUTHER

► PROFESSIONAL EXPERIENCE

Kyle Luther is the Vice President of Safety with over 10 years of experience specializing in field safety. Kyle is also a Senior Environmental Analyst specializing in environmental field surveys, reporting, permitting, and project management in the Midwest for a variety of clients. Kyle represents his clients by providing safety plans, wetland delineations, vegetation surveys, hydrology monitoring, and erosion control monitoring. He conducts desktop reviews prior to fieldwork and prepares technical reports following field investigations. Kyle's ecological restoration background consists of safety coordination, management plans, native seeding, prescribed burning, and invasive species control on several prairie, wetland, and woodland restoration sites.

► SELECT PROJECT EXPERIENCE

Reynolds Creek Wetland Mitigation Bank | Indiana (2020 – Present)

Field and safety lead for restoration activities that include site inspections, invasive species control, native seeding, and prescribing and implementing adaptive management plans guided by performance standards. Responsible for year-end reporting.

Rock Energy Cooperative | Southern Wisconsin and Northern Illinois (2017 – 2020)

Project Manager for the vegetation management and inventory of 500+ miles of distribution right-of-way. Responsible for leading field staff, preparing cost-estimates, proposals, permit applications, and year-end reports.

American Transmission Company – Badger Coulee | Wisconsin (2015 – 2020)

Field lead for pre- and post-construction surveys. Surveys consists of wetland delineations, invasive species documentation, and vegetation inventories for the Badger Coulee Segments 1-8.

Wisconsin Department of Transportation – Lost Creek Wetland Mitigation Site | Wisconsin (2016 – 2020)

Field lead for restoration, vegetation monitoring, and reporting. Data collection includes inventories at several locations and floristic quality assessments. Restoration activities included directing crews regarding pesticide applications, native seeding, prescribed



burning, and selective woodland thinning. Prepared aquatic treatment permit applications and submitted treatment records.

Enbridge - Kalamazoo River Restoration, Line 6B | Michigan (2015 – 2016)

Field Manager responsible for leading field crews and coordination with the client regarding the invasive species control of several invasive species along the floodplain of the

*Kyle S. Luther
Merjent, Inc.*



Kalamazoo River. Treatment methods consisted of basal bark treatments, foliar spraying, and backpack wicking.

Enbridge - Kalamazoo Ceresco Dam Restoration, Line 6B | Michigan (2014)

Field Manager responsible for leading field crews and coordination with the client regarding the restoration of the historic floodplain of the Kalamazoo River. Duties consisted of constructing soil lifts, live-staking, native seeding, and erosion control blanket installation.

► EDUCATION, CERTIFICATIONS, AND TRAININGS

B.S., Forestry and Business Administration, University of Wisconsin–Stevens Point, 2010

UW Extension, Critical Method in Wetland Delineation: 2019 - Present

Natural Heritage Inventory (NHI) Training, Wisconsin DNR: 2020

UW Extension, Plant Identification: Grasses, Sedges, Rushes Workshop (2018)

UW Extension, Wetland Hydrology Training: 2017

Wisconsin DNR Karner Blue Butterfly HCP Monitoring Training: 2016

OSHA 30-Hour Training: 2016

UW Extension, Hydric Soils Training: 2015

UW Extension, Basic Wetland Delineation Training: 2014

CPR and First Aid: 2014 - Present



NWCG Burn Certifications: S-130, S-190, L-180 (2013)

WI Pesticide Applicator's License: 2010 - Present

FISTA Basic Chainsaw Safety: 2010

Kyle S. Luther
Merjent, Inc.





APPENDIX B
Cost Proposal



PROPOSED FEE SCHEDULE:

Company Name: Merjent, Inc.

Company Address Line 1: 3764 Uni Drive

Company Address Line 2: Freedom, WI 54130

Company Representative: Zach Loftus

Signature:

Fee (Total): \$11,857.00

The City of De Pere reserves the right to reject any or all proposals, to waive any informality in bidding and to accept any proposal which the Common Council deems most favorable to the interests of the City of De Pere.

Item #	Description	Unit	Quantity	Unit Price	Total
A	Kickoff Meeting	LS	1	\$300.00	\$300.00
B	Glyphosate	GAL	5.4	\$80.00	\$432.00
C	Imazapyr	GAL	5.42	\$105.00	\$567.00
D	Herbicide Application	SY	69,700	\$0.14	\$9,758.00
E	Herbicide Treatment Records	LS	1	\$800.00	\$800.00
PROPOSAL TOTAL					\$11,857.00

X:\ENG\Projects\City Projects\2023\2023 Phragmites Mitigation\400- Plans & Specifications\2023 Phragmites Mitigation RFP.docx 5



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action for Consultant Services for Conventional Water Rate Application*

The City needs to apply with the Wisconsin Public Service Commission (PSC) for consideration for a conventional water rate case. The intent of the application is to adjust water rates in the accordance with the PSC guidelines to determine if water rates are adequate to meet the water utility's debt service requirements and to fund project capital projects such as water main replacements.

Staff is requesting hiring the consultant Onward Accounting & Consulting LLC to assist with this process. (See attached consultant proposal). The cost for these services is \$8,900 and will be funded from the water utility.

Staff recommends approving hiring Onward Accounting & Consulting LLC in the amount of \$8,900.

ATTACHMENTS:

- Consultant for PSC Water Utility Full Rate Case 8-23-2023 (PDF)



Ginny Hinz, CPA
 N4392 French Road
 Freedom, WI 54913
ginny@onwardac.com
 920-858-5559

August 23, 2023

Pamela Manley, Finance Director/Treasurer
 City of De Pere
 335 S. Broadway
 De Pere, WI 54115

Dear Pamela,

I am pleased to confirm our understanding of the terms and objectives of our engagement that Onward Accounting & Consulting LLC (I, me, my) will provide for the City of De Pere (the City). If the objectives meet with your approval, this letter will serve as an agreement made by and between Onward Accounting & Consulting LLC and the City of De Pere.

Objectives

I understand that the City water utility would like to apply for a conventional rate case with the Wisconsin Public Service Commission. The following are identified as objectives for this engagement:

- Prepare an application to adjust water rates in accordance with Public Service Commission of Wisconsin guidelines.
- Prepare a cash flow model to determine if water rates are adequate to meet the De Pere Water Utility's debt service requirements and fund projected operating costs.

Approach

My approach emphasizes active involvement by management throughout the process. The consulting engagement will be performed with the following components:

- Prepare an application to adjust water rates in accordance with Public Service Commission guidelines using information provided by the City. City personnel would be expected to provide the required historical customer consumption, budgeted water revenues and expenses and budgeted future capital improvements along with related financing.
- Present the results of the study to City personnel prior to the actual filing of the application.
- Assist with correspondence from the Public Service Commission of Wisconsin during their review of the application.
- Attend the public hearing and testify before the Public Service Commission.

Client information requirements

The City agrees it is solely responsible for the accuracy, completeness, and reliability of the data and information that they provide me for the engagement. The City agrees it will provide any requested information on or before the dates requested by me in order for me to perform the rate study in a timely manner.

Deliverables

I will maintain ongoing communication with the City Finance Director/Treasurer and will meet with the Board of Public Works, if requested, regarding the status of my progress throughout this engagement.

Timing

This agreement shall begin fall 2023 and continue until the Public Service Commission has approved the new water rates. Onward Accounting and Consulting LLC anticipates a draft of the water rate increase application to the City for review by November 30, 2023. I will maintain ongoing communication with City regarding the status of my progress throughout this engagement.

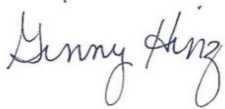
Fees

My fee for the services noted above will be \$8,900. Professional fees will be billed monthly, with the final billing after the hearing with the Public Service Commission of Wisconsin. This amount is based on anticipated cooperation from your personnel and their assistance with requested schedules. If unexpected circumstances require significant additional time, I will advise you before undertaking work that would require a substantial increase in the fee quoted above.

Agreement

I appreciate the opportunity to work with the City and believe this letter accurately summarizes the terms of our engagement. If the City agrees with the terms of the engagement as described in this letter, please sign, date and return a copy to me at the email address noted below.

Sincerely,

Onward Accounting & Consulting LLC


Ginny Hinz, CPA
920-858-5559
ginny@onwardac.com

Response:

This letter sets forth the understanding of the City of De Pere, Wisconsin

Authorized Signature

Title

Date



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Tony Fietzer

SUBJECT: Consideration and possible action on the revision of City Ordinance 82.3(5) Storage of Polycarts*

At the August Board of Public Works meeting, staff was requested to bring back a red-lined draft ordinance revision (see attached). Alderperson Hansen has also requested that the polycart storage enforcement timeline be reviewed as a separate item during the September 11 meeting.

ATTACHMENTS:

- 82-3 Polycart storage screening revisions 9.6.23 (PDF)
- BOPW-Polycart Storage_Memo (PDF)

Sec. 82-3. - Storage of solid waste between collections.

(a) *Storage of city issued polycarts.*

(1) The owner and/or the occupant of a residential source shall be responsible for the proper and sanitary storage of all collectable solid waste accumulated at the premises until collection.

(2) The owner and/or the occupant of a residential source shall use sufficiently sized polycarts to adequately hold garbage or collectable recyclables accumulating between collections without overloading.

(3) All polycarts shall be maintained in a good, clean and sanitary condition. Bags shall be securely tied and free of rips and placed in polycarts. Polycarts shall not be overloaded, bent, broken or otherwise maintained so as to prevent the cover from properly fitting thereon. Polycarts shall be stored with the lids completely closed.

(4) The owner and/or the occupant shall be responsible for the proper and sanitary storage of all other solid waste and collectable recyclable material and shall be responsible for its disposal according to law.

(5) Polycarts shall be stored during the time period between collection days in the following locations:

a. *Residential sources.* ~~Effective January 1, 2018, p~~Polycart(s) from residential sources shall be stored in a garage or other permitted enclosure or outbuilding on the parcel when available. When such garage or other permitted enclosure or outbuilding is not available, the polycart(s) shall be screened from any view along the entire front-view of the residence between each side property lot line. ~~from view of any observer located at the property line or any public right-of-way.~~ For a residence on a corner lot, the polycart screening requirement shall apply from any view along the entire front-view of the residence and only to the side lot line where the polycarts are stored. Acceptable screening devices include bushes, fences and other screening device that visually blocks the view of the polycart(s). All screening shall be properly maintained and in a good state of repair.

1. Polycart(s) may be stored in the backyard, garage, or any other convenient discreet location, provided they are screened as provided herein.

~~2. Polycart(s) must be stored with the lids completely closed.~~

3. Do not store polycart(s) near a furnace, grill or any other heat source.

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Tony Fietzer, Street Superintendent
Date: August 7, 2023

RE: **Consideration and possible action on the revision of City Ordinance 82.3(5) Storage of Polycarts***

Recently a number of polycart storage complaints have been received in a particular neighborhood. Some of the complaints received were clear violations, however, others were violations by the letter of the ordinance, but efforts had been made to be compliant using fencing or other structures.

The ordinance prior to January 1, 2018, stated: "No owner or occupant of any building shall place or store any solid waste or polycarts in front or alongside of any building or on any corner lot along the side of a building facing the abutting street except when done for lawful collection in compliance with this chapter". Residents were not allowed to place carts in front of or alongside any building.

Effective January 1, 2018, City Ordinance 82.3(5) states: Polycart(s) from residential sources shall be stored in a garage or other permitted enclosure or outbuilding on the parcel when available. When such garage or other permitted enclosure or outbuilding is not available, the polycart(s) shall be screened from view of any observer located at the property line or any public right-of-way. Acceptable screening devices include bushes, fences and other screening device that visually blocks the view of the polycart(s). All screening shall be properly maintained and in a good state of repair.

1. Polycart(s) may be stored in the backyard, garage, or any other convenient discreet location, provided they are screened as provided herein.
2. Polycart(s) must be stored with the lids completely closed.
3. Do not store polycart(s) near a furnace, grill, or any other heat source.

This ordinance change in 2018, allows the placement alongside of a building or structure as long as they could not be visible from the property line or any public right of way. The letter of the law (ordinance) virtually stating the polycarts shall not be seen from any property line (front, side, rear) or from any public right of way. See attached photos 1-4. Photos 1 and 3 show compliance of ordinance from in front of house at the property line. Photos 2 and 4 show that same property in non-compliance of the current ordinance. Photo 5 and 6 show polycart violations that the city is attempting to prevent.

The number of polycart storage complaints fluctuates depending on neighborhoods. There have been some areas of the city that very seldom report polycart storage issues while other neighborhoods report frequently. This makes enforcement extremely difficult as well as gaining continual compliance. Additionally, while enforcing the letter of the law (ordinance), neighbor disputes have occurred as those who make an effort to comply but aren't 100% compliant. Property owners who have made efforts, have expressed frustrations, city pettiness and retaliation by filing complaints on others.

In researching neighboring communities polycart storage ordinances:

The City of Appleton has a vague ordinance that states carts must be removed from the street to the place of storage by midnight on the day of collection. They do not define where that place of storage is or any screening of the carts.

The City of Green Bay ordinance states "tipper carts shall not be stored on any street side or alongside of a building unless the cart is completely screened from view of an observer located at the public right-of-way." The City of Green Bay is looking to modify or eliminate this ordinance as well due to being complaint driven, maintaining compliance is difficult and citywide polycart compliance is never received.

The Village of Ashwaubenon ordinance states "Waste must be stored out of view from roadway but is allowed to be stored on side of residence."

The Village of Wrightstown ordinance states: "No owner or occupant of any building shall place or store any refuse cart or recycling cart in front of any building, or on any corner lot along the side of a building facing the abutting street, except when done for lawful collection in compliance with this Code."

Staff recommends modifying the ordinance to require screening of polycarts that are on the side of the home, so they are not visible from the street, and width of the property, in essence removing the requirement to create an "L" shape enclosure. By removing the language of "all of the property line and any public right of way," compliance can be gained and maintained much easier while minimizing neighbor disputes.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Tony Fietzer

SUBJECT: Consideration and possible action on polycart storage enforcement timeline

ATTACHMENTS:

- Polycart Enforcement Timeline Memo (PDF)

Memo Re: Timeline for Polycart Enforcement

To: Board of Public Works

From: Ald. Jonathon Hansen

Meeting Date: 9/11/23



When a resident is found to be in violation of the City ordinance requiring garbage and recycling polycarts to be screened or enclosed (municipal code sec. 82-3), staff sends three warning letters with at least 15 days between each letter before citations start being issued. Thus, 45 days is the minimum time before a citation can be issued. Moreover, it sometimes takes longer than 45 days given that, due to other workload obligations for the Department of Public Works, the interval between letters can be more than 15 days (for instance, I received a polycart complaint for several properties on a block in my district on May 22, and only one letter was sent before enforcement was suspended on August 7 due to the Board of Public Works recommending modifications to the polycart storage ordinance).

I am requesting that the Board of Public Works consider shortening this enforcement timeline. While residents deserve some time to add a screen or enclosure if needed, it is time-consuming for staff to monitor and track properties for 45 days or longer. Residents who file complaints also typically expect to have their complaint resolved sooner than 45+ days. Finally, if the new polycart storage ordinance is adopted, residents could potentially move their polycarts to the backyard until the screen/enclosure is completed.

Thank you for your time and consideration.

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City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on City Engineer Parking and Traffic Recommendations*

ATTACHMENTS:

- 2023 0907-BOPW-PTTeam-Subdivision Recommendations2 (PDF)

CITY OF DE PERE

Public Works Department

925 S. Sixth Street, De Pere, WI | 920-339-4060 | www.deperewi.gov/publicworks



City Engineer Parking and Traffic Recommendations September 7, 2023, New Subdivision Actions

Signs – Other

1. Consider the installation of stop signs for new subdivision construction.
 - N. Honeysuckle Circle at Lawrence Drive. Lawrence Drive is a collector street with a 25-mph speed limit.
 - Willie Mays Circle at Lost Dauphin Road. Lost Dauphin Road is a county highway with a 35-mph speed limit.
 - Battery Avenue at Lost Dauphin Road. Lost Dauphin Road is a county highway with a 35-mph speed limit.

Recommendation:

- Staff recommends stop signs be installed and the ordinance updated as follows:

Schedule B

Stop Intersections/Right Turn No Stop

Insert:

<i>Traffic On</i>	<i>Stops At</i>
<i>N. Honeysuckle Circle</i>	<i>Lawrence Drive</i>
<i>Willie Mays Circle</i>	<i>Lost Dauphin Road</i>
<i>Battery Avenue</i>	<i>Lost Dauphin Road</i>



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-15*

ATTACHMENTS:

- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-15 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- CTH GV-15 Brown County Construction Agreement (PDF)
- South Bridge Map 2 - Lawrence Drive to CTH D (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members
From: Scott J. Thoresen, Director of Public Works
Date: August 25, 2023
RE: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-15*

The Brown County Highway Department is planning the construction for the new South Bridge Connector over the next six (6) years. (See attached schedule) The County plans to construct this corridor in segments which are EB-39, GV-14, GV-15, GV-16, GV-17, and GV-18. (See attached segment map). Each segment is defined as follows:

- EB-39: Packerland Drive to I-41
- GV-14: I-41 to Lawrence Drive
- GV-15: Lawrence Drive to Lost Dauphin Road
- GV-16: Lost Dauphin Road to STH 57
- GV-17: STH 57 to CTH PP
- GV-18: CTH PP to CTH X

The Brown County Highway Department is requiring the City to enter into agreement with Brown County for this work for each segment within the City. (See attached email from the County) Attached is the Brown County Municipal Agreement (See attached agreement) for consideration for segment GV-15 (See attached map for Segment GV-15). This agreement is for right-of-way (R/W) acquisition and construction costs. The agreement for design for this segment has already been previously approved. Estimated total R/W and construction costs for this work is \$23,200,000. The City and County will split these costs. The City's share is \$11,600,000

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

3.8.b

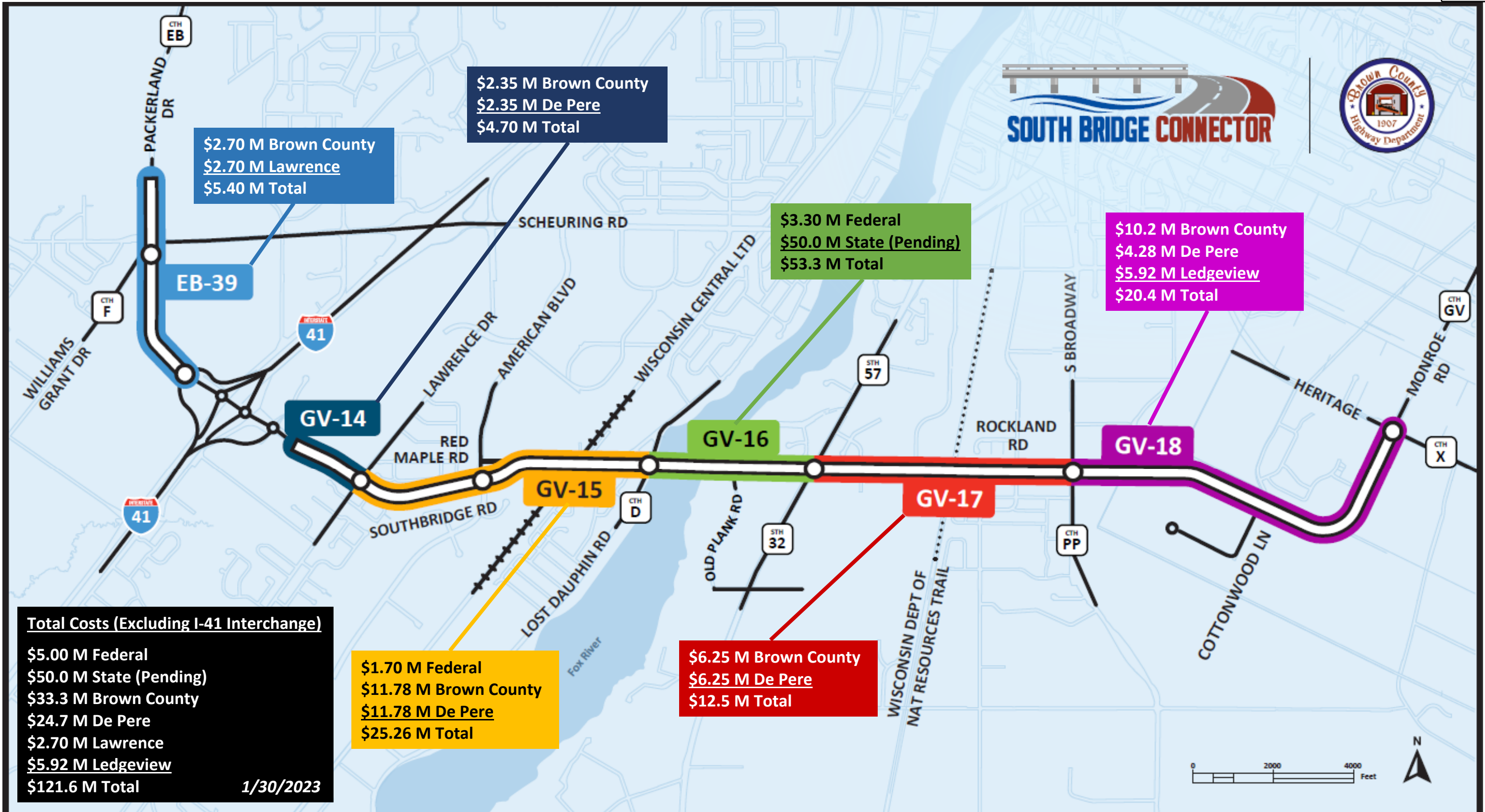
- Assumptions:** 1) \$50 M received for Bridge (Segment 3) by the State.
2) Moves up Segments 4 & 5 as much as possible.



Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All Segments (CTH F - CTH X)	Tier I EIS												
Segment 1			Env. Doc.										
EB-39: CTH F to SB Ramps			Design										
GV-14: NB Ramps to Lawrence Dr.					R/W								
					Utility								
						Construction							
Segment 2					Env. Doc.								
GV-15: Lawrence Drive to CTH D					Design								
								R/W					
								RR Coord.					
								Utility					
									Construction				
Segment 3					Env. Doc.								
GV-16: CTH D to STH 57					Design								
								R/W					
								Utility					
									Construction				
Segment 4							Env. Doc.						
GV-17: STH 57 to CTH PP							Design						
								R/W					
								Utility					
									Const.				
Segment 5						Env. Doc.							
GV-18: CTH PP to CTH X						Design							
								R/W					
								Utility					
									Const.				

