



Board of Public Works

Regular Meeting

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

Agenda

Monday, December 13, 2021

7:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statutes 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 **December 13, 2021** 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 Period

III. Items

1. Approval of the November 8, 2021 Board of Public Works Meeting Minutes
2. Consideration and possible action on City Engineer Parking and Traffic Recommendations*
3. Discuss City Engineer Recommendations for No-Action Parking & Traffic Discussion Items
4. Discuss Alderperson Hansen's request for changes on S. Broadway at Cook Street
5. Discuss Alderperson Ledvina's request for acquiring event barricades that would prevent vehicles from entering pedestrian areas
6. Consideration and possible action on Amendment to 2021 Agreement for 2022 Consulting Services*
7. Consideration and possible action on award of Contract 21-11 American Blvd Utility and Street Extension*

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, December 13, 2021 so that arrangements can be made.

Agenda Sent To:

MAYOR

ALDERPERSONS

DEPARTMENT HEADS

DEFINITELY DE PERE

JOSSART BROTHERS, INC

DE PERE CHAMBER OF COMMERCE

TV, NEWSPAPERS & RADIO

KRESS FAMILY LIBRARY

ROBERT E. LEE & ASSOCIATES



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Board of Public Works

FROM: Betty Sellenheim

SUBJECT: Approval of the November 8, 2021 Board of Public Works Meeting Minutes

ATTACHMENTS:

- 2021 1108 BOPW Draft Minutes (PDF)



Board of Public Works

Regular Meeting

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

Draft Minutes

Monday, November 8, 2021

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	Aldersperson	Present	
Jonathon Hansen	Aldersperson	Present	
Shana Defnet Ledvina	Aldersperson	Present	
Dean Raasch	Aldersperson	Excused	

Others present:

Scott Thoresen, Public Works Director

Eric Rakers, City Engineer

Betty Sellenheim, Recording Secretary

Tony Fietzer, Street Superintendent (Remote)

Dean Haen, Director - Brown County Port & Resource Recovery

II. Public Comment Period

None

III. Items

1. Approval of the Board of Public Works October 11, 2021 Meeting Minutes

Aldersperson Carpenter moved to approve the Board of Public Works October 11, 2021 Meeting Minutes, seconded by Aldersperson Ledvina. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Aldersperson
SECONDER:	Shana Defnet Ledvina, Aldersperson
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Defnet Ledvina
EXCUSED:	Dean Raasch

2. Consideration and possible action on Brown County