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.92



LEGEND
(Construction Year)

- | | | |
|--|---|-----------------------------------|
| EB-39: CTH F TO SB RAMPS
(2025-2026) | GV-15: LAWRENCE DR. TO CTH D
(2028-2029) | GV-17: STH 57 TO CTH PP
(2028) |
| GV-14: NB RAMPS TO LAWRENCE DR.
(2025-2026) | GV-16: CTH D TO STH 57
(2028-2029) | GV-18: CTH PP TO CTH X
(2027) |

Scott Thoresen

From: Fontecchio, Paul A. <Paul.Fontecchio@browncountywi.gov>
Sent: Thursday, August 3, 2023 9:24 AM
To: Scott Thoresen; Larry Delo; Greg Potts; sburdette@ledgeviewwisconsin.com
Cc: Uitenbroek, Nicholas S.; Colleen Harris
Subject: Southern Bridge Municipal Agreements
Attachments: CTH GV-15 BCMA 8.2.2023 Construction.pdf; CTH GV-16 BCMA 8.2.2023 Construction.pdf; CTH GV-17 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-17 BCMA 8.2.2023 DePere.pdf; CTH GV-18 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-18 BCMA 8.2.2023 DePere.pdf
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear De Pere & Ledgeview:

Attached are the Municipal Project Agreements for the remaining portions of the Southern Bridge Project.

- GV-15 & GV-16 are for De Pere and cover the remaining costs for construction and real estate (not design, which was already agreed to).
- GV-17 & GV-18 are for both De Pere and Ledgeview based on current municipal boundaries & associated estimated costs.

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:
https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf
2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the \$50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that \$50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

Please review and approve through your municipal process and return back to me. Then I will sign to fully execute the agreements. If you have any questions pertaining to these agreements, please contact me anytime.

If we have signed agreements by September, we look to go out for consultant solicitation for GV-17 and GV-18 this fall and select firms so they can start right away in January 2024. We anticipate selecting a few firms to make presentations to a 5-person review team comprised of Paul Fontecchio, Nick Uitenbroek, Collen Harris, Scott Thoresen, and Greg Potts.

Looking forward to working with you on this project!



Paul Fontecchio, P.E.

Highway Commissioner

Brown County

Office: (920) 662-2170

Mobile: (920) 334-2198

Paul.Fontecchio@browncountywi.gov

www.browncountywi.gov



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Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-15

Municipality: City of De Pere

Highway: CTH GV
Lawrence Drive to

Construction Year: 2028-2029

Limits: CTH D

Length: 1.23 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

The signatory, City of De Pere (Municipality), through its undersigned duly authorized officers or officials, hereby requests the Brown County Highway Department (County) to initiate and effect the proposed improvement (Project) hereinafter described.

The authority for the County to enter into agreements with the Municipality is extended by Section 83.035 of Wisconsin State Statutes. The authority for the Highway Commissioner to enter into contracts with municipalities within Brown County is from Section 6.10 of the Brown County Code of Ordinances.

2.0 CITIES

Section 83.05(1) of Wisconsin State Statutes states:

83.05 Improving streets over 18 feet wide. (1) *When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. If it so decides, the city may determine the type of improvement, the width, and all other features of the construction, subject to the approval of the county highway committee. And said committee shall fix the amount per linear foot of the improvement to be paid by the county. The city shall then improve the street in the manner provided generally for making street improvements. The work shall be done under the supervision of the city, but subject to the inspection of the county highway commissioner.*

When a portion of county highway in a city is to be improved, the City has a choice in how it wants enter into agreement with the County.

2.1 The City follows State Statute 83.05. The City then would determine the type of improvement, the width, and all other features of the construction subject to the approval of the Highway Commissioner.* The City determines if any acquisition of land is required as a result of the design (the City prepares the right-of-way plat), and pays for the cost of the right-of-way acquisition (since the amount of land to be acquired is determined by the municipality as a function of their design of the roadway). The County acquires the land per section 83.07 and 83.08 of the Wisconsin statutes.

* Per Wis. Stat. §83.015(2)(b), the county highway commissioner shall have the administrative powers and duties prescribed for the county highway committee under 83.05(1).

The County will then likewise follow state statutes in terms of the cost sharing per Wis. Stat. §83.05(2) which states:

83.05(2) Upon the completion of the work the county's share of the cost shall be paid to the contractor as though the county had been an immediate party to the contract. Unless specifically authorized by the county, the payment by the county shall not exceed the cost of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

2.2 The City yields their statutory authority and enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the City, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and City will follow Attachment #1 for project specific eligible and non-eligible project costs.

For this Agreement the City and County agree to follow:

- ☐ Section 2.1
☒ Section 2.2

3.0 VILLAGES AND TOWNS

3.1 The Village or Town enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the Village or Town, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and Village or Town will follow Attachment #1 for project specific eligible and non-eligible project costs.

3.2 The Village or Town petitions to follow section 2.1 of this policy. A village or town may petition the Highway Commissioner to allow the village or town to follow section 2.1 of this policy for urban or proposed urban areas.

For this Agreement the Village or Town and County agree to follow:

- ☐ Section 3.1
☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

There is no existing facility. The STH 32 bridge (Claude Allouez Bridge) in the City of De Pere is the only bridge over the Fox River between the STH 172 bridge and the STH 96 bridge, and experiences congestion and backups at the roundabout on the east side of the bridge. A second, 'southern bridge' (south of the Claude Allouez Bridge) in the City of De Pere has been discussed and planned for many years to alleviate the congestion of traffic in De Pere.

2. Proposed Improvement (nature and scope of work)

The proposed South Bridge Connector will connect CTH EB at CTH F to CTH GV at CTH X, connecting to I-41 and constructing a new bridge across the Fox River. Specifically, CTH GV-15 will include the section of proposed CTH GV from Lawrence Drive to CTH D. ***This Agreement is for the remainder of the project costs (except for design which was agreed to previously) for GV-15.***

While not all the project details have been determined at the time of this agreement, in general both the City and County anticipate the following:

- CTH GV from Lawrence Drive to CTH D will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.
- CTH GV is proposed to go over the CN railroad crossing with a grade separation structure.
- Roundabouts are proposed at the intersection with American Boulevard and CTH D.
- Anticipated posted speed limit of 45 mph.
- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.
- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

The following project cost breakdown (next page) is an estimate only. A 5% administrative fee will be applied to the project and is included in the amounts shown in the table on the next page.

If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the City and County respectively for the associated work item.

GV-15 Estimate of Costs:

ITEM	ESTIMATED COST	FEDERAL FUNDS	COUNTY FUNDS	CITY FUNDS
ENGINEERING & DESIGN:				
Plan Design	N/A	N/A	N/A	N/A
State Review	N/A	N/A	N/A	N/A
Engineering Subtotal	N/A	N/A	N/A	N/A
RIGHT-OF-WAY ACQUISITION:				
Plat, Appraisals, & Acquisition	\$3,200,000	\$0	\$1,600,000	\$1,600,000
Right-of-way Subtotal	\$3,200,000	\$0	\$1,600,000	\$1,600,000
ROAD & BRIDGE CONSTRUCTION:				
Eligible (Participating)	\$20,000,000	\$0	\$10,000,000	\$10,000,000
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
Road Construction Subtotal	\$20,000,000	\$0	\$10,000,000	\$10,000,000
TOTAL PROJECT COST:	\$23,200,000	\$0	\$11,600,000	\$11,600,000

5.2 Cost Sharing & Billing

As work progresses, the Municipality will be billed for their local share of eligible project cost and 100% of the non-eligible cost. The statewide administrative rate will be applied to the project costs. Upon completion of the project, a final audit will be made to determine the final division of costs.

If the County requests the Municipality takes lead on a project – design, bidding, construction administration, etc., then the Municipality may charge an administrative rate to the County at the current statewide overhead rate.

5.3 Project Termination

If the Municipality should withdraw from the project, for any reason, it will reimburse the County for any costs incurred by the County on behalf of the project. If the County should withdraw from the project, for any reason, it will reimburse the Municipality for any costs incurred by the Municipality on behalf of the project.

6.0 MAINTENANCE RESPONSIBILITIES AND JURISDICTION

6.1 Maintenance

Section 83.025 of the Wisconsin Statutes governs the maintenance of county highways, specifically:

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.
- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:
 - Shoulder maintenance
 - Ditch Maintenance
 - Pavement marking
 - Signing
 - Crack sealing
 - Asphalt patching
 - Concrete pavement repair
 - Asphalt resurfacing
 - Curb and gutter repair
 - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
 - Street sweeping
 - Application of protective coatings (bridges)
 - Guard rail
 - Removal, treatment and sanding/salting of ice
 - Removal and control of snow
 - Interim repair of highway surfaces and adjacent structures
 - Center median mowing (performed only for visibility purposes)
 - Traffic signal operation

Items that are placed at the discretion of the municipality are the responsibility of the municipality to maintain, including:

- Street lighting
- Interim sidewalk repair
- Pavement marking associated with sidewalks (crosswalks)
- Off street bike paths
- Sanitary sewer
- Interim storm sewer repair including manhole and inlet castings
- Water mains
- Other municipal utilities
- Mowing behind the curb line (terrace area)
- Center median mowing (performed for aesthetic purposes)
- Snow and ice removal on sidewalks and/or bike paths
- Roundabout center island landscaping
- Storm water devices (ponds, infiltration areas, etc. – anything other than a ditch)
- Trees, shrubs, and other landscaping behind the curb line (in terrace area)

Neither of these maintenance lists is intended to be 'all inclusive', but, rather to demonstrate measures and activities necessary to preserving a highway defined as that portion of the roadway open to the public as a matter of right for the purposes of vehicular travel, including the shoulder and/or curb and gutter.

6.2 Jurisdiction

Note: Jurisdictional transfers require resolutions from both the Municipality and County Board to become effective. If a roadway is noted to be transferred, it indicates an agreement in principal to pursue the transfer contingent upon both the Municipality and County approving the necessary resolutions.

- ☐ New County highway segment to be maintained by the County.
- ☐ Existing County highway segment to be maintained by the County.
- ☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: TBD – End of Construction

Highway Name: South Bridge Road Lawrence Drive American Blvd.
0.55 Miles From To

Highway Name: Red Maple Road American Blvd. CTH D
0.68 Miles From To

- ☐ Existing County highway to be jurisdictionally transferred to the Municipality:

Transfer Date: _____ Miles: _____

Highway Name: _____
From To

- ☐ Jurisdictional transfer of other County highways within the Municipality, from the County to the Municipality as listed below:

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

This request is made by the undersigned proper authority to make such request for the designated Municipality, and upon acceptance by the County, shall constitute agreement between the Municipality and the County.

FOR THE MUNICIPALITY:

Name & Title

Date**FOR THE COUNTY:**

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

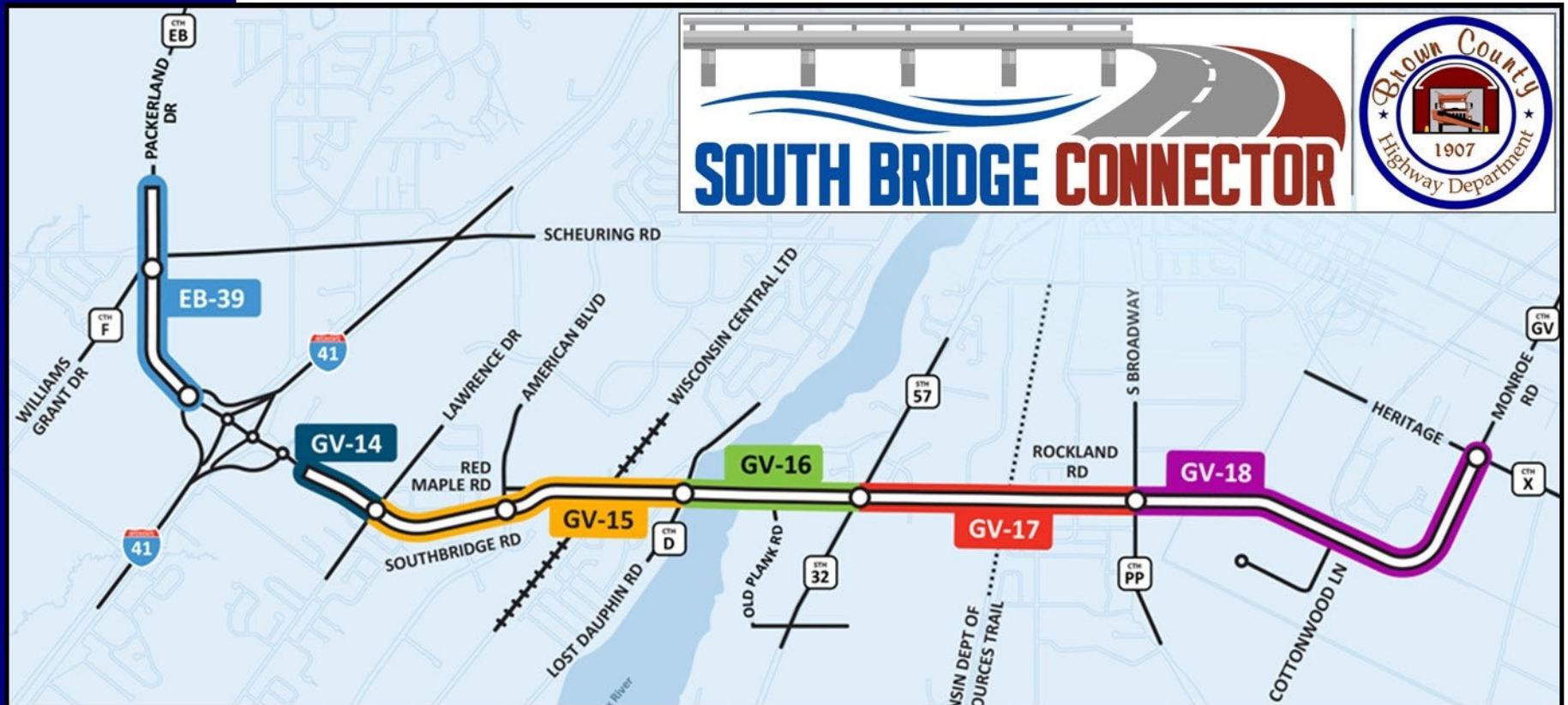
PROJECT TYPE	BROWN COUNTY	MUNICIPALITY
Asphalt Reconditioning: <i>Reconditioning is defined as a maintenance level activity involving the reclaiming of the existing pavement and/or base course, replacement of the pavement in generally the same alignment (vertical and horizontal).</i> A. Reclaim of existing pavement & base course B. Paving of up to 4.5" asphaltic pavement C. Curb & gutter replacement (spot repairs as part of reconditioning). D. Curb & gutter replacement (larger areas of repairs as agreed to by the Municipality and County). E. Curb & gutter replacement for Municipal utility work.	100% 100% 100% 50% 0%	0% 0% 0% 50% 100%
Roadway Reconstruction: <i>Reconstruction is defined as the total rebuilding of an existing highway including pavement and base replacement, excavation below subgrade, drainage, transportation related appurtenances, roadway realignment, widening, and/or converting a rural roadway to an urban roadway.</i> A. Urban Reconstruction: New concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible project costs). B. Rural Reconstruction: Reconstruction of existing 2-lane roadway, no additional travel lanes. C. Rural Reconstruction: Reconstruction and widening of existing 2-lane roadway, travel lane addition, including 3-lane with center-shared, left-turn, or 4-lane divided or undivided roadway (see eligible project costs).	50% 100% 50%	50% 0% 50%
New Roadway Construction:	50%	50%
Bridge Construction/Reconstruction: A. Part of Roadway Reconstruction A & C above. B. Town Bridge Replacement. Note: Funding utilizes the County Bridge fund which is a 50/50 matching fund with the Municipality. C. County Bridge Replacement.	50% 50% 100%	50% 50% 0%

Eligible Project Costs:
County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary:
A. Design engineering and all necessary environmental and wetland assessment investigations as required by the Wisconsin Department of Natural Resources and/or the U.S. Army Corps of Engineers.
B. Right-of-way acquisition cost, including the cost of the right-of-way plat development, property appraisals, acquisition negotiations, legal costs and relocation expenses and fees for limited construction easements, and compensable utility relocation costs.
C. Wetland replacement mitigation.
D. Storm water devices (ponds, infiltration areas, etc.) required for the project (prorated to 50% of the costs required for the roadway work).
E. Construction engineering related to inspection, supervision, and administration of the actual construction work.
F. Street grading, base, pavement, curb & gutter, drainage structures, bridges, intersection channelization & turning lanes, 15-foot wide concrete outside curb lanes, 14-foot wide asphalt outside curb lane, and driveway aprons.
G. Installation of main line storm sewer trunk lines & laterals, 12-inch diameter or greater. Storm sewer inlets, manholes, and catch basins necessary to accommodate street surface water drainage.
H. In accordance with the Brown County Bicycle and Pedestrian Plan, Brown County will share the costs of the following: 1. Concrete sidewalk replacement or new sidewalk construction – the County will participate in the costs for one (1) side of the roadway for sidewalk up to 5' in width for a concrete sidewalk except for areas of municipal utility cuts which are the responsibility of the municipality. 2. Multi-use bicycle/pedestrian asphaltic path or on-street bike lanes - the County will participate in the costs for either one off-street multi-use bicycle/pedestrian path up to 10' in width or on-street bike lanes in accordance with FDM 11-46 Figure 15.1, but not both.
I. Signing and pavement marking, including detour routes, installation of traffic signal conduit and traffic signals meeting signal warrants.
J. Erosion control devices required per Wisconsin DNR standards.
K. Retaining walls required for the Project.
L. Roundabout intersections that meet traffic signal warrants including street lighting, standard WisDOT colored concrete, and signs.
M. Landscaping including salvaged topsoil, seeding, fertilizing, and mulch.

Non-eligible Project Costs:
Work necessary to complete the Project to be financed entirely by the Municipality or other utility or facility owner includes the following items:
A. New installation of, or alteration of, sanitary sewers and connections, water, gas, electric, telephone, fire or police alarm facilities, parking meters, street lighting and similar utilities.
B. Traffic signals or roundabouts not meeting signal warrants, as specified by the Manual of Uniform Traffic Control Devices (MUTCD).
C. Concrete sidewalks or bicycle/pedestrian off-street trails not constructed as part of reconstruction or new construction projects.
D. Any allowed parking stalls.
E. Storm water devices (ponds, swales, etc.) not required for the project (regional storm water pond for example). The Municipality will own and maintain regional storm water devices, including if the device is partially used for the Project.
F. Trees, shrubs, and other landscaping along the roadway or at roundabouts after location approval by Brown County.
G. Decorative features (lighting, signs, railing, etc.) above standard baseline costs.



2024–2029 HIGHWAY CAPITAL IMPROVEMENT PLAN



June 28, 2023

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-24	CTH B to Brown County Line Road Town of Pittsfield	4.04	Thin Coat Maintenance 2-Lane, Rural, Asphalt	775,000	-	-	775,000	-	775,000	-
CTH GE	GE-10	STH 172 to STH 54 Village of Hobart	1.50	Surface Maintenance, 2-Lane Rural, Asphalt	625,000	-	-	625,000	-	625,000	-
CTH PP	PP-21	STH 96 to School Road Town of Wrightstown	3.98	Surface Maintenance, 2-Lane Rural, Asphalt	1,257,000	-	-	1,257,000	-	1,257,000	-
CTH W	W-18	STH 96 to CTH OO Town of Rockland /Wrightstown	8.06	Surface Maintenance, 2-Lane Rural, Asphalt	1,967,888	-	-	1,967,888	-	950,835	1,017,053
CTH EB	EB-42	North Road to CTH VK Village of Ashwaubenon/City of Green Bay	3.60	CPR - Conc. Pavement Repair Urban, Concrete	1,085,000	-	-	1,085,000	LRIP 516,335	568,665	-
CTH EB	EB-47	1,265' N. of West Point Rd to 550' N. of Trojan Dr City of Green Bay	0.76	Reconstruction, 4-Lane Roundabout	2,485,000	-	Green Bay 1,242,500	1,242,500	Sales Tax 694,000	548,500	-
CTH M	M-21	Belmont Road to CTH HS Village of Howard/Village of Suamico	3.39	Reconstruction, 5-Lane Urban, Asphalt	7,890,000	-	Howard 2,469,000	3,945,000	-	3,945,000	-
							Suamico 1,476,000				
CTH M	M-22A	CTH HS to Cornell Road Village of Howard/Village of Suamico	-	Preliminary Grading, Paving, & Pond Construction	1,490,000	-	Howard 372,500	745,000	-	745,000	-
							Suamico 372,500				
Prelim CTH EB	EB-39	CTH F to Mid Valley Drive Town of Lawrence	-	Right-of-Way Acquisition 2025-2026 Construction	500,000	-	Lawrence 250,000	250,000	-	250,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400	220,000	-	220,000	-
							Ledgeview 17,600				
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	1,030,000	-	DePere 216,300	515,000	-	515,000	-
							Ledgeview 298,700				

(Continued on next page)

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

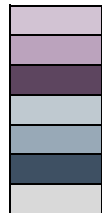
Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Right of Way Acquisition Engineering & Survey Wetland Mitigation 2025 Construction	3,200,000	-	Howard 800,000	1,600,000	-	1,600,000	-
							Suamico 800,000				
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		350,000	-	-	350,000	-	-	350,000
Total Lane Miles:	25.33	Asphalt Paving Lane Miles:	25.33	---	\$ 23,094,888	\$ -	\$ 8,517,500	\$ 14,577,388	\$ 1,210,335	\$ 12,000,000	\$ 1,367,053

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH EB	EB-40	Glendale Avenue to CTH HS Village of Howard	1.64	Surface Maintenance, 2-Lane Urban, Asphalt	572,263	-	-	572,263	-	572,263	-
CTH FF	FF-10	STH 54 to CTH J Village of Hobart/City of Green Bay	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	764,500	-	-	764,500	-	764,500	-
CTH PP	PP-20	Man- Cal Road to STH 96 Town of Holland /Wrightstown	10.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,812,160	BIL STP-Rural 3,040,320	-	771,840	-	771,840	-
CTH Z	Z-33	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	725,000	-	-	725,000	-	725,000	-
CTH EB	EB-39	CTH EB at CTH F Town of Lawrence	0.68	Reconstruction, 2-Lane Roundabout	3,160,000	-	Lawrence 1,580,000	1,580,000	-	1,580,000	-
CTH EB	EB-45	Bridge Over Hemlock Creek Town of Lawrence	0.06	New Bridge Construction	2,034,000	-	Lawrence 1,017,000	1,017,000	-	1,017,000	-
CTH EE	EE-20	CTH EE at Mid Valley Drive Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,468,500	BIL STBG 1,174,400	Lawrence 147,050	147,050	-	147,050	-
CTH GV	GV-14	French Road to Lawrence Drive City of De Pere	1.44	New Construction, 4-Lane Urban, Asphalt	4,500,000	-	De Pere 2,250,000	2,250,000	-	2,250,000	-
CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	5.28	Reconstruction, 4-Lane Urban, Asphalt	12,360,000	-	Howard 3,090,000 Suamico 3,090,000	6,180,000	MLS 1,000,000	4,192,347	987,653
CTH Z	Z-32	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	935,000	-	-	935,000	-	935,000	-
Prelim CTH F	F-19	CTH F at CTH S Town of Lawrence	-	Design 2027 Construction	310,000	-	Lawrence 155,000	155,000	-	155,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400 Ledgeview 17,600	220,000	-	220,000	-

(Continued on next page)

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

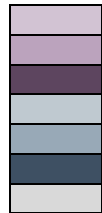
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	440,000	-	DePere 92,400 Ledgeview 127,600	220,000	-	220,000	-
Prelim CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	-	Design 2028 Construction	400,000	-	Ledgeview 200,000	200,000	-	200,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.78	Asphalt Paving Lane Miles:	23.72	---	\$ 32,321,423	\$ 4,214,720	\$ 11,969,050	\$ 16,137,653	\$ 1,000,000	\$ 13,750,000	\$ 1,387,653

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH CE	CE-3	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	810,000	-	-	810,000	-	810,000	-
CTH EE	EE-19	Suburban Drive to 6th Street City of DePere	1.02	Surface Maintenance, 2-Lane Urban, Asphalt	476,000	-	-	476,000	-	476,000	-
CTH G	G-36	George Street to CTH GV City of DePere/Town of Ledgeview	4.94	Surface Maintenance, 2-Lane Urban, Asphalt	1,988,000	-	-	1,988,000	-	988,000	1,000,000
CTH NN	NN-19	Pine Grove Road to CTH R Town of Ledgeview	1.60	Surface Maintenance, 2-Lane Rural, Asphalt	700,000	-	-	700,000	-	700,000	-
CTH O	O-15	Riverside Drive to East River Drive Village of Allouez	2.14	Surface Maintenance, 2-Lane Urban, Asphalt	675,000	-	-	675,000	-	675,000	-
CTH DD	DD-6	Quality Ct to Poplar St Village of Wrightstown	1.74	Recondition, 2-Lane Urban, Asphalt	1,459,000	-	-	1,459,000	-	1,459,000	-
CTH X	X-39	CTH GV to Morrison Road Town of Ledgeview/Glenmore	4.40	Recondition, 2-Lane Rural, Asphalt	2,706,000	-	-	2,706,000	-	2,706,000	-
CTH EE	EE-22	9th Street to Suburban Drive City of DePere	0.58	CPR - Conc. Pavement Repair Urban, Concrete	210,000	-	-	210,000	-	210,000	-
CTH GV	GV-19	STH 172 to McDonald's Entrance Village of Bellevue	0.28	CPR - Conc. Pavement Repair Urban, Concrete	550,000	-	Bellevue	550,000	-	550,000	-
CTH X	X-37	CTH G to Lebrun Street City of De Pere	1.76	CPR - Conc. Pavement Repair Urban, Concrete	790,000	-	De Pere	790,000	-	790,000	-
CTH X	X-40	Lebrun Street to Roselawn Blvd City of DePere/Village of Allouez	1.64	CPR - Conc. Pavement Repair Urban, Concrete	900,000	-	Allouez	900,000	-	900,000	-
CTH EB	EB-46	Mid Valley Drive to Hemlock Creek Town of Lawrence	0.84	New Construction, 2-Lane Rural, Asphalt	1,000,000	-	Lawrence 500,000	500,000	-	500,000	-
CTH EE	EE-21	CTH EE at CTH EB Village of Ashwaubenon Town of Hobart Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,661,800	BIL STBG 1,289,400	Ashwaubenon 160,100 Hobart 20,500 Lawrence 5,600	186,200	-	186,200	-
CTH KB	KB-10	Bridge Over Neshota River Town of New Denmark	0.10	Bridge Replacement	1,466,300	BIL Bridge 1,097,800	-	368,500	-	368,500	-

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Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

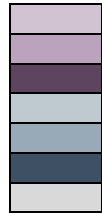
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	Right of Way Acquisition 2028-2029 Construction	3,200,000	-	DePere 1,600,000	1,600,000	-	1,600,000	-
Prelim CTH GV	GV-16	CTH D to STH 57 City of DePere	-	Right of Way Acquisition 2028-2029 Construction	2,000,000	-	DePere 1,000,000	1,000,000	-	1,000,000	-
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2027 Construction	4,730,000	-	DePere 993,300 Ledgeview 1,371,700	2,365,000	-	2,365,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Design 2030 Construction	1,170,000	-	Allouez 585,000	585,000	-	585,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.14	Asphalt Paving Lane Miles:	23.14	---	\$ 26,892,100	\$ 2,387,200	\$ 6,236,200	\$ 18,268,700	\$ -	\$ 16,868,700	\$ 1,400,000

Key:



Thin Coat Maintenance

Surface Maintenance

Recondition Project

Maintenance Project

Reconstruction

Scheduled But Not Funded

Preliminary Costs

Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)

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Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.

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Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.

Federal/State aid applied for but not secured yet.

Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2027

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH BB	BB-3	CTH R to County Line Town of New Denmark	1.20	Surface Maintenance, 2-Lane Rural, Asphalt	480,000	-	-	480,000	-	480,000	-
CTH E	E-4	County Line to W. Mason Street Village of Hobart	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	990,000	-	-	990,000	-	990,000	-
CTH F	F-20	CTH S to CTH EB Town of Lawrence	7.20	Surface Maintenance, 2-Lane Rural, Asphalt	2,520,000	-	-	2,520,000	-	1,570,000	950,000
CTH P	P-23	STH 54 to CTH K Town of Green Bay	6.00	Surface Maintenance, 2-Lane Rural, Asphalt	2,400,000	-	-	2,400,000	-	2,400,000	-
CTH U	U-23	CTH E to Elm Street Village of Hobart	0.20	Surface Maintenance, 2-Lane Rural, Asphalt	80,000	-	-	80,000	-	80,000	-
CTH V	V-23	Erie Road to CTH T City of Green Bay/Town of Humboldt	8.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,137,000	-	-	3,137,000	-	3,137,000	-
CTH EB	EB-48	Duck Creek Pkwy to CTH J Village of Howard	2.32	Recondition, 4-Lane Urban, Asphalt	1,481,000	-	-	1,481,000	-	1,481,000	-
CTH GF	GF-1	Sand Acres Dr to S. Ridge Rd Village of Ashwaubenon	1.56	Recondition, 4-Lane Urban, Asphalt	989,000	-	-	989,000	-	989,000	-
CTH F	F-19	CTH F at CTH S Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,500,000	-	Lawrence 750,000	750,000	-	750,000	-
CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	6.36	New Construction, 4-Lane Urban, Asphalt	14,200,000	-	DePere 2,982,000 Ledgeview 4,118,000	7,100,000	-	7,100,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2028 Construction	3,110,000	-	DePere 1,430,600 Ledgeview 124,400	1,555,000	-	1,555,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Design 2031 Construction	330,000	-	Allouez 165,000	165,000	-	165,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	35.34	Asphalt Paving Lane Miles:	35.34	---	\$ 31,667,000	\$ -	\$ 9,570,000	\$ 22,097,000	\$ -	\$ 20,697,000	\$ 1,400,000

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

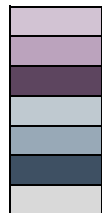
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2028

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-25	Catherine Drive to CTH J Village of Howard	3.94	Surface Maintenance, 2/4-Lane Urban, Asphalt	1,614,000	-	-	1,614,000	-	1,614,000	-
CTH D	D-20	Holland Road to STH 96 Town of Holland and Village/Town of Wrightstown	10.40	Surface Maintenance, 2-Lane Rural, Asphalt	4,190,000	-	-	4,190,000	-	3,240,000	950,000
CTH I	I-9	Bay Settlement Road to STH 54 Town of Scott	1.48	Surface Maintenance, 2-Lane Rural, Asphalt	596,000	-	-	596,000	-	596,000	-
CTH J	J-26	Shawano Avenue to CTH C Village of Howard	0.56	Surface Maintenance, 4-Lane Urban, Asphalt	250,000	-	-	250,000	-	250,000	-
CTH U	U-33	CTH J to Pearl Street Village of Hobart	1.86	Surface Maintenance, 2-Lane Rural, Asphalt	749,000	-	-	749,000	-	749,000	-
CTH X	X-41	Swan Road to CTH GV Town of Ledgeview	1.64	Surface Maintenance, 2-Lane Rural, Asphalt	861,000	-	-	861,000	-	861,000	-
CTH X	X-42	Morrison Road to CTH G Town of Glenmore	7.80	Surface Maintenance, 2-Lane Rural, Asphalt	3,140,000	-	-	3,140,000	-	3,140,000	-
CTH G	G-37	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	1,000,000	-	-	1,000,000	-	1,000,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	New Construction, 4-Lane Urban, Asphalt (Year 1 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	-	New Construction, Bridge 4-Lane Urban, Asphalt (Year 1 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	4.36	New Construction, 4-Lane Urban, Asphalt	8,500,000	-	DePere 3,910,000 Ledgeview 340,000	4,250,000	-	4,250,000	-
CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	1.30	Reconstruction, 2-Lane Urban, Asphalt w/Roundabout	3,000,000	-	Ledgeview 1,500,000	1,500,000	-	1,500,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Right of Way Acquisition 2030 Construction	784,000	-	Allouez 392,000	392,000	-	392,000	-
Prelim CTH X	X-34	Rosemont Drive to Broadview Drive Tonatiuh Lane to Miramar Drive Village of Allouez	-	Design 2032 Construction	850,000	-	Allouez 425,000	425,000	-	425,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	33.52	Asphalt Paving Lane Miles:	33.52	---	\$ 60,984,000	\$ 25,000,000	\$ 11,567,000	\$ 24,417,000	\$ -	\$ 23,017,000	\$ 1,400,000

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
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 Scheduled But Not Funded
 Preliminary Costs

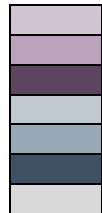
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2029

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH B	B-20	CTH C to CTH HS Town of Pittsfield/Village of Suamico	9.60	Surface Maintenance, 2-Lane Rural, Asphalt	5,309,000	-	-	5,309,000	-	5,309,000	-
CTH JJ	JJ-23	Micolichek Lane to CTH T Town of Eaton	3.48	Surface Maintenance, 2-Lane Rural, Asphalt	1,530,000	-	-	1,530,000	-	1,530,000	-
CTH QQ	QQ-9	STH 29 to CTH JJ Town of Eaton	3.00	Surface Maintenance, 2-Lane Rural, Asphalt	1,270,000	-	-	1,270,000	-	1,270,000	-
CTH R	R-15	CTH BB to S. Wall Street Town of New Denmark/Village of Denmark	4.20	Surface Maintenance, 2-Lane Rural, Asphalt	1,780,000	-	-	1,780,000	-	830,000	950,000
CTH Z	Z-34	CTH W to CTH NN Town of Morrison	8.90	Surface Maintenance, 2-Lane Rural, Asphalt	3,760,000	-	-	3,760,000	-	3,760,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	4.92	New Construction, 4-Lane Urban, Asphalt (Year 2 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	3.00	New Construction, Bridge 4-Lane Urban, Asphalt (Year 2 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH C	C-21	CTH FF to Greenfield Ave Village of Howard	1.50	Reconstruction, 2-Lane Urban, Asphalt	6,400,000	BIL STBG 5,120,000	Howard 640,000	640,000	-	640,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Right of Way Acquisition 2031 Construction	22,000	-	Allouez 11,000	11,000	-	11,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	38.60	Asphalt Paving Lane Miles:	37.36	---	\$ 55,521,000	\$ 30,120,000	\$ 5,651,000	\$ 19,750,000	\$ -	\$ 18,350,000	\$ 1,400,000

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PROJECT LOCATION MAP

PROJECT Southern Bridge Conceptual Layout			
SUBJECT Segment 2: GV-15 Lawrence Drive to CTH D			
ORIGINATED BY BC Highway Dept.	DATE 4/20/2022	CHECKED BY	DATE





City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-16*

ATTACHMENTS:

- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-16 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- CTH GV-16 Brown County Construction Agreement (PDF)
- South Bridge Map 3 - CTH D to STH 57 (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members
From: Scott J. Thoresen, Director of Public Works
Date: August 25, 2023
RE: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-16*

The Brown County Highway Department is planning the construction for the new South Bridge Connector over the next six (6) years. (See attached schedule) The County plans to construct this corridor in segments which are EB-39, GV-14, GV-15, GV-16, GV-17, and GV-18. (See attached segment map). Each segment is defined as follows:

- EB-39: Packerland Drive to I-41
- GV-14: I-41 to Lawrence Drive
- GV-15: Lawrence Drive to Lost Dauphin Road
- GV-16: Lost Dauphin Road to STH 57
- GV-17: STH 57 to CTH PP
- GV-18: CTH PP to CTH X

The Brown County Highway Department is requiring the City to enter into agreement with Brown County for this work for each segment within the City. (See attached email from the County) Attached is the Brown County Municipal Agreement (See attached agreement) for consideration for segment GV-16 (See attached map for Segment GV-16). This agreement is for right-of-way (R/W) acquisition and construction costs. The agreement for design for this segment has already been previously approved. Estimated total R/W and construction costs for this work is \$52,000,000. The State has approved funding \$50,000,000 for the bridge. The remaining costs of \$2,000,000 will be split by the City and County. The City's share is \$1,000,000

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

3.9.b

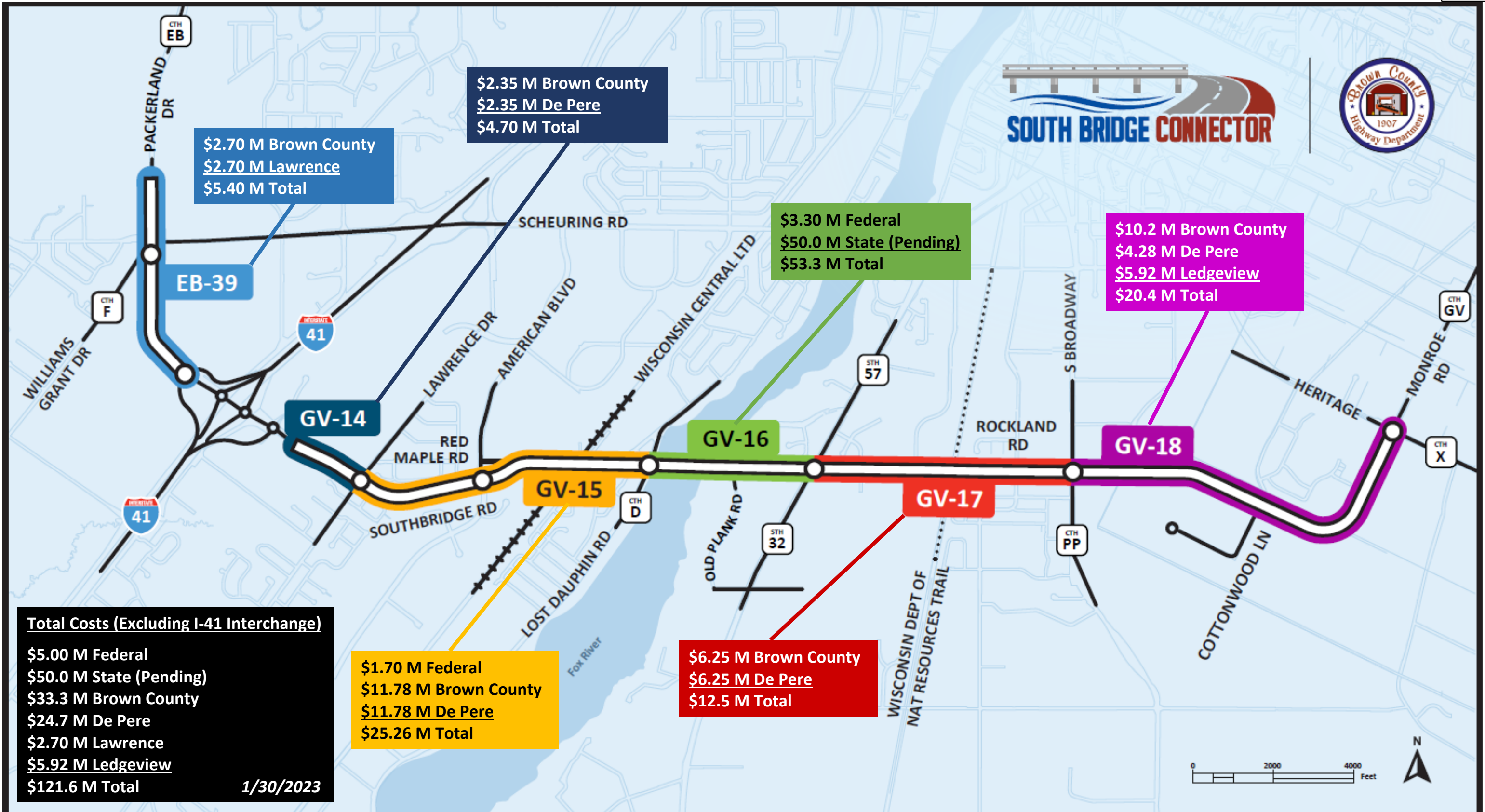
- Assumptions:** 1) \$50 M received for Bridge (Segment 3) by the State.
2) Moves up Segments 4 & 5 as much as possible.



Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All Segments (CTH F - CTH X)	Tier I EIS												
Segment 1			Env. Doc.										
EB-39: CTH F to SB Ramps			Design										
GV-14: NB Ramps to Lawrence Dr.					R/W								
					Utility								
						Construction							
Segment 2					Env. Doc.								
GV-15: Lawrence Drive to CTH D					Design								
							R/W						
							RR Coord.						
							Utility						
								Construction					
Segment 3					Env. Doc.								
GV-16: CTH D to STH 57					Design								
							R/W						
							Utility						
								Construction					
Segment 4							Env. Doc.						
GV-17: STH 57 to CTH PP							Design						
								R/W					
								Utility					
									Const.				
Segment 5							Env. Doc.						
GV-18: CTH PP to CTH X							Design						
								R/W					
								Utility					
									Const.				

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.92



LEGEND
(Construction Year)

- | | | |
|---|--|--|
| EB-39: CTH F TO SB RAMPS
(2025-2026) | GV-15: LAWRENCE DR. TO CTH D
(2028-2029) | GV-17: STH 57 TO CTH PP
(2028) |
| GV-14: NB RAMPS TO LAWRENCE DR.
(2025-2026) | GV-16: CTH D TO STH 57
(2028-2029) | GV-18: CTH PP TO CTH X
(2027) |

Scott Thoresen

From: Fontecchio, Paul A. <Paul.Fontecchio@browncountywi.gov>
Sent: Thursday, August 3, 2023 9:24 AM
To: Scott Thoresen; Larry Delo; Greg Potts; sburdette@ledgeviewwisconsin.com
Cc: Uitenbroek, Nicholas S.; Colleen Harris
Subject: Southern Bridge Municipal Agreements
Attachments: CTH GV-15 BCMA 8.2.2023 Construction.pdf; CTH GV-16 BCMA 8.2.2023 Construction.pdf; CTH GV-17 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-17 BCMA 8.2.2023 DePere.pdf; CTH GV-18 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-18 BCMA 8.2.2023 DePere.pdf
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear De Pere & Ledgeview:

Attached are the Municipal Project Agreements for the remaining portions of the Southern Bridge Project.

- GV-15 & GV-16 are for De Pere and cover the remaining costs for construction and real estate (not design, which was already agreed to).
- GV-17 & GV-18 are for both De Pere and Ledgeview based on current municipal boundaries & associated estimated costs.

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:
https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf
2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the \$50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that \$50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

Please review and approve through your municipal process and return back to me. Then I will sign to fully execute the agreements. If you have any questions pertaining to these agreements, please contact me anytime.

If we have signed agreements by September, we look to go out for consultant solicitation for GV-17 and GV-18 this fall and select firms so they can start right away in January 2024. We anticipate selecting a few firms to make presentations to a 5-person review team comprised of Paul Fontecchio, Nick Uitenbroek, Collen Harris, Scott Thoresen, and Greg Potts.

Looking forward to working with you on this project!



Paul Fontecchio, P.E.

Highway Commissioner

Brown County

Office: (920) 662-2170

Mobile: (920) 334-2198

Paul.Fontecchio@browncountywi.gov

www.browncountywi.gov



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Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-16

Municipality: City of De Pere

Highway: CTH GV

Construction Year: 2028-2029

Limits: CTH D to STH 32/57

Length: 0.75 miles

Federal/State Funds: ☐ No ☒ Yes – \$50 Million in State Funds

1.0 GENERAL

The signatory, City of De Pere (Municipality), through its undersigned duly authorized officers or officials, hereby requests the Brown County Highway Department (County) to initiate and effect the proposed improvement (Project) hereinafter described.

The authority for the County to enter into agreements with the Municipality is extended by Section 83.035 of Wisconsin State Statutes. The authority for the Highway Commissioner to enter into contracts with municipalities within Brown County is from Section 6.10 of the Brown County Code of Ordinances.

2.0 CITIES

Section 83.05(1) of Wisconsin State Statutes states:

83.05 Improving streets over 18 feet wide. (1) *When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. If it so decides, the city may determine the type of improvement, the width, and all other features of the construction, subject to the approval of the county highway committee. And said committee shall fix the amount per linear foot of the improvement to be paid by the county. The city shall then improve the street in the manner provided generally for making street improvements. The work shall be done under the supervision of the city, but subject to the inspection of the county highway commissioner.*

When a portion of county highway in a city is to be improved, the City has a choice in how it wants enter into agreement with the County.

2.1 The City follows State Statute 83.05. The City then would determine the type of improvement, the width, and all other features of the construction subject to the approval of the Highway Commissioner.* The City determines if any acquisition of land is required as a result of the design (the City prepares the right-of-way plat), and pays for the cost of the right-of-way acquisition (since the amount of land to be acquired is determined by the municipality as a function of their design of the roadway). The County acquires the land per section 83.07 and 83.08 of the Wisconsin statutes.

* Per Wis. Stat. §83.015(2)(b), the county highway commissioner shall have the administrative powers and duties prescribed for the county highway committee under 83.05(1).

The County will then likewise follow state statutes in terms of the cost sharing per Wis. Stat. §83.05(2) which states:

83.05(2) Upon the completion of the work the county's share of the cost shall be paid to the contractor as though the county had been an immediate party to the contract. Unless specifically authorized by the county, the payment by the county shall not exceed the cost of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

2.2 The City yields their statutory authority and enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the City, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and City will follow Attachment #1 for project specific eligible and non-eligible project costs.

For this Agreement the City and County agree to follow:

- ☐ Section 2.1
☒ Section 2.2

3.0 VILLAGES AND TOWNS

3.1 The Village or Town enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the Village or Town, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and Village or Town will follow Attachment #1 for project specific eligible and non-eligible project costs.

3.2 The Village or Town petitions to follow section 2.1 of this policy. A village or town may petition the Highway Commissioner to allow the village or town to follow section 2.1 of this policy for urban or proposed urban areas.

For this Agreement the Village or Town and County agree to follow:

- ☐ Section 3.1
☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

There is no existing facility. The STH 32 bridge (Claude Allouez Bridge) in the City of De Pere is the only bridge over the Fox River between the STH 172 bridge and the STH 96 bridge, and experiences congestion and backups at the roundabout on the east side of the bridge. A second, 'southern bridge' (south of the Claude Allouez Bridge) in the City of De Pere has been discussed and planned for many years to alleviate the congestion of traffic in De Pere.

2. Proposed Improvement (nature and scope of work)

The proposed South Bridge Connector will connect CTH EB at CTH F to CTH GV at CTH X, connecting to I-41 and constructing a new bridge across the Fox River. Specifically, CTH GV-16 will include the section of proposed CTH GV from CTH D to STH 32/57, including the proposed bridge over the Fox River. ***This Agreement is for the remainder of the project costs (except for design which was agreed to previously) for GV-16.***

While not all the design details have been determined at the time of this agreement, in general both the City and County anticipate the following:

- CTH GV from CTH D to STH 32/57 will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.
- Old Plank Road is anticipated to intersect with CTH GV but may be limited to right-in and right-out only access (no through movements or left-turns as there will be roundabouts both east and west of this location). A more detailed intersection analysis will be investigated during the design efforts.
- A roundabout is proposed at the intersection with STH 32/57.
- The bridge over the Fox River is anticipated to be two-lanes in each direction separated by a median concrete parapet wall, with a 10' wide sidewalk also separated from traffic by a concrete parapet wall on the north side.
- Anticipated posted speed limit of 45 mph.
- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.
- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

The following project cost breakdown (next page) is an estimate only. A 5% administrative fee will be applied to the project and is included in the amounts shown in the table on the next page.

If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the City and County respectively for the associated work item.

GV-16 Estimate of Costs:

ITEM	ESTIMATED COST	STATE FUNDS	COUNTY FUNDS	CITY FUNDS
ENGINEERING & DESIGN:				
Plan Design	N/A	N/A	N/A	N/A
State Review	N/A	N/A	N/A	N/A
Engineering Subtotal	N/A	N/A	N/A	N/A
RIGHT-OF-WAY ACQUISITION:				
Plat, Appraisals, & Acquisition	\$2,000,000	\$0	\$1,000,000	\$1,000,000
Right-of-way Subtotal	\$2,000,000	\$0	\$1,000,000	\$1,000,000
ROAD & BRIDGE CONSTRUCTION:				
Eligible (Participating)	\$50,000,000	\$50,000,000	\$0	\$0
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
Road Construction Subtotal	\$50,000,000	\$50,000,000	\$0	\$0
TOTAL PROJECT COST:	\$52,000,000	\$50,000,000	\$1,000,000	\$1,000,000

5.2 Cost Sharing & Billing

As work progresses, the Municipality will be billed for their local share of eligible project cost and 100% of the non-eligible cost. The statewide administrative rate will be applied to the project costs. Upon completion of the project, a final audit will be made to determine the final division of costs.

If the County requests the Municipality takes lead on a project – design, bidding, construction administration, etc., then the Municipality may charge an administrative rate to the County at the current statewide overhead rate.

5.3 Project Termination

If the Municipality should withdraw from the project, for any reason, it will reimburse the County for any costs incurred by the County on behalf of the project. If the County should withdraw from the project, for any reason, it will reimburse the Municipality for any costs incurred by the Municipality on behalf of the project.

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICITION

6.1 Maintenance

Section 83.025 of the Wisconsin Statutes governs the maintenance of county highways, specifically:

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.
- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:
 - Shoulder maintenance
 - Ditch Maintenance
 - Pavement marking
 - Signing
 - Crack sealing
 - Asphalt patching
 - Concrete pavement repair
 - Asphalt resurfacing
 - Curb and gutter repair
 - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
 - Street sweeping
 - Application of protective coatings (bridges)
 - Guard rail
 - Removal, treatment and sanding/salting of ice
 - Removal and control of snow
 - Interim repair of highway surfaces and adjacent structures
 - Center median mowing (performed only for visibility purposes)
 - Traffic signal operation

Items that are placed at the discretion of the municipality are the responsibility of the municipality to maintain, including:

- Street lighting
- Interim sidewalk repair
- Pavement marking associated with sidewalks (crosswalks)
- Off street bike paths
- Sanitary sewer
- Interim storm sewer repair including manhole and inlet castings
- Water mains
- Other municipal utilities
- Mowing behind the curb line (terrace area)
- Center median mowing (performed for aesthetic purposes)
- Snow and ice removal on sidewalks and/or bike paths
- Roundabout center island landscaping
- Storm water devices (ponds, infiltration areas, etc. – anything other than a ditch)
- Trees, shrubs, and other landscaping behind the curb line (in terrace area)

Neither of these maintenance lists is intended to be 'all inclusive', but, rather to demonstrate measures and activities necessary to preserving a highway defined as that portion of the roadway open to the public as a matter of right for the purposes of vehicular travel, including the shoulder and/or curb and gutter.

6.2 Jurisdiction

Note: Jurisdictional transfers require resolutions from both the Municipality and County Board to become effective. If a roadway is noted to be transferred, it indicates an agreement in principal to pursue the transfer contingent upon both the Municipality and County approving the necessary resolutions.

- ☐ New County highway segment to be maintained by the County.
- ☐ Existing County highway segment to be maintained by the County.
- ☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: TBD – End of Construction

Highway Name: <u>Rockland Road</u>	<u>Old Plank Road</u>	<u>STH 32/57</u>
0.33 Miles	From	To

- ☐ Existing County highway to be jurisdictionally transferred to the Municipality:

Transfer Date: _____ Miles: _____

Highway Name: _____	_____
	From To

- ☐ Jurisdictional transfer of other County highways within the Municipality, from the County to the Municipality as listed below:

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

This request is made by the undersigned proper authority to make such request for the designated Municipality, and upon acceptance by the County, shall constitute agreement between the Municipality and the County.

FOR THE MUNICIPALITY:

Name & Title

Date**FOR THE COUNTY:**

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

PROJECT TYPE	BROWN COUNTY	MUNICIPALITY
Asphalt Reconditioning: <i>Reconditioning is defined as a maintenance level activity involving the reclaiming of the existing pavement and/or base course, replacement of the pavement in generally the same alignment (vertical and horizontal).</i> A. Reclaim of existing pavement & base course B. Paving of up to 4.5" asphaltic pavement C. Curb & gutter replacement (spot repairs as part of reconditioning). D. Curb & gutter replacement (larger areas of repairs as agreed to by the Municipality and County). E. Curb & gutter replacement for Municipal utility work.	100% 100% 100% 50% 0%	0% 0% 0% 50% 100%
Roadway Reconstruction: <i>Reconstruction is defined as the total rebuilding of an existing highway including pavement and base replacement, excavation below subgrade, drainage, transportation related appurtenances, roadway realignment, widening, and/or converting a rural roadway to an urban roadway.</i> A. Urban Reconstruction: New concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible project costs). B. Rural Reconstruction: Reconstruction of existing 2-lane roadway, no additional travel lanes. C. Rural Reconstruction: Reconstruction and widening of existing 2-lane roadway, travel lane addition, including 3-lane with center-shared, left-turn, or 4-lane divided or undivided roadway (see eligible project costs).	50% 100% 50%	50% 0% 50%
New Roadway Construction:	50%	50%
Bridge Construction/Reconstruction: A. Part of Roadway Reconstruction A & C above. B. Town Bridge Replacement. Note: Funding utilizes the County Bridge fund which is a 50/50 matching fund with the Municipality. C. County Bridge Replacement.	50% 50% 100%	50% 50% 0%

Eligible Project Costs:
County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary:
A. Design engineering and all necessary environmental and wetland assessment investigations as required by the Wisconsin Department of Natural Resources and/or the U.S. Army Corps of Engineers.
B. Right-of-way acquisition cost, including the cost of the right-of-way plat development, property appraisals, acquisition negotiations, legal costs and relocation expenses and fees for limited construction easements, and compensable utility relocation costs.
C. Wetland replacement mitigation.
D. Storm water devices (ponds, infiltration areas, etc.) required for the project (prorated to 50% of the costs required for the roadway work).
E. Construction engineering related to inspection, supervision, and administration of the actual construction work.
F. Street grading, base, pavement, curb & gutter, drainage structures, bridges, intersection channelization & turning lanes, 15-foot wide concrete outside curb lanes, 14-foot wide asphalt outside curb lane, and driveway aprons.
G. Installation of main line storm sewer trunk lines & laterals, 12-inch diameter or greater. Storm sewer inlets, manholes, and catch basins necessary to accommodate street surface water drainage.
H. In accordance with the Brown County Bicycle and Pedestrian Plan, Brown County will share the costs of the following: 1. Concrete sidewalk replacement or new sidewalk construction – the County will participate in the costs for one (1) side of the roadway for sidewalk up to 5' in width for a concrete sidewalk except for areas of municipal utility cuts which are the responsibility of the municipality. 2. Multi-use bicycle/pedestrian asphaltic path or on-street bike lanes - the County will participate in the costs for either one off-street multi-use bicycle/pedestrian path up to 10' in width or on-street bike lanes in accordance with FDM 11-46 Figure 15.1, but not both.
I. Signing and pavement marking, including detour routes, installation of traffic signal conduit and traffic signals meeting signal warrants.
J. Erosion control devices required per Wisconsin DNR standards.
K. Retaining walls required for the Project.
L. Roundabout intersections that meet traffic signal warrants including street lighting, standard WisDOT colored concrete, and signs.
M. Landscaping including salvaged topsoil, seeding, fertilizing, and mulch.

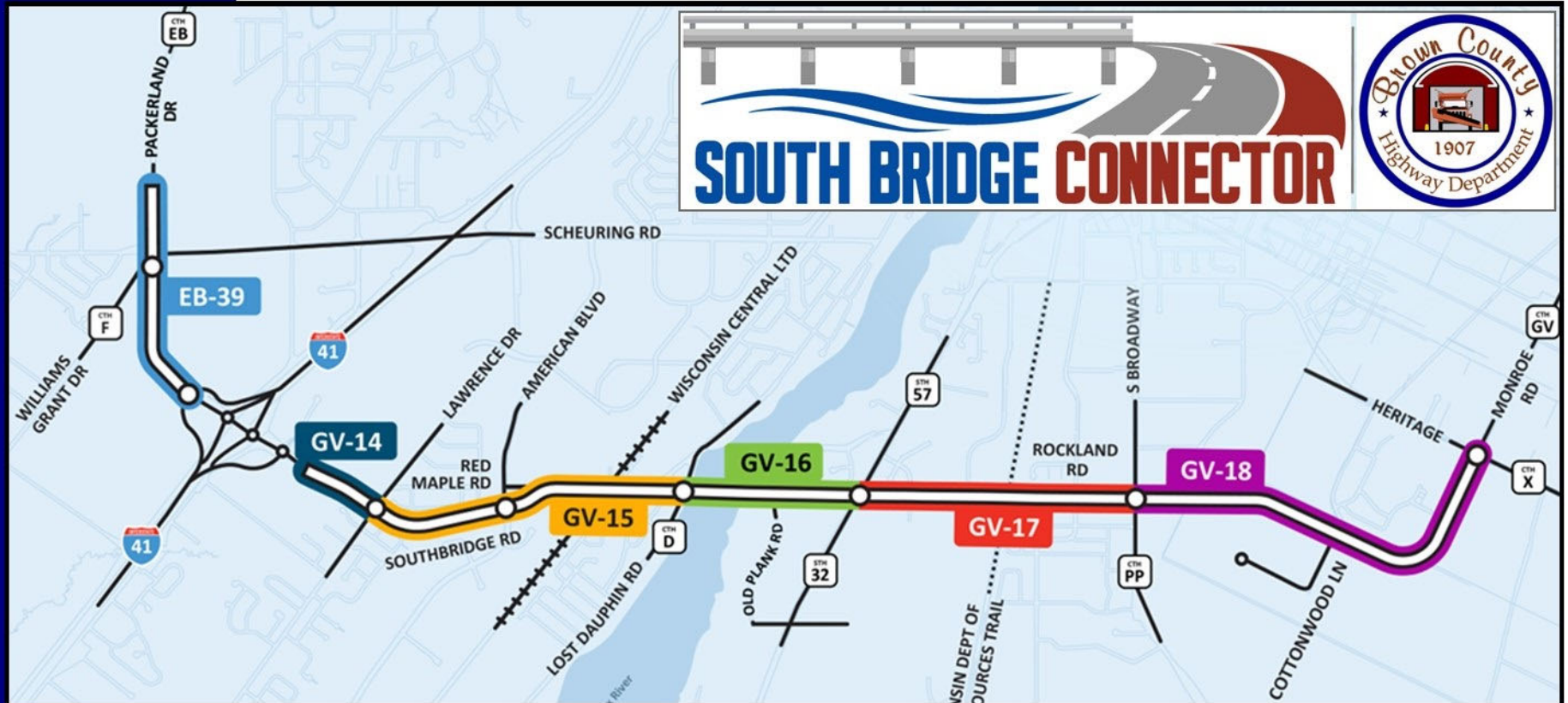
Non-eligible Project Costs:

Work necessary to complete the Project to be financed entirely by the Municipality or other utility or facility owner includes the following items:

- A. New installation of, or alteration of, sanitary sewers and connections, water, gas, electric, telephone, fire or police alarm facilities, parking meters, street lighting and similar utilities.
- B. Traffic signals or roundabouts not meeting signal warrants, as specified by the Manual of Uniform Traffic Control Devices (MUTCD).
- C. Concrete sidewalks or bicycle/pedestrian off-street trails not constructed as part of reconstruction or new construction projects.
- D. Any allowed parking stalls.
- E. Storm water devices (ponds, swales, etc.) not required for the project (regional storm water pond for example). The Municipality will own and maintain regional storm water devices, including if the device is partially used for the Project.
- F. Trees, shrubs, and other landscaping along the roadway or at roundabouts after location approval by Brown County.
- G. Decorative features (lighting, signs, railing, etc.) above standard baseline costs.



2024–2029 HIGHWAY CAPITAL IMPROVEMENT PLAN



June 28, 2023

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-24	CTH B to Brown County Line Road Town of Pittsfield	4.04	Thin Coat Maintenance 2-Lane, Rural, Asphalt	775,000	-	-	775,000	-	775,000	-
CTH GE	GE-10	STH 172 to STH 54 Village of Hobart	1.50	Surface Maintenance, 2-Lane Rural, Asphalt	625,000	-	-	625,000	-	625,000	-
CTH PP	PP-21	STH 96 to School Road Town of Wrightstown	3.98	Surface Maintenance, 2-Lane Rural, Asphalt	1,257,000	-	-	1,257,000	-	1,257,000	-
CTH W	W-18	STH 96 to CTH OO Town of Rockland /Wrightstown	8.06	Surface Maintenance, 2-Lane Rural, Asphalt	1,967,888	-	-	1,967,888	-	950,835	1,017,053
CTH EB	EB-42	North Road to CTH VK Village of Ashwaubenon/City of Green Bay	3.60	CPR - Conc. Pavement Repair Urban, Concrete	1,085,000	-	-	1,085,000	LRIP 516,335	568,665	-
CTH EB	EB-47	1,265' N. of West Point Rd to 550' N. of Trojan Dr City of Green Bay	0.76	Reconstruction, 4-Lane Roundabout	2,485,000	-	Green Bay 1,242,500	1,242,500	Sales Tax 694,000	548,500	-
CTH M	M-21	Belmont Road to CTH HS Village of Howard/Village of Suamico	3.39	Reconstruction, 5-Lane Urban, Asphalt	7,890,000	-	Howard 2,469,000	3,945,000	-	3,945,000	-
							Suamico 1,476,000				
CTH M	M-22A	CTH HS to Cornell Road Village of Howard/Village of Suamico	-	Preliminary Grading, Paving, & Pond Construction	1,490,000	-	Howard 372,500	745,000	-	745,000	-
							Suamico 372,500				
Prelim CTH EB	EB-39	CTH F to Mid Valley Drive Town of Lawrence	-	Right-of-Way Acquisition 2025-2026 Construction	500,000	-	Lawrence 250,000	250,000	-	250,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400	220,000	-	220,000	-
							Ledgeview 17,600				
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	1,030,000	-	DePere 216,300	515,000	-	515,000	-
							Ledgeview 298,700				

(Continued on next page)

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

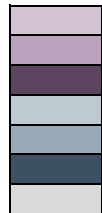
Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Right of Way Acquisition Engineering & Survey Wetland Mitigation 2025 Construction	3,200,000	-	Howard 800,000	1,600,000	-	1,600,000	-
							Suamico 800,000				
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		350,000	-	-	350,000	-	-	350,000
Total Lane Miles:	25.33	Asphalt Paving Lane Miles:	25.33	---	\$ 23,094,888	\$ -	\$ 8,517,500	\$ 14,577,388	\$ 1,210,335	\$ 12,000,000	\$ 1,367,053

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
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 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH EB	EB-40	Glendale Avenue to CTH HS Village of Howard	1.64	Surface Maintenance, 2-Lane Urban, Asphalt	572,263	-	-	572,263	-	572,263	-
CTH FF	FF-10	STH 54 to CTH J Village of Hobart/City of Green Bay	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	764,500	-	-	764,500	-	764,500	-
CTH PP	PP-20	Man- Cal Road to STH 96 Town of Holland /Wrightstown	10.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,812,160	BIL STP-Rural 3,040,320	-	771,840	-	771,840	-
CTH Z	Z-33	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	725,000	-	-	725,000	-	725,000	-
CTH EB	EB-39	CTH EB at CTH F Town of Lawrence	0.68	Reconstruction, 2-Lane Roundabout	3,160,000	-	Lawrence 1,580,000	1,580,000	-	1,580,000	-
CTH EB	EB-45	Bridge Over Hemlock Creek Town of Lawrence	0.06	New Bridge Construction	2,034,000	-	Lawrence 1,017,000	1,017,000	-	1,017,000	-
CTH EE	EE-20	CTH EE at Mid Valley Drive Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,468,500	BIL STBG 1,174,400	Lawrence 147,050	147,050	-	147,050	-
CTH GV	GV-14	French Road to Lawrence Drive City of De Pere	1.44	New Construction, 4-Lane Urban, Asphalt	4,500,000	-	De Pere 2,250,000	2,250,000	-	2,250,000	-
CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	5.28	Reconstruction, 4-Lane Urban, Asphalt	12,360,000	-	Howard 3,090,000 Suamico 3,090,000	6,180,000	MLS 1,000,000	4,192,347	987,653
CTH Z	Z-32	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	935,000	-	-	935,000	-	935,000	-
Prelim CTH F	F-19	CTH F at CTH S Town of Lawrence	-	Design 2027 Construction	310,000	-	Lawrence 155,000	155,000	-	155,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400 Ledgeview 17,600	220,000	-	220,000	-

(Continued on next page)

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

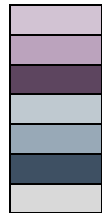
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	440,000	-	DePere 92,400 Ledgeview 127,600	220,000	-	220,000	-
Prelim CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	-	Design 2028 Construction	400,000	-	Ledgeview 200,000	200,000	-	200,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.78	Asphalt Paving Lane Miles:	23.72	---	\$ 32,321,423	\$ 4,214,720	\$ 11,969,050	\$ 16,137,653	\$ 1,000,000	\$ 13,750,000	\$ 1,387,653

Key:



Thin Coat Maintenance
 Surface Maintenance
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 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH CE	CE-3	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	810,000	-	-	810,000	-	810,000	-
CTH EE	EE-19	Suburban Drive to 6th Street City of DePere	1.02	Surface Maintenance, 2-Lane Urban, Asphalt	476,000	-	-	476,000	-	476,000	-
CTH G	G-36	George Street to CTH GV City of DePere/Town of Ledgeview	4.94	Surface Maintenance, 2-Lane Urban, Asphalt	1,988,000	-	-	1,988,000	-	988,000	1,000,000
CTH NN	NN-19	Pine Grove Road to CTH R Town of Ledgeview	1.60	Surface Maintenance, 2-Lane Rural, Asphalt	700,000	-	-	700,000	-	700,000	-
CTH O	O-15	Riverside Drive to East River Drive Village of Allouez	2.14	Surface Maintenance, 2-Lane Urban, Asphalt	675,000	-	-	675,000	-	675,000	-
CTH DD	DD-6	Quality Ct to Poplar St Village of Wrightstown	1.74	Recondition, 2-Lane Urban, Asphalt	1,459,000	-	-	1,459,000	-	1,459,000	-
CTH X	X-39	CTH GV to Morrison Road Town of Ledgeview/Glenmore	4.40	Recondition, 2-Lane Rural, Asphalt	2,706,000	-	-	2,706,000	-	2,706,000	-
CTH EE	EE-22	9th Street to Suburban Drive City of DePere	0.58	CPR - Conc. Pavement Repair Urban, Concrete	210,000	-	-	210,000	-	210,000	-
CTH GV	GV-19	STH 172 to McDonald's Entrance Village of Bellevue	0.28	CPR - Conc. Pavement Repair Urban, Concrete	550,000	-	Bellevue	550,000	-	550,000	-
CTH X	X-37	CTH G to Lebrun Street City of De Pere	1.76	CPR - Conc. Pavement Repair Urban, Concrete	790,000	-	De Pere	790,000	-	790,000	-
CTH X	X-40	Lebrun Street to Roselawn Blvd City of DePere/Village of Allouez	1.64	CPR - Conc. Pavement Repair Urban, Concrete	900,000	-	Allouez	900,000	-	900,000	-
CTH EB	EB-46	Mid Valley Drive to Hemlock Creek Town of Lawrence	0.84	New Construction, 2-Lane Rural, Asphalt	1,000,000	-	Lawrence 500,000	500,000	-	500,000	-
CTH EE	EE-21	CTH EE at CTH EB Village of Ashwaubenon Town of Hobart Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,661,800	BIL STBG 1,289,400	Ashwaubenon 160,100 Hobart 20,500 Lawrence 5,600	186,200	-	186,200	-
CTH KB	KB-10	Bridge Over Neshota River Town of New Denmark	0.10	Bridge Replacement	1,466,300	BIL Bridge 1,097,800	-	368,500	-	368,500	-

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Key:

Thin Coat Maintenance
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 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

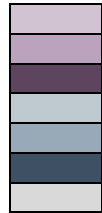
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	Right of Way Acquisition 2028-2029 Construction	3,200,000	-	DePere 1,600,000	1,600,000	-	1,600,000	-
Prelim CTH GV	GV-16	CTH D to STH 57 City of DePere	-	Right of Way Acquisition 2028-2029 Construction	2,000,000	-	DePere 1,000,000	1,000,000	-	1,000,000	-
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2027 Construction	4,730,000	-	DePere 993,300 Ledgeview 1,371,700	2,365,000	-	2,365,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Design 2030 Construction	1,170,000	-	Allouez 585,000	585,000	-	585,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.14	Asphalt Paving Lane Miles:	23.14	---	\$ 26,892,100	\$ 2,387,200	\$ 6,236,200	\$ 18,268,700	\$ -	\$ 16,868,700	\$ 1,400,000

Key:



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 Surface Maintenance
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2027

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH BB	BB-3	CTH R to County Line Town of New Denmark	1.20	Surface Maintenance, 2-Lane Rural, Asphalt	480,000	-	-	480,000	-	480,000	-
CTH E	E-4	County Line to W. Mason Street Village of Hobart	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	990,000	-	-	990,000	-	990,000	-
CTH F	F-20	CTH S to CTH EB Town of Lawrence	7.20	Surface Maintenance, 2-Lane Rural, Asphalt	2,520,000	-	-	2,520,000	-	1,570,000	950,000
CTH P	P-23	STH 54 to CTH K Town of Green Bay	6.00	Surface Maintenance, 2-Lane Rural, Asphalt	2,400,000	-	-	2,400,000	-	2,400,000	-
CTH U	U-23	CTH E to Elm Street Village of Hobart	0.20	Surface Maintenance, 2-Lane Rural, Asphalt	80,000	-	-	80,000	-	80,000	-
CTH V	V-23	Erie Road to CTH T City of Green Bay/Town of Humboldt	8.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,137,000	-	-	3,137,000	-	3,137,000	-
CTH EB	EB-48	Duck Creek Pkwy to CTH J Village of Howard	2.32	Recondition, 4-Lane Urban, Asphalt	1,481,000	-	-	1,481,000	-	1,481,000	-
CTH GF	GF-1	Sand Acres Dr to S. Ridge Rd Village of Ashwaubenon	1.56	Recondition, 4-Lane Urban, Asphalt	989,000	-	-	989,000	-	989,000	-
CTH F	F-19	CTH F at CTH S Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,500,000	-	Lawrence 750,000	750,000	-	750,000	-
CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	6.36	New Construction, 4-Lane Urban, Asphalt	14,200,000	-	DePere 2,982,000 Ledgeview 4,118,000	7,100,000	-	7,100,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2028 Construction	3,110,000	-	DePere 1,430,600 Ledgeview 124,400	1,555,000	-	1,555,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Design 2031 Construction	330,000	-	Allouez 165,000	165,000	-	165,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	35.34	Asphalt Paving Lane Miles:	35.34	---	\$ 31,667,000	\$ -	\$ 9,570,000	\$ 22,097,000	\$ -	\$ 20,697,000	\$ 1,400,000

Key:

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2028

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-25	Catherine Drive to CTH J Village of Howard	3.94	Surface Maintenance, 2/4-Lane Urban, Asphalt	1,614,000	-	-	1,614,000	-	1,614,000	-
CTH D	D-20	Holland Road to STH 96 Town of Holland and Village/Town of Wrightstown	10.40	Surface Maintenance, 2-Lane Rural, Asphalt	4,190,000	-	-	4,190,000	-	3,240,000	950,000
CTH I	I-9	Bay Settlement Road to STH 54 Town of Scott	1.48	Surface Maintenance, 2-Lane Rural, Asphalt	596,000	-	-	596,000	-	596,000	-
CTH J	J-26	Shawano Avenue to CTH C Village of Howard	0.56	Surface Maintenance, 4-Lane Urban, Asphalt	250,000	-	-	250,000	-	250,000	-
CTH U	U-33	CTH J to Pearl Street Village of Hobart	1.86	Surface Maintenance, 2-Lane Rural, Asphalt	749,000	-	-	749,000	-	749,000	-
CTH X	X-41	Swan Road to CTH GV Town of Ledgeview	1.64	Surface Maintenance, 2-Lane Rural, Asphalt	861,000	-	-	861,000	-	861,000	-
CTH X	X-42	Morrison Road to CTH G Town of Glenmore	7.80	Surface Maintenance, 2-Lane Rural, Asphalt	3,140,000	-	-	3,140,000	-	3,140,000	-
CTH G	G-37	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	1,000,000	-	-	1,000,000	-	1,000,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	New Construction, 4-Lane Urban, Asphalt (Year 1 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	-	New Construction, Bridge 4-Lane Urban, Asphalt (Year 1 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	4.36	New Construction, 4-Lane Urban, Asphalt	8,500,000	-	DePere 3,910,000 Ledgeview 340,000	4,250,000	-	4,250,000	-
CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	1.30	Reconstruction, 2-Lane Urban, Asphalt w/Roundabout	3,000,000	-	Ledgeview 1,500,000	1,500,000	-	1,500,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Right of Way Acquisition 2030 Construction	784,000	-	Allouez 392,000	392,000	-	392,000	-
Prelim CTH X	X-34	Rosemont Drive to Broadview Drive Tonatiuh Lane to Miramar Drive Village of Allouez	-	Design 2032 Construction	850,000	-	Allouez 425,000	425,000	-	425,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	33.52	Asphalt Paving Lane Miles:	33.52	---	\$ 60,984,000	\$ 25,000,000	\$ 11,567,000	\$ 24,417,000	\$ -	\$ 23,017,000	\$ 1,400,000

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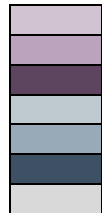
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2029

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CTH B	B-20	CTH C to CTH HS Town of Pittsfield/Village of Suamico	9.60	Surface Maintenance, 2-Lane Rural, Asphalt	5,309,000	-	-	5,309,000	-	5,309,000	-
CTH JJ	JJ-23	Micolichek Lane to CTH T Town of Eaton	3.48	Surface Maintenance, 2-Lane Rural, Asphalt	1,530,000	-	-	1,530,000	-	1,530,000	-
CTH QQ	QQ-9	STH 29 to CTH JJ Town of Eaton	3.00	Surface Maintenance, 2-Lane Rural, Asphalt	1,270,000	-	-	1,270,000	-	1,270,000	-
CTH R	R-15	CTH BB to S. Wall Street Town of New Denmark/Village of Denmark	4.20	Surface Maintenance, 2-Lane Rural, Asphalt	1,780,000	-	-	1,780,000	-	830,000	950,000
CTH Z	Z-34	CTH W to CTH NN Town of Morrison	8.90	Surface Maintenance, 2-Lane Rural, Asphalt	3,760,000	-	-	3,760,000	-	3,760,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	4.92	New Construction, 4-Lane Urban, Asphalt (Year 2 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	3.00	New Construction, Bridge 4-Lane Urban, Asphalt (Year 2 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH C	C-21	CTH FF to Greenfield Ave Village of Howard	1.50	Reconstruction, 2-Lane Urban, Asphalt	6,400,000	BIL STBG 5,120,000	Howard 640,000	640,000	-	640,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Right of Way Acquisition 2031 Construction	22,000	-	Allouez 11,000	11,000	-	11,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	38.60	Asphalt Paving Lane Miles:	37.36	---	\$ 55,521,000	\$ 30,120,000	\$ 5,651,000	\$ 19,750,000	\$ -	\$ 18,350,000	\$ 1,400,000

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PROJECT LOCATION MAP

PROJECT Southern Bridge Alternative 2A Conceptual Layout			
SUBJECT Segment 3: GV-16 CTH D to STH 57			
ORIGINATED BY BC Highway Dept.	DATE 4/20/2022	CHECKED BY	DATE





City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-17*

ATTACHMENTS:

- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-17 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- CTH GV-17 Brown County Design & Construction Agreement (PDF)
- South Bridge Map 4 - STH 57 to CTH PP (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members
From: Scott J. Thoresen, Director of Public Works
Date: August 25, 2023
RE: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-17*

The Brown County Highway Department is planning the construction for the new South Bridge Connector over the next six (6) years. (See attached schedule) The County plans to construct this corridor in segments which are EB-39, GV-14, GV-15, GV-16, GV-17, and GV-18. (See attached segment map). Each segment is defined as follows:

- EB-39: Packerland Drive to I-41
- GV-14: I-41 to Lawrence Drive
- GV-15: Lawrence Drive to Lost Dauphin Road
- GV-16: Lost Dauphin Road to STH 57
- GV-17: STH 57 to CTH PP
- GV-18: CTH PP to CTH X

The Brown County Highway Department is requiring the City to enter into agreement with Brown County for this work for each segment within the City. (See attached email from the County) Attached is the Brown County Municipal Agreement (See attached agreement) for consideration for segment GV-17 (See attached map for Segment GV-17). This agreement is for design, right-of-way (R/W) acquisition and construction costs. Estimated total design, R/W and construction costs for this work is \$12,490,000. This segment is split amongst the County (\$6,245,000), the Town of Ledgeview (\$499,600) and the City (\$5,745,400). The City's share as mentioned previously is \$5,745,400.

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

3.10.b

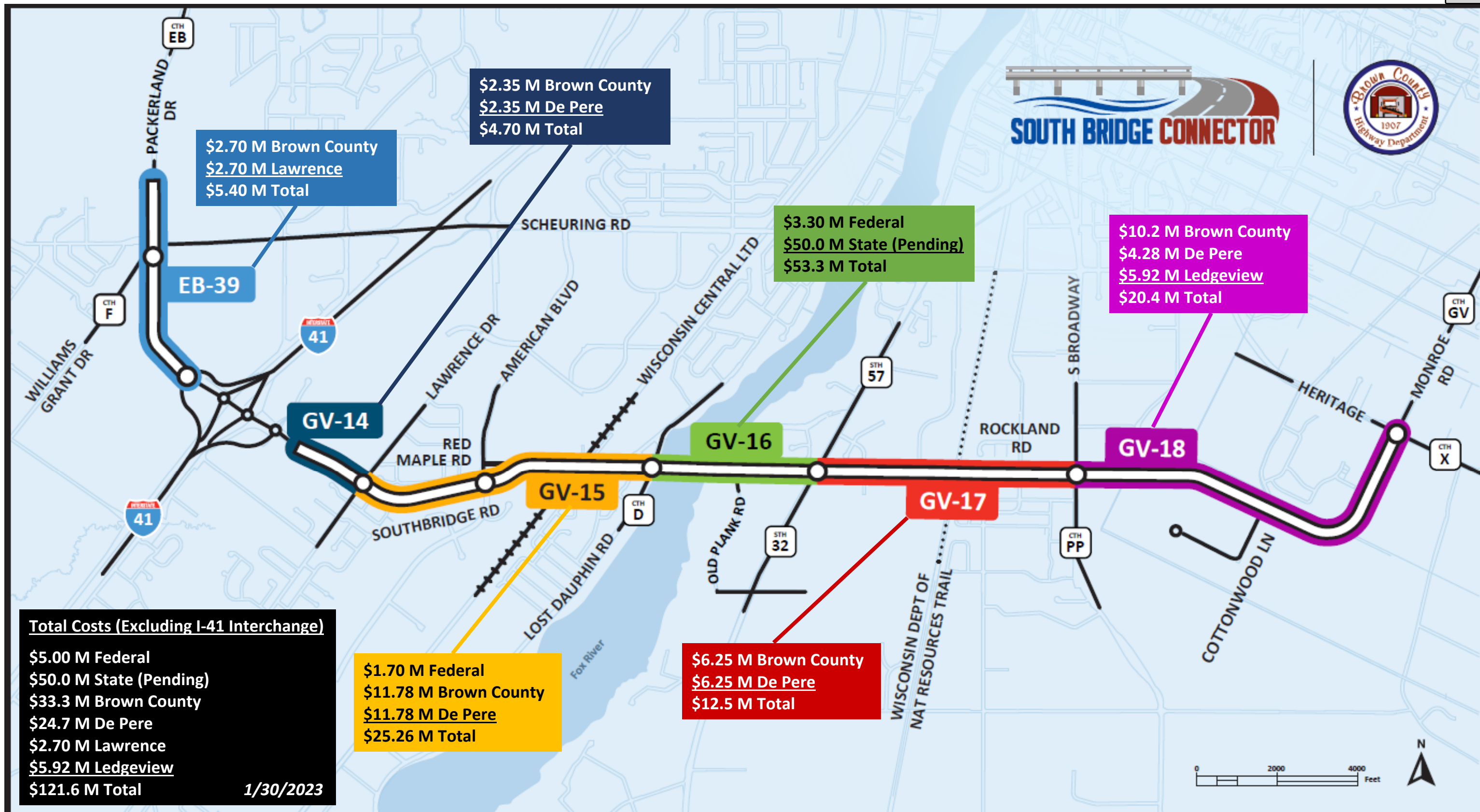
- Assumptions:** 1) \$50 M received for Bridge (Segment 3) by the State.
2) Moves up Segments 4 & 5 as much as possible.



Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All Segments (CTH F - CTH X)	Tier I EIS												
Segment 1			Env. Doc.										
EB-39: CTH F to SB Ramps			Design										
GV-14: NB Ramps to Lawrence Dr.					R/W								
					Utility								
						Construction							
Segment 2					Env. Doc.								
GV-15: Lawrence Drive to CTH D					Design								
								R/W					
								RR Coord.					
								Utility					
									Construction				
Segment 3					Env. Doc.								
GV-16: CTH D to STH 57					Design								
								R/W					
								Utility					
									Construction				
Segment 4							Env. Doc.						
GV-17: STH 57 to CTH PP							Design						
								R/W					
								Utility					
									Const.				
Segment 5						Env. Doc.							
GV-18: CTH PP to CTH X						Design							
								R/W					
								Utility					
									Const.				

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.92



Scott Thoresen

From: Fontecchio, Paul A. <Paul.Fontecchio@browncountywi.gov>
Sent: Thursday, August 3, 2023 9:24 AM
To: Scott Thoresen; Larry Delo; Greg Potts; sburdette@ledgeviewwisconsin.com
Cc: Uitenbroek, Nicholas S.; Colleen Harris
Subject: Southern Bridge Municipal Agreements
Attachments: CTH GV-15 BCMA 8.2.2023 Construction.pdf; CTH GV-16 BCMA 8.2.2023 Construction.pdf; CTH GV-17 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-17 BCMA 8.2.2023 DePere.pdf; CTH GV-18 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-18 BCMA 8.2.2023 DePere.pdf
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear De Pere & Ledgeview:

Attached are the Municipal Project Agreements for the remaining portions of the Southern Bridge Project.

- GV-15 & GV-16 are for De Pere and cover the remaining costs for construction and real estate (not design, which was already agreed to).
- GV-17 & GV-18 are for both De Pere and Ledgeview based on current municipal boundaries & associated estimated costs.

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:
https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf
2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the \$50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that \$50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

Please review and approve through your municipal process and return back to me. Then I will sign to fully execute the agreements. If you have any questions pertaining to these agreements, please contact me anytime.

If we have signed agreements by September, we look to go out for consultant solicitation for GV-17 and GV-18 this fall and select firms so they can start right away in January 2024. We anticipate selecting a few firms to make presentations to a 5-person review team comprised of Paul Fontecchio, Nick Uitenbroek, Collen Harris, Scott Thoresen, and Greg Potts.

Looking forward to working with you on this project!



Paul Fontecchio, P.E.

Highway Commissioner

Brown County

Office: (920) 662-2170

Mobile: (920) 334-2198

Paul.Fontecchio@browncountywi.gov

www.browncountywi.gov



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Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-17

Municipality: City of De Pere

Highway: CTH GV

Construction Year: 2028

Limits: STH 32/57 to CTH PP

Length: 1.09 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

The signatory, City of De Pere (Municipality), through its undersigned duly authorized officers or officials, hereby requests the Brown County Highway Department (County) to initiate and effect the proposed improvement (Project) hereinafter described.

The authority for the County to enter into agreements with the Municipality is extended by Section 83.035 of Wisconsin State Statutes. The authority for the Highway Commissioner to enter into contracts with municipalities within Brown County is from Section 6.10 of the Brown County Code of Ordinances.

2.0 CITIES

Section 83.05(1) of Wisconsin State Statutes states:

83.05 Improving streets over 18 feet wide. (1) *When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. If it so decides, the city may determine the type of improvement, the width, and all other features of the construction, subject to the approval of the county highway committee. And said committee shall fix the amount per linear foot of the improvement to be paid by the county. The city shall then improve the street in the manner provided generally for making street improvements. The work shall be done under the supervision of the city, but subject to the inspection of the county highway commissioner.*

When a portion of county highway in a city is to be improved, the City has a choice in how it wants enter into agreement with the County.

2.1 The City follows State Statute 83.05. The City then would determine the type of improvement, the width, and all other features of the construction subject to the approval of the Highway Commissioner.* The City determines if any acquisition of land is required as a result of the design (the City prepares the right-of-way plat), and pays for the cost of the right-of-way acquisition (since the amount of land to be acquired is determined by the municipality as a function of their design of the roadway). The County acquires the land per section 83.07 and 83.08 of the Wisconsin statutes.

* Per Wis. Stat. §83.015(2)(b), the county highway commissioner shall have the administrative powers and duties prescribed for the county highway committee under 83.05(1).

The County will then likewise follow state statutes in terms of the cost sharing per Wis. Stat. §83.05(2) which states:

83.05(2) Upon the completion of the work the county's share of the cost shall be paid to the contractor as though the county had been an immediate party to the contract. Unless specifically authorized by the county, the payment by the county shall not exceed the cost of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

2.2 The City yields their statutory authority and enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the City, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and City will follow Attachment #1 for project specific eligible and non-eligible project costs.

For this Agreement the City and County agree to follow:

- ☐ Section 2.1
☒ Section 2.2

3.0 VILLAGES AND TOWNS

3.1 The Village or Town enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the Village or Town, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and Village or Town will follow Attachment #1 for project specific eligible and non-eligible project costs.

3.2 The Village or Town petitions to follow section 2.1 of this policy. A village or town may petition the Highway Commissioner to allow the village or town to follow section 2.1 of this policy for urban or proposed urban areas.

For this Agreement the Village or Town and County agree to follow:

- ☐ Section 3.1
☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

There is no existing facility. The STH 32 bridge (Claude Allouez Bridge) in the City of De Pere is the only bridge over the Fox River between the STH 172 bridge and the STH 96 bridge, and experiences congestion and backups at the roundabout on the east side of the bridge. A second, 'southern bridge' (south of the Claude Allouez Bridge) in the City of De Pere has been discussed and planned for many years to alleviate the congestion of traffic in De Pere.

2. Proposed Improvement (nature and scope of work)

The proposed South Bridge Connector will connect CTH EB at CTH F to CTH GV at CTH X, connecting to I-41 and constructing a new bridge across the Fox River. Specifically, CTH GV-17 will include the section of proposed CTH GV from STH 32/57 to CTH PP. ***This Agreement is for all the project costs for GV-17.***

While not all the design details have been determined at the time of this agreement, in general both the City and County anticipate the following:

- CTH GV from STH 32/57 to CTH PP will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.
- Design alternatives for the Fox River Trail crossing will be investigated and analyzed for feasibility and cost, both an at-grade option and a grade separated option where the trail goes under or over CTH GV.
- Roundabouts are proposed at the intersection with STH 32/57 and CTH PP. The STH 32/57 roundabout will likely be constructed with the GV-16 project and the CTH PP roundabout will likely be constructed with the GV-18 project but this might change as the project design progresses and construction planning is refined.
- The intersection with Enterprise Drive/Ryan Road will be analyzed for intersection alternatives based on existing and anticipated future traffic movements.
- Anticipated posted speed limit of 45 mph.
- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.
- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

The following project cost breakdown (next page) is an estimate only. A 5% administrative fee will be applied to the project and is included in the amounts shown in the table on the next page.

If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the City and County respectively for the associated work item.

GV-17 Estimate of Costs:

ITEM	ESTIMATED COST	COUNTY FUNDS	CITY FUNDS	TOWN FUNDS
ENGINEERING & DESIGN:				
Plan Design	\$880,000	\$440,000	\$404,800	\$35,200
State Review	\$0	\$0	\$0	\$0
Engineering Subtotal	\$880,000	\$440,000	\$404,800	\$35,200
RIGHT-OF-WAY ACQUISITION:				
Plat, Appraisals, & Acquisition	\$3,110,000	\$1,555,000	\$1,430,600	\$124,400
Right-of-way Subtotal	\$3,110,000	\$1,555,000	\$1,430,600	\$124,400
ROAD & BRIDGE CONSTRUCTION:				
Eligible (Participating)	\$8,500,000	\$4,250,000	\$3,910,000	\$340,000
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
Road Construction Subtotal	\$8,500,000	\$4,250,000	\$3,910,000	\$340,000
TOTAL PROJECT COST:	\$12,490,000	\$6,245,000	\$5,745,400	\$499,600

5.2 Cost Sharing & Billing

As work progresses, the Municipality will be billed for their local share of eligible project cost and 100% of the non-eligible cost. The statewide administrative rate will be applied to the project costs. Upon completion of the project, a final audit will be made to determine the final division of costs.

If the County requests the Municipality takes lead on a project – design, bidding, construction administration, etc., then the Municipality may charge an administrative rate to the County at the current statewide overhead rate.

5.3 Project Termination

If the Municipality should withdraw from the project, for any reason, it will reimburse the County for any costs incurred by the County on behalf of the project. If the County should withdraw from the project, for any reason, it will reimburse the Municipality for any costs incurred by the Municipality on behalf of the project.

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICITION

6.1 Maintenance

Section 83.025 of the Wisconsin Statutes governs the maintenance of county highways, specifically:

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.
- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:
 - Shoulder maintenance
 - Ditch Maintenance
 - Pavement marking
 - Signing
 - Crack sealing
 - Asphalt patching
 - Concrete pavement repair
 - Asphalt resurfacing
 - Curb and gutter repair
 - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
 - Street sweeping
 - Application of protective coatings (bridges)
 - Guard rail
 - Removal, treatment and sanding/salting of ice
 - Removal and control of snow
 - Interim repair of highway surfaces and adjacent structures
 - Center median mowing (performed only for visibility purposes)
 - Traffic signal operation

Items that are placed at the discretion of the municipality are the responsibility of the municipality to maintain, including:

- Street lighting
- Interim sidewalk repair
- Pavement marking associated with sidewalks (crosswalks)
- Off street bike paths
- Sanitary sewer
- Interim storm sewer repair including manhole and inlet castings
- Water mains
- Other municipal utilities
- Mowing behind the curb line (terrace area)
- Center median mowing (performed for aesthetic purposes)
- Snow and ice removal on sidewalks and/or bike paths
- Roundabout center island landscaping
- Storm water devices (ponds, infiltration areas, etc. – anything other than a ditch)
- Trees, shrubs, and other landscaping behind the curb line (in terrace area)

Neither of these maintenance lists is intended to be 'all inclusive', but, rather to demonstrate measures and activities necessary to preserving a highway defined as that portion of the roadway open to the public as a matter of right for the purposes of vehicular travel, including the shoulder and/or curb and gutter.

6.2 Jurisdiction

Note: Jurisdictional transfers require resolutions from both the Municipality and County Board to become effective. If a roadway is noted to be transferred, it indicates an agreement in principal to pursue the transfer contingent upon both the Municipality and County approving the necessary resolutions.

- ☐ New County highway segment to be maintained by the County.
- ☐ Existing County highway segment to be maintained by the County.
- ☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: TBD – End of Construction

Highway Name:	<u>Rockland Road</u>	<u>STH 32/57</u>	<u>CTH PP</u>
	1.09 Miles	From	To

- ☐ Existing County highway to be jurisdictionally transferred to the Municipality:

Transfer Date: _____ Miles: _____

Highway Name:	_____	_____
	From	To

- ☐ Jurisdictional transfer of other County highways within the Municipality, from the County to the Municipality as listed below:

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

This request is made by the undersigned proper authority to make such request for the designated Municipality, and upon acceptance by the County, shall constitute agreement between the Municipality and the County.

FOR THE MUNICIPALITY:

Name & Title

Date**FOR THE COUNTY:**

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

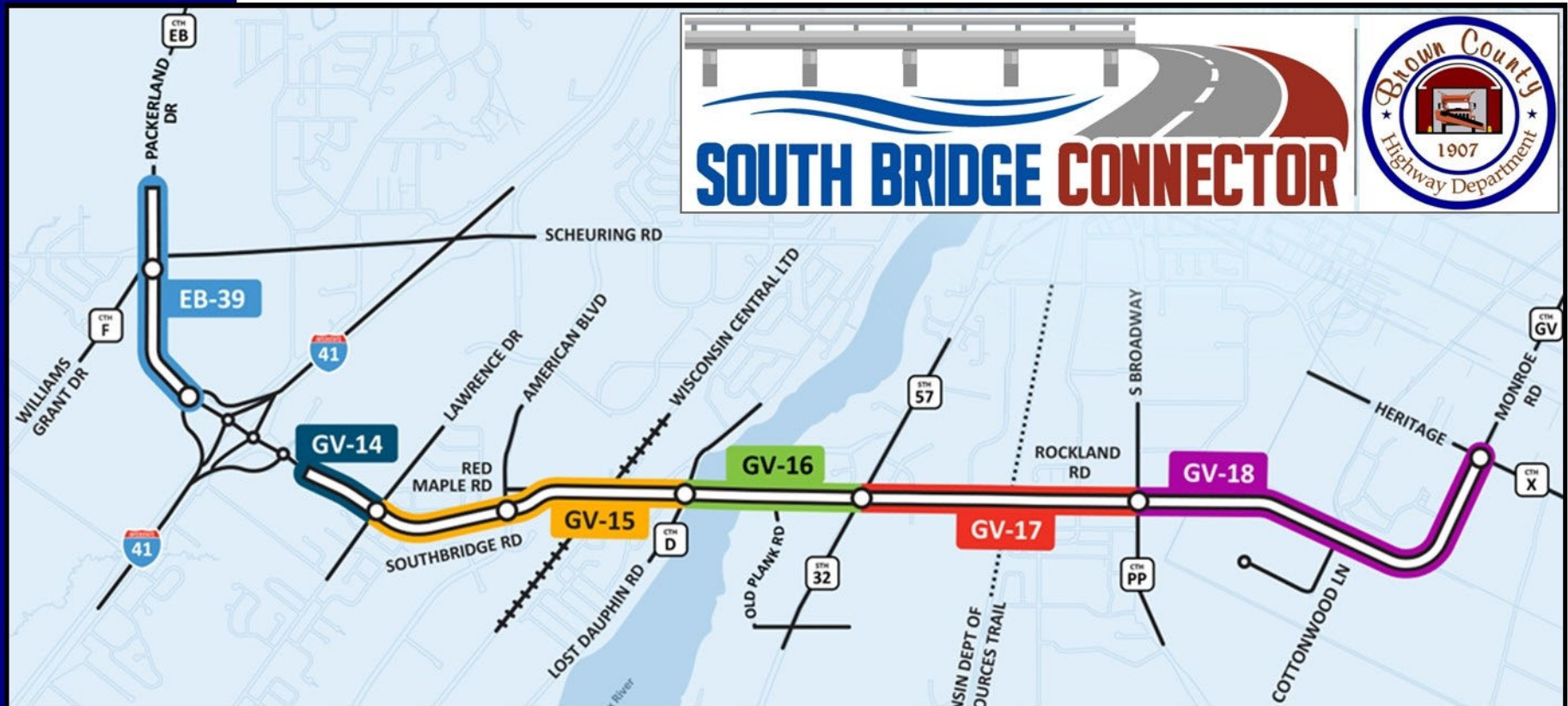
PROJECT TYPE	BROWN COUNTY	MUNICIPALITY
Asphalt Reconditioning: <i>Reconditioning is defined as a maintenance level activity involving the reclaiming of the existing pavement and/or base course, replacement of the pavement in generally the same alignment (vertical and horizontal).</i> A. Reclaim of existing pavement & base course B. Paving of up to 4.5" asphaltic pavement C. Curb & gutter replacement (spot repairs as part of reconditioning). D. Curb & gutter replacement (larger areas of repairs as agreed to by the Municipality and County). E. Curb & gutter replacement for Municipal utility work.	100% 100% 100% 50% 0%	0% 0% 0% 50% 100%
Roadway Reconstruction: <i>Reconstruction is defined as the total rebuilding of an existing highway including pavement and base replacement, excavation below subgrade, drainage, transportation related appurtenances, roadway realignment, widening, and/or converting a rural roadway to an urban roadway.</i> A. Urban Reconstruction: New concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible project costs). B. Rural Reconstruction: Reconstruction of existing 2-lane roadway, no additional travel lanes. C. Rural Reconstruction: Reconstruction and widening of existing 2-lane roadway, travel lane addition, including 3-lane with center-shared, left-turn, or 4-lane divided or undivided roadway (see eligible project costs).	50% 100% 50%	50% 0% 50%
New Roadway Construction:	50%	50%
Bridge Construction/Reconstruction: A. Part of Roadway Reconstruction A & C above. B. Town Bridge Replacement. Note: Funding utilizes the County Bridge fund which is a 50/50 matching fund with the Municipality. C. County Bridge Replacement.	50% 50% 100%	50% 50% 0%

Eligible Project Costs:
County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary:
A. Design engineering and all necessary environmental and wetland assessment investigations as required by the Wisconsin Department of Natural Resources and/or the U.S. Army Corps of Engineers.
B. Right-of-way acquisition cost, including the cost of the right-of-way plat development, property appraisals, acquisition negotiations, legal costs and relocation expenses and fees for limited construction easements, and compensable utility relocation costs.
C. Wetland replacement mitigation.
D. Storm water devices (ponds, infiltration areas, etc.) required for the project (prorated to 50% of the costs required for the roadway work).
E. Construction engineering related to inspection, supervision, and administration of the actual construction work.
F. Street grading, base, pavement, curb & gutter, drainage structures, bridges, intersection channelization & turning lanes, 15-foot wide concrete outside curb lanes, 14-foot wide asphalt outside curb lane, and driveway aprons.
G. Installation of main line storm sewer trunk lines & laterals, 12-inch diameter or greater. Storm sewer inlets, manholes, and catch basins necessary to accommodate street surface water drainage.
H. In accordance with the Brown County Bicycle and Pedestrian Plan, Brown County will share the costs of the following: 1. Concrete sidewalk replacement or new sidewalk construction – the County will participate in the costs for one (1) side of the roadway for sidewalk up to 5' in width for a concrete sidewalk except for areas of municipal utility cuts which are the responsibility of the municipality. 2. Multi-use bicycle/pedestrian asphaltic path or on-street bike lanes - the County will participate in the costs for either one off-street multi-use bicycle/pedestrian path up to 10' in width or on-street bike lanes in accordance with FDM 11-46 Figure 15.1, but not both.
I. Signing and pavement marking, including detour routes, installation of traffic signal conduit and traffic signals meeting signal warrants.
J. Erosion control devices required per Wisconsin DNR standards.
K. Retaining walls required for the Project.
L. Roundabout intersections that meet traffic signal warrants including street lighting, standard WisDOT colored concrete, and signs.
M. Landscaping including salvaged topsoil, seeding, fertilizing, and mulch.

Non-eligible Project Costs:
Work necessary to complete the Project to be financed entirely by the Municipality or other utility or facility owner includes the following items:
A. New installation of, or alteration of, sanitary sewers and connections, water, gas, electric, telephone, fire or police alarm facilities, parking meters, street lighting and similar utilities.
B. Traffic signals or roundabouts not meeting signal warrants, as specified by the Manual of Uniform Traffic Control Devices (MUTCD).
C. Concrete sidewalks or bicycle/pedestrian off-street trails not constructed as part of reconstruction or new construction projects.
D. Any allowed parking stalls.
E. Storm water devices (ponds, swales, etc.) not required for the project (regional storm water pond for example). The Municipality will own and maintain regional storm water devices, including if the device is partially used for the Project.
F. Trees, shrubs, and other landscaping along the roadway or at roundabouts after location approval by Brown County.
G. Decorative features (lighting, signs, railing, etc.) above standard baseline costs.



2024–2029 HIGHWAY CAPITAL IMPROVEMENT PLAN



June 28, 2023

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-24	CTH B to Brown County Line Road Town of Pittsfield	4.04	Thin Coat Maintenance 2-Lane, Rural, Asphalt	775,000	-	-	775,000	-	775,000	-
CTH GE	GE-10	STH 172 to STH 54 Village of Hobart	1.50	Surface Maintenance, 2-Lane Rural, Asphalt	625,000	-	-	625,000	-	625,000	-
CTH PP	PP-21	STH 96 to School Road Town of Wrightstown	3.98	Surface Maintenance, 2-Lane Rural, Asphalt	1,257,000	-	-	1,257,000	-	1,257,000	-
CTH W	W-18	STH 96 to CTH OO Town of Rockland /Wrightstown	8.06	Surface Maintenance, 2-Lane Rural, Asphalt	1,967,888	-	-	1,967,888	-	950,835	1,017,053
CTH EB	EB-42	North Road to CTH VK Village of Ashwaubenon/City of Green Bay	3.60	CPR - Conc. Pavement Repair Urban, Concrete	1,085,000	-	-	1,085,000	LRIP 516,335	568,665	-
CTH EB	EB-47	1,265' N. of West Point Rd to 550' N. of Trojan Dr City of Green Bay	0.76	Reconstruction, 4-Lane Roundabout	2,485,000	-	Green Bay 1,242,500	1,242,500	Sales Tax 694,000	548,500	-
CTH M	M-21	Belmont Road to CTH HS Village of Howard/Village of Suamico	3.39	Reconstruction, 5-Lane Urban, Asphalt	7,890,000	-	Howard 2,469,000	3,945,000	-	3,945,000	-
							Suamico 1,476,000				
CTH M	M-22A	CTH HS to Cornell Road Village of Howard/Village of Suamico	-	Preliminary Grading, Paving, & Pond Construction	1,490,000	-	Howard 372,500	745,000	-	745,000	-
							Suamico 372,500				
Prelim CTH EB	EB-39	CTH F to Mid Valley Drive Town of Lawrence	-	Right-of-Way Acquisition 2025-2026 Construction	500,000	-	Lawrence 250,000	250,000	-	250,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400	220,000	-	220,000	-
							Ledgeview 17,600				
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	1,030,000	-	DePere 216,300	515,000	-	515,000	-
							Ledgeview 298,700				

(Continued on next page)

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

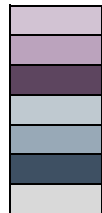
Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Right of Way Acquisition Engineering & Survey Wetland Mitigation 2025 Construction	3,200,000	-	Howard 800,000	1,600,000	-	1,600,000	-
							Suamico 800,000				
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		350,000	-	-	350,000	-	-	350,000
Total Lane Miles:	25.33	Asphalt Paving Lane Miles:	25.33	---	\$ 23,094,888	\$ -	\$ 8,517,500	\$ 14,577,388	\$ 1,210,335	\$ 12,000,000	\$ 1,367,053

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
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 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH EB	EB-40	Glendale Avenue to CTH HS Village of Howard	1.64	Surface Maintenance, 2-Lane Urban, Asphalt	572,263	-	-	572,263	-	572,263	-
CTH FF	FF-10	STH 54 to CTH J Village of Hobart/City of Green Bay	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	764,500	-	-	764,500	-	764,500	-
CTH PP	PP-20	Man- Cal Road to STH 96 Town of Holland /Wrightstown	10.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,812,160	BIL STP-Rural 3,040,320	-	771,840	-	771,840	-
CTH Z	Z-33	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	725,000	-	-	725,000	-	725,000	-
CTH EB	EB-39	CTH EB at CTH F Town of Lawrence	0.68	Reconstruction, 2-Lane Roundabout	3,160,000	-	Lawrence 1,580,000	1,580,000	-	1,580,000	-
CTH EB	EB-45	Bridge Over Hemlock Creek Town of Lawrence	0.06	New Bridge Construction	2,034,000	-	Lawrence 1,017,000	1,017,000	-	1,017,000	-
CTH EE	EE-20	CTH EE at Mid Valley Drive Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,468,500	BIL STBG 1,174,400	Lawrence 147,050	147,050	-	147,050	-
CTH GV	GV-14	French Road to Lawrence Drive City of De Pere	1.44	New Construction, 4-Lane Urban, Asphalt	4,500,000	-	De Pere 2,250,000	2,250,000	-	2,250,000	-
CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	5.28	Reconstruction, 4-Lane Urban, Asphalt	12,360,000	-	Howard 3,090,000 Suamico 3,090,000	6,180,000	MLS 1,000,000	4,192,347	987,653
CTH Z	Z-32	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	935,000	-	-	935,000	-	935,000	-
Prelim CTH F	F-19	CTH F at CTH S Town of Lawrence	-	Design 2027 Construction	310,000	-	Lawrence 155,000	155,000	-	155,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400 Ledgeview 17,600	220,000	-	220,000	-

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Key:

Thin Coat Maintenance
Surface Maintenance
Recondition Project
Maintenance Project
Reconstruction
Scheduled But Not Funded
Preliminary Costs

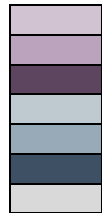
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	440,000	-	DePere 92,400 Ledgeview 127,600	220,000	-	220,000	-
Prelim CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	-	Design 2028 Construction	400,000	-	Ledgeview 200,000	200,000	-	200,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.78	Asphalt Paving Lane Miles:	23.72	---	\$ 32,321,423	\$ 4,214,720	\$ 11,969,050	\$ 16,137,653	\$ 1,000,000	\$ 13,750,000	\$ 1,387,653

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH CE	CE-3	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	810,000	-	-	810,000	-	810,000	-
CTH EE	EE-19	Suburban Drive to 6th Street City of DePere	1.02	Surface Maintenance, 2-Lane Urban, Asphalt	476,000	-	-	476,000	-	476,000	-
CTH G	G-36	George Street to CTH GV City of DePere/Town of Ledgeview	4.94	Surface Maintenance, 2-Lane Urban, Asphalt	1,988,000	-	-	1,988,000	-	988,000	1,000,000
CTH NN	NN-19	Pine Grove Road to CTH R Town of Ledgeview	1.60	Surface Maintenance, 2-Lane Rural, Asphalt	700,000	-	-	700,000	-	700,000	-
CTH O	O-15	Riverside Drive to East River Drive Village of Allouez	2.14	Surface Maintenance, 2-Lane Urban, Asphalt	675,000	-	-	675,000	-	675,000	-
CTH DD	DD-6	Quality Ct to Poplar St Village of Wrightstown	1.74	Recondition, 2-Lane Urban, Asphalt	1,459,000	-	-	1,459,000	-	1,459,000	-
CTH X	X-39	CTH GV to Morrison Road Town of Ledgeview/Glenmore	4.40	Recondition, 2-Lane Rural, Asphalt	2,706,000	-	-	2,706,000	-	2,706,000	-
CTH EE	EE-22	9th Street to Suburban Drive City of DePere	0.58	CPR - Conc. Pavement Repair Urban, Concrete	210,000	-	-	210,000	-	210,000	-
CTH GV	GV-19	STH 172 to McDonald's Entrance Village of Bellevue	0.28	CPR - Conc. Pavement Repair Urban, Concrete	550,000	-	Bellevue	550,000	-	550,000	-
CTH X	X-37	CTH G to Lebrun Street City of De Pere	1.76	CPR - Conc. Pavement Repair Urban, Concrete	790,000	-	De Pere	790,000	-	790,000	-
CTH X	X-40	Lebrun Street to Roselawn Blvd City of DePere/Village of Allouez	1.64	CPR - Conc. Pavement Repair Urban, Concrete	900,000	-	Allouez	900,000	-	900,000	-
CTH EB	EB-46	Mid Valley Drive to Hemlock Creek Town of Lawrence	0.84	New Construction, 2-Lane Rural, Asphalt	1,000,000	-	Lawrence 500,000	500,000	-	500,000	-
CTH EE	EE-21	CTH EE at CTH EB Village of Ashwaubenon Town of Hobart Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,661,800	BIL STBG 1,289,400	Ashwaubenon 160,100 Hobart 20,500 Lawrence 5,600	186,200	-	186,200	-
CTH KB	KB-10	Bridge Over Neshota River Town of New Denmark	0.10	Bridge Replacement	1,466,300	BIL Bridge 1,097,800	-	368,500	-	368,500	-

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Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

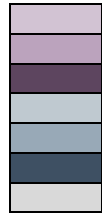
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	Right of Way Acquisition 2028-2029 Construction	3,200,000	-	DePere 1,600,000	1,600,000	-	1,600,000	-
Prelim CTH GV	GV-16	CTH D to STH 57 City of DePere	-	Right of Way Acquisition 2028-2029 Construction	2,000,000	-	DePere 1,000,000	1,000,000	-	1,000,000	-
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2027 Construction	4,730,000	-	DePere 993,300 Ledgeview 1,371,700	2,365,000	-	2,365,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Design 2030 Construction	1,170,000	-	Allouez 585,000	585,000	-	585,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.14	Asphalt Paving Lane Miles:	23.14	---	\$ 26,892,100	\$ 2,387,200	\$ 6,236,200	\$ 18,268,700	\$ -	\$ 16,868,700	\$ 1,400,000

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

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 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2027

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH BB	BB-3	CTH R to County Line Town of New Denmark	1.20	Surface Maintenance, 2-Lane Rural, Asphalt	480,000	-	-	480,000	-	480,000	-
CTH E	E-4	County Line to W. Mason Street Village of Hobart	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	990,000	-	-	990,000	-	990,000	-
CTH F	F-20	CTH S to CTH EB Town of Lawrence	7.20	Surface Maintenance, 2-Lane Rural, Asphalt	2,520,000	-	-	2,520,000	-	1,570,000	950,000
CTH P	P-23	STH 54 to CTH K Town of Green Bay	6.00	Surface Maintenance, 2-Lane Rural, Asphalt	2,400,000	-	-	2,400,000	-	2,400,000	-
CTH U	U-23	CTH E to Elm Street Village of Hobart	0.20	Surface Maintenance, 2-Lane Rural, Asphalt	80,000	-	-	80,000	-	80,000	-
CTH V	V-23	Erie Road to CTH T City of Green Bay/Town of Humboldt	8.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,137,000	-	-	3,137,000	-	3,137,000	-
CTH EB	EB-48	Duck Creek Pkwy to CTH J Village of Howard	2.32	Recondition, 4-Lane Urban, Asphalt	1,481,000	-	-	1,481,000	-	1,481,000	-
CTH GF	GF-1	Sand Acres Dr to S. Ridge Rd Village of Ashwaubenon	1.56	Recondition, 4-Lane Urban, Asphalt	989,000	-	-	989,000	-	989,000	-
CTH F	F-19	CTH F at CTH S Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,500,000	-	Lawrence 750,000	750,000	-	750,000	-
CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	6.36	New Construction, 4-Lane Urban, Asphalt	14,200,000	-	DePere 2,982,000 Ledgeview 4,118,000	7,100,000	-	7,100,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2028 Construction	3,110,000	-	DePere 1,430,600 Ledgeview 124,400	1,555,000	-	1,555,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Design 2031 Construction	330,000	-	Allouez 165,000	165,000	-	165,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	35.34	Asphalt Paving Lane Miles:	35.34	---	\$ 31,667,000	\$ -	\$ 9,570,000	\$ 22,097,000	\$ -	\$ 20,697,000	\$ 1,400,000

Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2028

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-25	Catherine Drive to CTH J Village of Howard	3.94	Surface Maintenance, 2/4-Lane Urban, Asphalt	1,614,000	-	-	1,614,000	-	1,614,000	-
CTH D	D-20	Holland Road to STH 96 Town of Holland and Village/Town of Wrightstown	10.40	Surface Maintenance, 2-Lane Rural, Asphalt	4,190,000	-	-	4,190,000	-	3,240,000	950,000
CTH I	I-9	Bay Settlement Road to STH 54 Town of Scott	1.48	Surface Maintenance, 2-Lane Rural, Asphalt	596,000	-	-	596,000	-	596,000	-
CTH J	J-26	Shawano Avenue to CTH C Village of Howard	0.56	Surface Maintenance, 4-Lane Urban, Asphalt	250,000	-	-	250,000	-	250,000	-
CTH U	U-33	CTH J to Pearl Street Village of Hobart	1.86	Surface Maintenance, 2-Lane Rural, Asphalt	749,000	-	-	749,000	-	749,000	-
CTH X	X-41	Swan Road to CTH GV Town of Ledgeview	1.64	Surface Maintenance, 2-Lane Rural, Asphalt	861,000	-	-	861,000	-	861,000	-
CTH X	X-42	Morrison Road to CTH G Town of Glenmore	7.80	Surface Maintenance, 2-Lane Rural, Asphalt	3,140,000	-	-	3,140,000	-	3,140,000	-
CTH G	G-37	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	1,000,000	-	-	1,000,000	-	1,000,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	New Construction, 4-Lane Urban, Asphalt (Year 1 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	-	New Construction, Bridge 4-Lane Urban, Asphalt (Year 1 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	4.36	New Construction, 4-Lane Urban, Asphalt	8,500,000	-	DePere 3,910,000 Ledgeview 340,000	4,250,000	-	4,250,000	-
CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	1.30	Reconstruction, 2-Lane Urban, Asphalt w/Roundabout	3,000,000	-	Ledgeview 1,500,000	1,500,000	-	1,500,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Right of Way Acquisition 2030 Construction	784,000	-	Allouez 392,000	392,000	-	392,000	-
Prelim CTH X	X-34	Rosemont Drive to Broadview Drive Tonatiuh Lane to Miramar Drive Village of Allouez	-	Design 2032 Construction	850,000	-	Allouez 425,000	425,000	-	425,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	33.52	Asphalt Paving Lane Miles:	33.52	---	\$ 60,984,000	\$ 25,000,000	\$ 11,567,000	\$ 24,417,000	\$ -	\$ 23,017,000	\$ 1,400,000

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

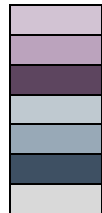
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2029

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH B	B-20	CTH C to CTH HS Town of Pittsfield/Village of Suamico	9.60	Surface Maintenance, 2-Lane Rural, Asphalt	5,309,000	-	-	5,309,000	-	5,309,000	-
CTH JJ	JJ-23	Micolichek Lane to CTH T Town of Eaton	3.48	Surface Maintenance, 2-Lane Rural, Asphalt	1,530,000	-	-	1,530,000	-	1,530,000	-
CTH QQ	QQ-9	STH 29 to CTH JJ Town of Eaton	3.00	Surface Maintenance, 2-Lane Rural, Asphalt	1,270,000	-	-	1,270,000	-	1,270,000	-
CTH R	R-15	CTH BB to S. Wall Street Town of New Denmark/Village of Denmark	4.20	Surface Maintenance, 2-Lane Rural, Asphalt	1,780,000	-	-	1,780,000	-	830,000	950,000
CTH Z	Z-34	CTH W to CTH NN Town of Morrison	8.90	Surface Maintenance, 2-Lane Rural, Asphalt	3,760,000	-	-	3,760,000	-	3,760,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	4.92	New Construction, 4-Lane Urban, Asphalt (Year 2 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	3.00	New Construction, Bridge 4-Lane Urban, Asphalt (Year 2 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH C	C-21	CTH FF to Greenfield Ave Village of Howard	1.50	Reconstruction, 2-Lane Urban, Asphalt	6,400,000	BIL STBG 5,120,000	Howard 640,000	640,000	-	640,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Right of Way Acquisition 2031 Construction	22,000	-	Allouez 11,000	11,000	-	11,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	38.60	Asphalt Paving Lane Miles:	37.36	---	\$ 55,521,000	\$ 30,120,000	\$ 5,651,000	\$ 19,750,000	\$ -	\$ 18,350,000	\$ 1,400,000

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
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Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.



PROJECT LOCATION MAP

PROJECT
Southern Bridge Conceptual Layout

SUBJECT
Segment 4: STH 32/57 to CTH PP

ORIGINATED BY
BC Highway Dept.

DATE
4/20/2022

CHECKED BY

DATE



**City of De Pere, Wisconsin****Request For Board of Public Works Action**

MEETING DATE: September 11, 2023

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-18*

ATTACHMENTS:

- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-18 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- CTH GV-18 Brown County Design & Construction Agreement (PDF)
- South Bridge Map 5 - CTH PP to CTH X (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members
From: Scott J. Thoresen, Director of Public Works
Date: August 25, 2023
RE: Consideration and possible action on Brown County Municipal Agreement for South Bridge Connector Segment GV-18*

The Brown County Highway Department is planning the construction for the new South Bridge Connector over the next six (6) years. (See attached schedule) The County plans to construct this corridor in segments which are EB-39, GV-14, GV-15, GV-16, GV-17, and GV-18. (See attached segment map). Each segment is defined as follows:

- EB-39: Packerland Drive to I-41
- GV-14: I-41 to Lawrence Drive
- GV-15: Lawrence Drive to Lost Dauphin Road
- GV-16: Lost Dauphin Road to STH 57
- GV-17: STH 57 to CTH PP
- GV-18: CTH PP to CTH X

The Brown County Highway Department is requiring the City to enter into agreement with Brown County for this work for each segment within the City. (See attached email from the County) Attached is the Brown County Municipal Agreement (See attached agreement) for consideration for segment GV-18 (See attached map for Segment GV-18). This agreement is for design, right-of-way (R/W) acquisition and construction costs. Estimated total design, R/W and construction costs for this work is \$20,400,000. This segment is split amongst the County (\$10,200,000), the Town of Ledgeview (\$5,916,000) and the City (\$4,284,000). The City's share as mentioned previously is \$4,284,000.

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

3.11.b

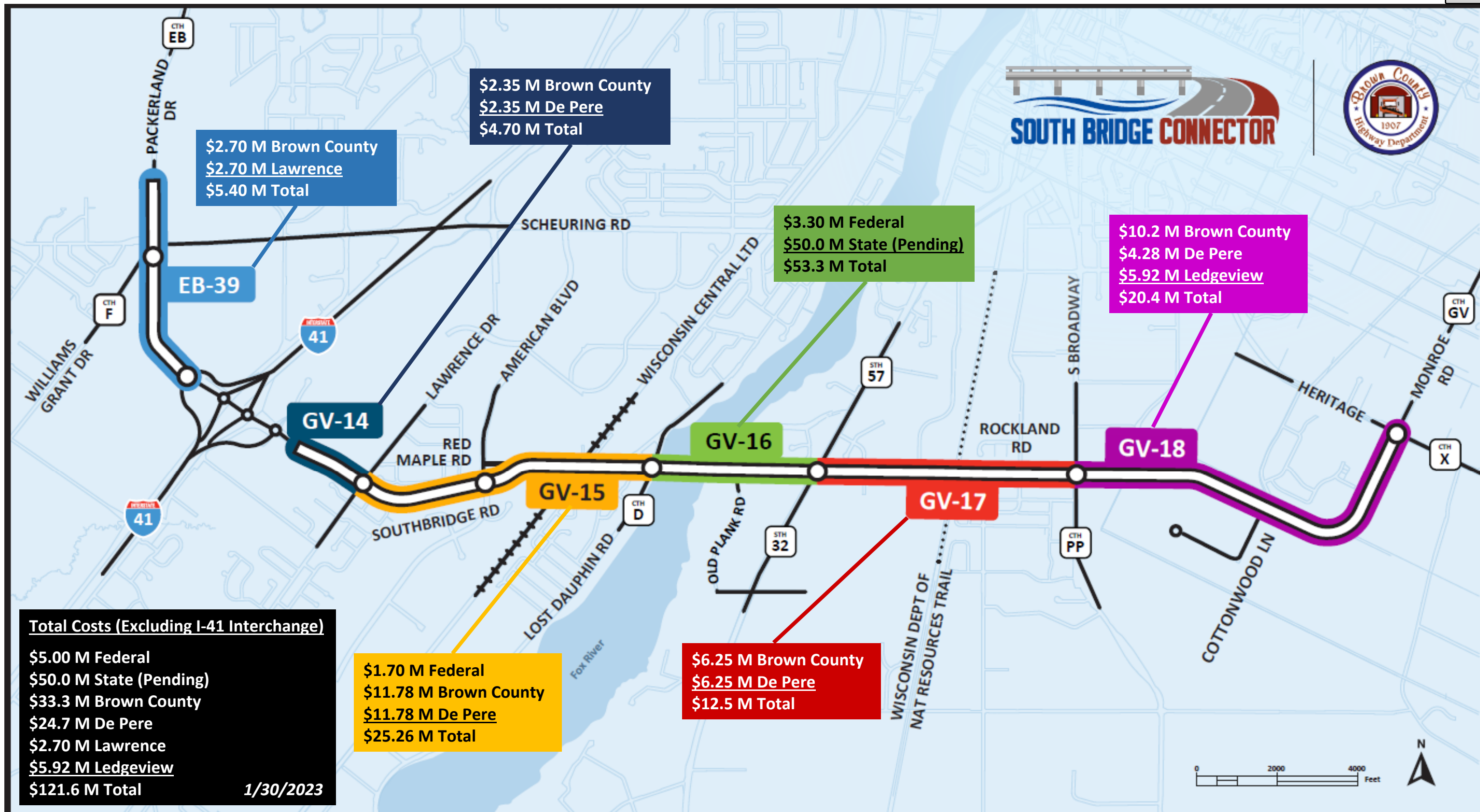
- Assumptions:** 1) \$50 M received for Bridge (Segment 3) by the State.
2) Moves up Segments 4 & 5 as much as possible.



Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All Segments (CTH F - CTH X)	Tier I EIS												
Segment 1			Env. Doc.										
EB-39: CTH F to SB Ramps			Design										
GV-14: NB Ramps to Lawrence Dr.					R/W								
					Utility								
						Construction							
Segment 2					Env. Doc.								
GV-15: Lawrence Drive to CTH D					Design								
								R/W					
								RR Coord.					
								Utility					
									Construction				
Segment 3					Env. Doc.								
GV-16: CTH D to STH 57					Design								
								R/W					
								Utility					
									Construction				
Segment 4							Env. Doc.						
GV-17: STH 57 to CTH PP							Design						
								R/W					
								Utility					
									Const.				
Segment 5						Env. Doc.							
GV-18: CTH PP to CTH X						Design							
								R/W					
								Utility					
									Const.				

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.92



Scott Thoresen

From: Fontecchio, Paul A. <Paul.Fontecchio@browncountywi.gov>
Sent: Thursday, August 3, 2023 9:24 AM
To: Scott Thoresen; Larry Delo; Greg Potts; sburdette@ledgeviewwisconsin.com
Cc: Uitenbroek, Nicholas S.; Colleen Harris
Subject: Southern Bridge Municipal Agreements
Attachments: CTH GV-15 BCMA 8.2.2023 Construction.pdf; CTH GV-16 BCMA 8.2.2023 Construction.pdf; CTH GV-17 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-17 BCMA 8.2.2023 DePere.pdf; CTH GV-18 BCMA 8.2.2023 Ledgeview.pdf; CTH GV-18 BCMA 8.2.2023 DePere.pdf

Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear De Pere & Ledgeview:

Attached are the Municipal Project Agreements for the remaining portions of the Southern Bridge Project.

- GV-15 & GV-16 are for De Pere and cover the remaining costs for construction and real estate (not design, which was already agreed to).
- GV-17 & GV-18 are for both De Pere and Ledgeview based on current municipal boundaries & associated estimated costs.

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:
https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf
2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the \$50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that \$50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

Please review and approve through your municipal process and return back to me. Then I will sign to fully execute the agreements. If you have any questions pertaining to these agreements, please contact me anytime.

If we have signed agreements by September, we look to go out for consultant solicitation for GV-17 and GV-18 this fall and select firms so they can start right away in January 2024. We anticipate selecting a few firms to make presentations to a 5-person review team comprised of Paul Fontecchio, Nick Uitenbroek, Collen Harris, Scott Thoresen, and Greg Potts.

Looking forward to working with you on this project!



Paul Fontecchio, P.E.

Highway Commissioner

Brown County

Office: (920) 662-2170

Mobile: (920) 334-2198

Paul.Fontecchio@browncountywi.gov

www.browncountywi.gov



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Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-18

Municipality: City of De Pere

Highway: CTH GV

Construction Year: 2026 - 2027

Limits: CTH PP to CTH X

Length: 1.59 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

The signatory, City of De Pere (Municipality), through its undersigned duly authorized officers or officials, hereby requests the Brown County Highway Department (County) to initiate and effect the proposed improvement (Project) hereinafter described.

The authority for the County to enter into agreements with the Municipality is extended by Section 83.035 of Wisconsin State Statutes. The authority for the Highway Commissioner to enter into contracts with municipalities within Brown County is from Section 6.10 of the Brown County Code of Ordinances.

2.0 CITIES

Section 83.05(1) of Wisconsin State Statutes states:

83.05 Improving streets over 18 feet wide. (1) *When a portion of the system of county aid highways in any city is to be improved, and the funds from the city and county are available therefor, the city may determine that the roadways shall be paved to a greater width than 18 feet. If it so decides, the city may determine the type of improvement, the width, and all other features of the construction, subject to the approval of the county highway committee. And said committee shall fix the amount per linear foot of the improvement to be paid by the county. The city shall then improve the street in the manner provided generally for making street improvements. The work shall be done under the supervision of the city, but subject to the inspection of the county highway commissioner.*

When a portion of county highway in a city is to be improved, the City has a choice in how it wants enter into agreement with the County.

2.1 The City follows State Statute 83.05. The City then would determine the type of improvement, the width, and all other features of the construction subject to the approval of the Highway Commissioner.* The City determines if any acquisition of land is required as a result of the design (the City prepares the right-of-way plat), and pays for the cost of the right-of-way acquisition (since the amount of land to be acquired is determined by the municipality as a function of their design of the roadway). The County acquires the land per section 83.07 and 83.08 of the Wisconsin statutes.

* Per Wis. Stat. §83.015(2)(b), the county highway commissioner shall have the administrative powers and duties prescribed for the county highway committee under 83.05(1).

The County will then likewise follow state statutes in terms of the cost sharing per Wis. Stat. §83.05(2) which states:

83.05(2) Upon the completion of the work the county's share of the cost shall be paid to the contractor as though the county had been an immediate party to the contract. Unless specifically authorized by the county, the payment by the county shall not exceed the cost of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

2.2 The City yields their statutory authority and enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the City, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and City will follow Attachment #1 for project specific eligible and non-eligible project costs.

For this Agreement the City and County agree to follow:

- ☐ Section 2.1
☒ Section 2.2

3.0 VILLAGES AND TOWNS

3.1 The Village or Town enters into an agreement with the County per the County's municipal project agreement policy. In coordination and agreement with the Village or Town, the County will determine the type of improvement, the width, and all other features of the construction, with the County having final decision making authority on project specifics. The County and Village or Town will follow Attachment #1 for project specific eligible and non-eligible project costs.

3.2 The Village or Town petitions to follow section 2.1 of this policy. A village or town may petition the Highway Commissioner to allow the village or town to follow section 2.1 of this policy for urban or proposed urban areas.

For this Agreement the Village or Town and County agree to follow:

- ☐ Section 3.1
☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

There is no existing facility. The STH 32 bridge (Claude Allouez Bridge) in the City of De Pere is the only bridge over the Fox River between the STH 172 bridge and the STH 96 bridge, and experiences congestion and backups at the roundabout on the east side of the bridge. A second, 'southern bridge' (south of the Claude Allouez Bridge) in the City of De Pere has been discussed and planned for many years to alleviate the congestion of traffic in De Pere.

2. Proposed Improvement (nature and scope of work)

The proposed South Bridge Connector will connect CTH EB at CTH F to CTH GV at CTH X, connecting to I-41 and constructing a new bridge across the Fox River. Specifically, CTH GV-18 will include the section of proposed CTH GV from CTH PP to CTH X. ***This Agreement is for all the project costs for GV-18.***

While not all the design details have been determined at the time of this agreement, in general both the City and County anticipate the following:

- CTH GV from CTH PP to CTH X will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.
- The bridge over the East River is anticipated to be two-lanes in each direction separated by a median concrete parapet wall, with a 10' wide sidewalk also separated from traffic by a concrete parapet wall on the north side.
- A roundabout is proposed at the intersection with CTH PP. The CTH PP roundabout is planned to be constructed with the GV-18 project.
- The intersection with Cottonwood Lane will be analyzed for intersection alternatives based on existing and anticipated future traffic movements.
- The roundabout at CTH X will be modified to accommodate two northbound and southbound lanes.
- Anticipated posted speed limit of 45 mph.
- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.
- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

The following project cost breakdown (next page) is an estimate only. A 5% administrative fee will be applied to the project and is included in the amounts shown in the table on the next page.

If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the City and County respectively for the associated work item.

GV-18 Estimate of Costs:

ITEM	ESTIMATED COST	COUNTY FUNDS	CITY FUNDS	TOWN FUNDS
ENGINEERING & DESIGN:				
Plan Design	\$1,470,000	\$735,000	\$308,700	\$426,300
State Review	\$0	\$0	\$0	\$0
Engineering Subtotal	\$1,470,000	\$735,000	\$308,700	\$426,300
RIGHT-OF-WAY ACQUISITION:				
Plat, Appraisals, & Acquisition	\$4,730,000	\$2,365,000	\$993,300	\$1,371,700
Right-of-way Subtotal	\$4,730,000	\$2,365,000	\$993,300	\$1,371,700
ROAD & BRIDGE CONSTRUCTION:				
Eligible (Participating)	\$14,200,000	\$7,100,000	\$2,982,000	\$4,118,000
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
Road Construction Subtotal	\$14,200,000	\$7,100,000	\$2,982,000	\$4,118,000
TOTAL PROJECT COST:	\$20,400,000	\$10,200,000	\$4,284,000	\$5,916,000

5.2 Cost Sharing & Billing

As work progresses, the Municipality will be billed for their local share of eligible project cost and 100% of the non-eligible cost. The statewide administrative rate will be applied to the project costs. Upon completion of the project, a final audit will be made to determine the final division of costs.

If the County requests the Municipality takes lead on a project – design, bidding, construction administration, etc., then the Municipality may charge an administrative rate to the County at the current statewide overhead rate.

5.3 Project Termination

If the Municipality should withdraw from the project, for any reason, it will reimburse the County for any costs incurred by the County on behalf of the project. If the County should withdraw from the project, for any reason, it will reimburse the Municipality for any costs incurred by the Municipality on behalf of the project.

6.0 MAINTENANCE RESPONSIBILITIES AND JURISDICTION

6.1 Maintenance

Section 83.025 of the Wisconsin Statutes governs the maintenance of county highways, specifically:

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.
- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:
 - Shoulder maintenance
 - Ditch Maintenance
 - Pavement marking
 - Signing
 - Crack sealing
 - Asphalt patching
 - Concrete pavement repair
 - Asphalt resurfacing
 - Curb and gutter repair
 - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
 - Street sweeping
 - Application of protective coatings (bridges)
 - Guard rail
 - Removal, treatment and sanding/salting of ice
 - Removal and control of snow
 - Interim repair of highway surfaces and adjacent structures
 - Center median mowing (performed only for visibility purposes)
 - Traffic signal operation

Items that are placed at the discretion of the municipality are the responsibility of the municipality to maintain, including:

- Street lighting
- Interim sidewalk repair
- Pavement marking associated with sidewalks (crosswalks)
- Off street bike paths
- Sanitary sewer
- Interim storm sewer repair including manhole and inlet castings
- Water mains
- Other municipal utilities
- Mowing behind the curb line (terrace area)
- Center median mowing (performed for aesthetic purposes)
- Snow and ice removal on sidewalks and/or bike paths
- Roundabout center island landscaping
- Storm water devices (ponds, infiltration areas, etc. – anything other than a ditch)
- Trees, shrubs, and other landscaping behind the curb line (in terrace area)

Neither of these maintenance lists is intended to be 'all inclusive', but, rather to demonstrate measures and activities necessary to preserving a highway defined as that portion of the roadway open to the public as a matter of right for the purposes of vehicular travel, including the shoulder and/or curb and gutter.

6.2 Jurisdiction

Note: Jurisdictional transfers require resolutions from both the Municipality and County Board to become effective. If a roadway is noted to be transferred, it indicates an agreement in principal to pursue the transfer contingent upon both the Municipality and County approving the necessary resolutions.

- ☒ New County highway segment to be maintained by the County.
- ☐ Existing County highway segment to be maintained by the County.
- ☐ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: _____

Highway Name: _____

Miles From To

- ☐ Existing County highway to be jurisdictionally transferred to the Municipality:

Transfer Date: _____ Miles: _____

Highway Name: _____

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- ☐ Jurisdictional transfer of other County highways within the Municipality, from the County to the Municipality as listed below:

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

This request is made by the undersigned proper authority to make such request for the designated Municipality, and upon acceptance by the County, shall constitute agreement between the Municipality and the County.

FOR THE MUNICIPALITY:

Name & Title

Date**FOR THE COUNTY:**

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

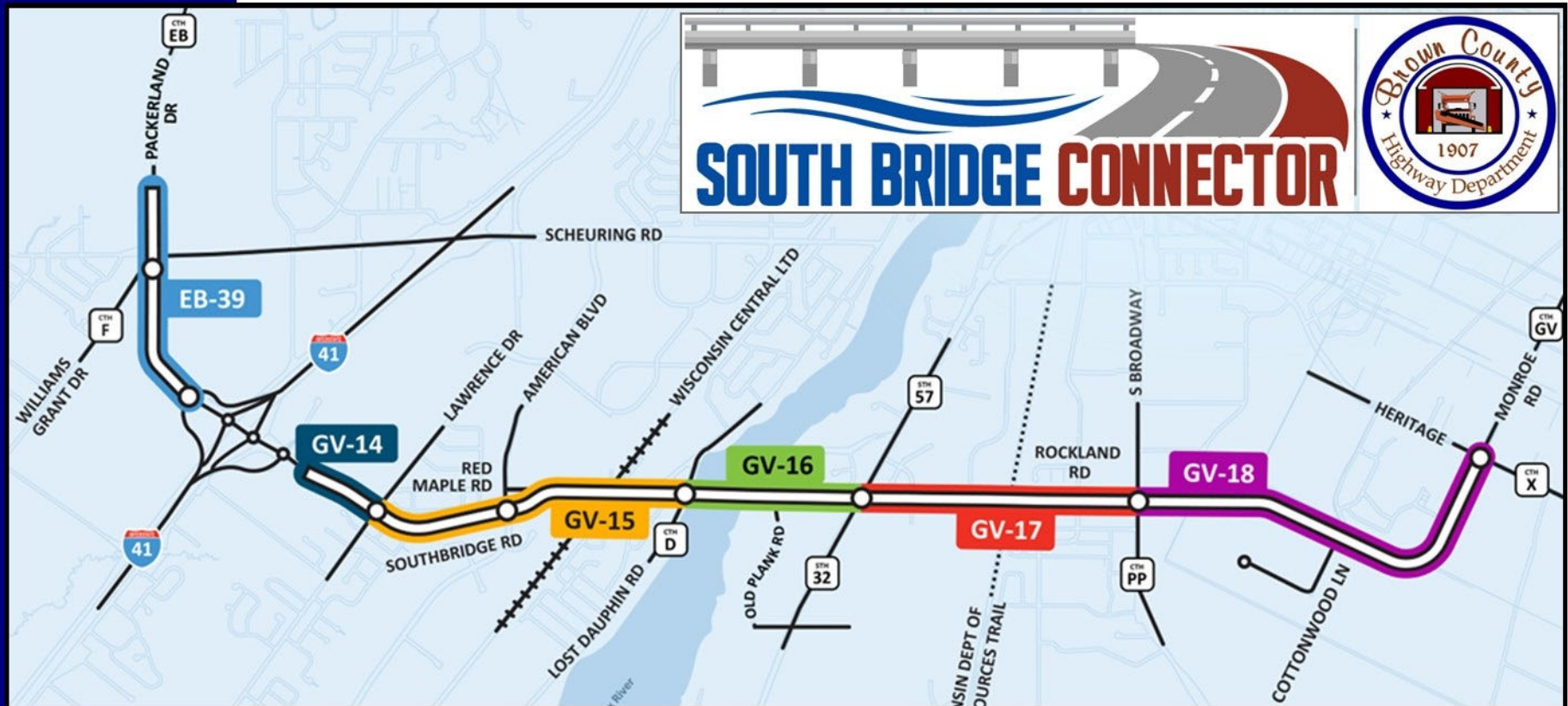
PROJECT TYPE	BROWN COUNTY	MUNICIPALITY
Asphalt Reconditioning: <i>Reconditioning is defined as a maintenance level activity involving the reclaiming of the existing pavement and/or base course, replacement of the pavement in generally the same alignment (vertical and horizontal).</i> A. Reclaim of existing pavement & base course B. Paving of up to 4.5" asphaltic pavement C. Curb & gutter replacement (spot repairs as part of reconditioning). D. Curb & gutter replacement (larger areas of repairs as agreed to by the Municipality and County). E. Curb & gutter replacement for Municipal utility work.	100% 100% 100% 50% 0%	0% 0% 0% 50% 100%
Roadway Reconstruction: <i>Reconstruction is defined as the total rebuilding of an existing highway including pavement and base replacement, excavation below subgrade, drainage, transportation related appurtenances, roadway realignment, widening, and/or converting a rural roadway to an urban roadway.</i> A. Urban Reconstruction: New concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible project costs). B. Rural Reconstruction: Reconstruction of existing 2-lane roadway, no additional travel lanes. C. Rural Reconstruction: Reconstruction and widening of existing 2-lane roadway, travel lane addition, including 3-lane with center-shared, left-turn, or 4-lane divided or undivided roadway (see eligible project costs).	50% 100% 50%	50% 0% 50%
New Roadway Construction:	50%	50%
Bridge Construction/Reconstruction: A. Part of Roadway Reconstruction A & C above. B. Town Bridge Replacement. Note: Funding utilizes the County Bridge fund which is a 50/50 matching fund with the Municipality. C. County Bridge Replacement.	50% 50% 100%	50% 50% 0%

Eligible Project Costs:	
County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary:	
A.	Design engineering and all necessary environmental and wetland assessment investigations as required by the Wisconsin Department of Natural Resources and/or the U.S. Army Corps of Engineers.
B.	Right-of-way acquisition cost, including the cost of the right-of-way plat development, property appraisals, acquisition negotiations, legal costs and relocation expenses and fees for limited construction easements, and compensable utility relocation costs.
C.	Wetland replacement mitigation.
D.	Storm water devices (ponds, infiltration areas, etc.) required for the project (prorated to 50% of the costs required for the roadway work).
E.	Construction engineering related to inspection, supervision, and administration of the actual construction work.
F.	Street grading, base, pavement, curb & gutter, drainage structures, bridges, intersection channelization & turning lanes, 15-foot wide concrete outside curb lanes, 14-foot wide asphalt outside curb lane, and driveway aprons.
G.	Installation of main line storm sewer trunk lines & laterals, 12-inch diameter or greater. Storm sewer inlets, manholes, and catch basins necessary to accommodate street surface water drainage.
H.	In accordance with the Brown County Bicycle and Pedestrian Plan, Brown County will share the costs of the following: 1. Concrete sidewalk replacement or new sidewalk construction – the County will participate in the costs for one (1) side of the roadway for sidewalk up to 5' in width for a concrete sidewalk except for areas of municipal utility cuts which are the responsibility of the municipality. 2. Multi-use bicycle/pedestrian asphaltic path or on-street bike lanes - the County will participate in the costs for either one off-street multi-use bicycle/pedestrian path up to 10' in width or on-street bike lanes in accordance with FDM 11-46 Figure 15.1, but not both.
I.	Signing and pavement marking, including detour routes, installation of traffic signal conduit and traffic signals meeting signal warrants.
J.	Erosion control devices required per Wisconsin DNR standards.
K.	Retaining walls required for the Project.
L.	Roundabout intersections that meet traffic signal warrants including street lighting, standard WisDOT colored concrete, and signs.
M.	Landscaping including salvaged topsoil, seeding, fertilizing, and mulch.

Non-eligible Project Costs:
Work necessary to complete the Project to be financed entirely by the Municipality or other utility or facility owner includes the following items:
A. New installation of, or alteration of, sanitary sewers and connections, water, gas, electric, telephone, fire or police alarm facilities, parking meters, street lighting and similar utilities.
B. Traffic signals or roundabouts not meeting signal warrants, as specified by the Manual of Uniform Traffic Control Devices (MUTCD).
C. Concrete sidewalks or bicycle/pedestrian off-street trails not constructed as part of reconstruction or new construction projects.
D. Any allowed parking stalls.
E. Storm water devices (ponds, swales, etc.) not required for the project (regional storm water pond for example). The Municipality will own and maintain regional storm water devices, including if the device is partially used for the Project.
F. Trees, shrubs, and other landscaping along the roadway or at roundabouts after location approval by Brown County.
G. Decorative features (lighting, signs, railing, etc.) above standard baseline costs.



2024–2029 HIGHWAY CAPITAL IMPROVEMENT PLAN



June 28, 2023

6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-24	CTH B to Brown County Line Road Town of Pittsfield	4.04	Thin Coat Maintenance 2-Lane, Rural, Asphalt	775,000	-	-	775,000	-	775,000	-
CTH GE	GE-10	STH 172 to STH 54 Village of Hobart	1.50	Surface Maintenance, 2-Lane Rural, Asphalt	625,000	-	-	625,000	-	625,000	-
CTH PP	PP-21	STH 96 to School Road Town of Wrightstown	3.98	Surface Maintenance, 2-Lane Rural, Asphalt	1,257,000	-	-	1,257,000	-	1,257,000	-
CTH W	W-18	STH 96 to CTH OO Town of Rockland /Wrightstown	8.06	Surface Maintenance, 2-Lane Rural, Asphalt	1,967,888	-	-	1,967,888	-	950,835	1,017,053
CTH EB	EB-42	North Road to CTH VK Village of Ashwaubenon/City of Green Bay	3.60	CPR - Conc. Pavement Repair Urban, Concrete	1,085,000	-	-	1,085,000	LRIP 516,335	568,665	-
CTH EB	EB-47	1,265' N. of West Point Rd to 550' N. of Trojan Dr City of Green Bay	0.76	Reconstruction, 4-Lane Roundabout	2,485,000	-	Green Bay 1,242,500	1,242,500	Sales Tax 694,000	548,500	-
CTH M	M-21	Belmont Road to CTH HS Village of Howard/Village of Suamico	3.39	Reconstruction, 5-Lane Urban, Asphalt	7,890,000	-	Howard 2,469,000	3,945,000	-	3,945,000	-
							Suamico 1,476,000				
CTH M	M-22A	CTH HS to Cornell Road Village of Howard/Village of Suamico	-	Preliminary Grading, Paving, & Pond Construction	1,490,000	-	Howard 372,500	745,000	-	745,000	-
							Suamico 372,500				
Prelim CTH EB	EB-39	CTH F to Mid Valley Drive Town of Lawrence	-	Right-of-Way Acquisition 2025-2026 Construction	500,000	-	Lawrence 250,000	250,000	-	250,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400	220,000	-	220,000	-
							Ledgeview 17,600				
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	1,030,000	-	DePere 216,300	515,000	-	515,000	-
							Ledgeview 298,700				

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Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

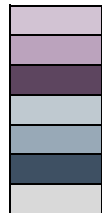
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2024
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	-	Right of Way Acquisition Engineering & Survey Wetland Mitigation 2025 Construction	3,200,000	-	Howard 800,000	1,600,000	-	1,600,000	-
							Suamico 800,000				
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		350,000	-	-	350,000	-	-	350,000
Total Lane Miles:	25.33	Asphalt Paving Lane Miles:	25.33	---	\$ 23,094,888	\$ -	\$ 8,517,500	\$ 14,577,388	\$ 1,210,335	\$ 12,000,000	\$ 1,367,053

Key:



Thin Coat Maintenance
 Surface Maintenance
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 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH EB	EB-40	Glendale Avenue to CTH HS Village of Howard	1.64	Surface Maintenance, 2-Lane Urban, Asphalt	572,263	-	-	572,263	-	572,263	-
CTH FF	FF-10	STH 54 to CTH J Village of Hobart/City of Green Bay	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	764,500	-	-	764,500	-	764,500	-
CTH PP	PP-20	Man- Cal Road to STH 96 Town of Holland /Wrightstown	10.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,812,160	BIL STP-Rural 3,040,320	-	771,840	-	771,840	-
CTH Z	Z-33	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	725,000	-	-	725,000	-	725,000	-
CTH EB	EB-39	CTH EB at CTH F Town of Lawrence	0.68	Reconstruction, 2-Lane Roundabout	3,160,000	-	Lawrence 1,580,000	1,580,000	-	1,580,000	-
CTH EB	EB-45	Bridge Over Hemlock Creek Town of Lawrence	0.06	New Bridge Construction	2,034,000	-	Lawrence 1,017,000	1,017,000	-	1,017,000	-
CTH EE	EE-20	CTH EE at Mid Valley Drive Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,468,500	BIL STBG 1,174,400	Lawrence 147,050	147,050	-	147,050	-
CTH GV	GV-14	French Road to Lawrence Drive City of De Pere	1.44	New Construction, 4-Lane Urban, Asphalt	4,500,000	-	De Pere 2,250,000	2,250,000	-	2,250,000	-
CTH M	M-22	CTH HS to W. Deerfield Avenue Village of Howard/Village of Suamico	5.28	Reconstruction, 4-Lane Urban, Asphalt	12,360,000	-	Howard 3,090,000 Suamico 3,090,000	6,180,000	MLS 1,000,000	4,192,347	987,653
CTH Z	Z-32	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	935,000	-	-	935,000	-	935,000	-
Prelim CTH F	F-19	CTH F at CTH S Town of Lawrence	-	Design 2027 Construction	310,000	-	Lawrence 155,000	155,000	-	155,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Design 2028 Construction	440,000	-	DePere 202,400 Ledgeview 17,600	220,000	-	220,000	-

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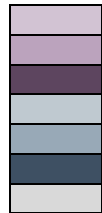
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2025
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Design 2027 Construction	440,000	-	DePere 92,400 Ledgeview 127,600	220,000	-	220,000	-
Prelim CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	-	Design 2028 Construction	400,000	-	Ledgeview 200,000	200,000	-	200,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.78	Asphalt Paving Lane Miles:	23.72	---	\$ 32,321,423	\$ 4,214,720	\$ 11,969,050	\$ 16,137,653	\$ 1,000,000	\$ 13,750,000	\$ 1,387,653

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
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 Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH CE	CE-3	Outagamie Road to CTH D Town of Holland	2.00	Surface Maintenance, 2-Lane Rural, Asphalt	810,000	-	-	810,000	-	810,000	-
CTH EE	EE-19	Suburban Drive to 6th Street City of DePere	1.02	Surface Maintenance, 2-Lane Urban, Asphalt	476,000	-	-	476,000	-	476,000	-
CTH G	G-36	George Street to CTH GV City of DePere/Town of Ledgeview	4.94	Surface Maintenance, 2-Lane Urban, Asphalt	1,988,000	-	-	1,988,000	-	988,000	1,000,000
CTH NN	NN-19	Pine Grove Road to CTH R Town of Ledgeview	1.60	Surface Maintenance, 2-Lane Rural, Asphalt	700,000	-	-	700,000	-	700,000	-
CTH O	O-15	Riverside Drive to East River Drive Village of Allouez	2.14	Surface Maintenance, 2-Lane Urban, Asphalt	675,000	-	-	675,000	-	675,000	-
CTH DD	DD-6	Quality Ct to Poplar St Village of Wrightstown	1.74	Recondition, 2-Lane Urban, Asphalt	1,459,000	-	-	1,459,000	-	1,459,000	-
CTH X	X-39	CTH GV to Morrison Road Town of Ledgeview/Glenmore	4.40	Recondition, 2-Lane Rural, Asphalt	2,706,000	-	-	2,706,000	-	2,706,000	-
CTH EE	EE-22	9th Street to Suburban Drive City of DePere	0.58	CPR - Conc. Pavement Repair Urban, Concrete	210,000	-	-	210,000	-	210,000	-
CTH GV	GV-19	STH 172 to McDonald's Entrance Village of Bellevue	0.28	CPR - Conc. Pavement Repair Urban, Concrete	550,000	-	Bellevue	550,000	-	550,000	-
CTH X	X-37	CTH G to Lebrun Street City of De Pere	1.76	CPR - Conc. Pavement Repair Urban, Concrete	790,000	-	De Pere	790,000	-	790,000	-
CTH X	X-40	Lebrun Street to Roselawn Blvd City of DePere/Village of Allouez	1.64	CPR - Conc. Pavement Repair Urban, Concrete	900,000	-	Allouez	900,000	-	900,000	-
CTH EB	EB-46	Mid Valley Drive to Hemlock Creek Town of Lawrence	0.84	New Construction, 2-Lane Rural, Asphalt	1,000,000	-	Lawrence 500,000	500,000	-	500,000	-
CTH EE	EE-21	CTH EE at CTH EB Village of Ashwaubenon Town of Hobart Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,661,800	BIL STBG 1,289,400	Ashwaubenon 160,100 Hobart 20,500 Lawrence 5,600	186,200	-	186,200	-
CTH KB	KB-10	Bridge Over Neshota River Town of New Denmark	0.10	Bridge Replacement	1,466,300	BIL Bridge 1,097,800	-	368,500	-	368,500	-

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Key:

Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
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 Preliminary Costs

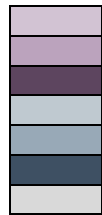
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2026
(Continued)

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
Prelim CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	Right of Way Acquisition 2028-2029 Construction	3,200,000	-	DePere 1,600,000	1,600,000	-	1,600,000	-
Prelim CTH GV	GV-16	CTH D to STH 57 City of DePere	-	Right of Way Acquisition 2028-2029 Construction	2,000,000	-	DePere 1,000,000	1,000,000	-	1,000,000	-
Prelim CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2027 Construction	4,730,000	-	DePere 993,300 Ledgeview 1,371,700	2,365,000	-	2,365,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Design 2030 Construction	1,170,000	-	Allouez 585,000	585,000	-	585,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		400,000	-	-	400,000	-	-	400,000
Total Lane Miles:	23.14	Asphalt Paving Lane Miles:	23.14	---	\$ 26,892,100	\$ 2,387,200	\$ 6,236,200	\$ 18,268,700	\$ -	\$ 16,868,700	\$ 1,400,000

Key:



Thin Coat Maintenance

Surface Maintenance

Recondition Project

Maintenance Project

Reconstruction

Scheduled But Not Funded

Preliminary Costs

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2027

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH BB	BB-3	CTH R to County Line Town of New Denmark	1.20	Surface Maintenance, 2-Lane Rural, Asphalt	480,000	-	-	480,000	-	480,000	-
CTH E	E-4	County Line to W. Mason Street Village of Hobart	2.20	Surface Maintenance, 2-Lane Rural, Asphalt	990,000	-	-	990,000	-	990,000	-
CTH F	F-20	CTH S to CTH EB Town of Lawrence	7.20	Surface Maintenance, 2-Lane Rural, Asphalt	2,520,000	-	-	2,520,000	-	1,570,000	950,000
CTH P	P-23	STH 54 to CTH K Town of Green Bay	6.00	Surface Maintenance, 2-Lane Rural, Asphalt	2,400,000	-	-	2,400,000	-	2,400,000	-
CTH U	U-23	CTH E to Elm Street Village of Hobart	0.20	Surface Maintenance, 2-Lane Rural, Asphalt	80,000	-	-	80,000	-	80,000	-
CTH V	V-23	Erie Road to CTH T City of Green Bay/Town of Humboldt	8.20	Surface Maintenance, 2-Lane Rural, Asphalt	3,137,000	-	-	3,137,000	-	3,137,000	-
CTH EB	EB-48	Duck Creek Pkwy to CTH J Village of Howard	2.32	Recondition, 4-Lane Urban, Asphalt	1,481,000	-	-	1,481,000	-	1,481,000	-
CTH GF	GF-1	Sand Acres Dr to S. Ridge Rd Village of Ashwaubenon	1.56	Recondition, 4-Lane Urban, Asphalt	989,000	-	-	989,000	-	989,000	-
CTH F	F-19	CTH F at CTH S Town of Lawrence	0.10	Reconstruction, 2-Lane Roundabout	1,500,000	-	Lawrence 750,000	750,000	-	750,000	-
CTH GV	GV-18	CTH PP to CTH X City of DePere/Town of Ledgeview	6.36	New Construction, 4-Lane Urban, Asphalt	14,200,000	-	DePere 2,982,000 Ledgeview 4,118,000	7,100,000	-	7,100,000	-
Prelim CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	-	Right of Way Acquisition 2028 Construction	3,110,000	-	DePere 1,430,600 Ledgeview 124,400	1,555,000	-	1,555,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Design 2031 Construction	330,000	-	Allouez 165,000	165,000	-	165,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	35.34	Asphalt Paving Lane Miles:	35.34	---	\$ 31,667,000	\$ -	\$ 9,570,000	\$ 22,097,000	\$ -	\$ 20,697,000	\$ 1,400,000

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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2028

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH C	C-25	Catherine Drive to CTH J Village of Howard	3.94	Surface Maintenance, 2/4-Lane Urban, Asphalt	1,614,000	-	-	1,614,000	-	1,614,000	-
CTH D	D-20	Holland Road to STH 96 Town of Holland and Village/Town of Wrightstown	10.40	Surface Maintenance, 2-Lane Rural, Asphalt	4,190,000	-	-	4,190,000	-	3,240,000	950,000
CTH I	I-9	Bay Settlement Road to STH 54 Town of Scott	1.48	Surface Maintenance, 2-Lane Rural, Asphalt	596,000	-	-	596,000	-	596,000	-
CTH J	J-26	Shawano Avenue to CTH C Village of Howard	0.56	Surface Maintenance, 4-Lane Urban, Asphalt	250,000	-	-	250,000	-	250,000	-
CTH U	U-33	CTH J to Pearl Street Village of Hobart	1.86	Surface Maintenance, 2-Lane Rural, Asphalt	749,000	-	-	749,000	-	749,000	-
CTH X	X-41	Swan Road to CTH GV Town of Ledgeview	1.64	Surface Maintenance, 2-Lane Rural, Asphalt	861,000	-	-	861,000	-	861,000	-
CTH X	X-42	Morrison Road to CTH G Town of Glenmore	7.80	Surface Maintenance, 2-Lane Rural, Asphalt	3,140,000	-	-	3,140,000	-	3,140,000	-
CTH G	G-37	Bridge Over Branch River Town of Morrison	0.18	Bridge Replacement	1,000,000	-	-	1,000,000	-	1,000,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	-	New Construction, 4-Lane Urban, Asphalt (Year 1 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	-	New Construction, Bridge 4-Lane Urban, Asphalt (Year 1 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH GV	GV-17	STH 57 to CTH PP City of DePere/Town of Ledgeview	4.36	New Construction, 4-Lane Urban, Asphalt	8,500,000	-	DePere 3,910,000 Ledgeview 340,000	4,250,000	-	4,250,000	-
CTH X	X-38	CTH PP to Swan Road Town of Ledgeview	1.30	Reconstruction, 2-Lane Urban, Asphalt w/Roundabout	3,000,000	-	Ledgeview 1,500,000	1,500,000	-	1,500,000	-
Prelim CTH X	X-36	Miramar Drive to City Limits Village of Allouez	-	Right of Way Acquisition 2030 Construction	784,000	-	Allouez 392,000	392,000	-	392,000	-
Prelim CTH X	X-34	Rosemont Drive to Broadview Drive Tonatiuh Lane to Miramar Drive Village of Allouez	-	Design 2032 Construction	850,000	-	Allouez 425,000	425,000	-	425,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	33.52	Asphalt Paving Lane Miles:	33.52	---	\$ 60,984,000	\$ 25,000,000	\$ 11,567,000	\$ 24,417,000	\$ -	\$ 23,017,000	\$ 1,400,000

Key:



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 Surface Maintenance
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 Preliminary Costs

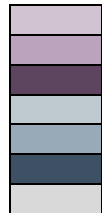
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6-Year CIP Summary 2024 - 2029
Highway & Bridge Improvement Projects

CALENDAR YEAR 2029

COUNTY HIGHWAY		PROJECT LOCATION	LANE MILES	IMPROVEMENT TYPE	TOTAL COST	STATE/ FEDERAL FUNDS	MUNICIPAL FUNDS	COUNTY FUNDS	FUNDED TO DATE	SALES TAX OR BOND NEEDED	LEVY NEEDED
CTH B	B-20	CTH C to CTH HS Town of Pittsfield/Village of Suamico	9.60	Surface Maintenance, 2-Lane Rural, Asphalt	5,309,000	-	-	5,309,000	-	5,309,000	-
CTH JJ	JJ-23	Micolichek Lane to CTH T Town of Eaton	3.48	Surface Maintenance, 2-Lane Rural, Asphalt	1,530,000	-	-	1,530,000	-	1,530,000	-
CTH QQ	QQ-9	STH 29 to CTH JJ Town of Eaton	3.00	Surface Maintenance, 2-Lane Rural, Asphalt	1,270,000	-	-	1,270,000	-	1,270,000	-
CTH R	R-15	CTH BB to S. Wall Street Town of New Denmark/Village of Denmark	4.20	Surface Maintenance, 2-Lane Rural, Asphalt	1,780,000	-	-	1,780,000	-	830,000	950,000
CTH Z	Z-34	CTH W to CTH NN Town of Morrison	8.90	Surface Maintenance, 2-Lane Rural, Asphalt	3,760,000	-	-	3,760,000	-	3,760,000	-
CTH GV	GV-15	Lawrence Drive to CTH D City of DePere	4.92	New Construction, 4-Lane Urban, Asphalt (Year 2 of 2)	10,000,000	-	DePere 5,000,000	5,000,000	-	5,000,000	-
CTH GV	GV-16	CTH D to STH 57 City of DePere	3.00	New Construction, Bridge 4-Lane Urban, Asphalt (Year 2 of 2)	25,000,000	25,000,000	DePere -	-	-	-	-
CTH C	C-21	CTH FF to Greenfield Ave Village of Howard	1.50	Reconstruction, 2-Lane Urban, Asphalt	6,400,000	BIL STBG 5,120,000	Howard 640,000	640,000	-	640,000	-
Prelim CTH X	X-35	Roselawn Blvd to Rosemont Drive Village of Allouez	-	Right of Way Acquisition 2031 Construction	22,000	-	Allouez 11,000	11,000	-	11,000	-
		Preliminary Costs for (Permitting, Culverts, Guardrail, Etc.)	-		450,000	-	-	450,000	-	-	450,000
Total Lane Miles:	38.60	Asphalt Paving Lane Miles:	37.36	---	\$ 55,521,000	\$ 30,120,000	\$ 5,651,000	\$ 19,750,000	\$ -	\$ 18,350,000	\$ 1,400,000

Key:



Thin Coat Maintenance
 Surface Maintenance
 Recondition Project
 Maintenance Project
 Reconstruction
 Scheduled But Not Funded
 Preliminary Costs

Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
 Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
 Mill 4-inches of existing asphalt, repair poor subgrade areas, and pave one (1) new 2.5-inch asphalt binder mat and (1) new 2-inch asphalt surface mat.
 Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
 Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
 Federal/State aid applied for but not secured yet.
 Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.



PROJECT LOCATION MAP

PROJECT
Southern Bridge Conceptual Layout

SUBJECT
Segment 5: CTH PP to CTH X

ORIGINATED BY
BC Highway Dept.

DATE
4/20/2022

CHECKED BY

DATE

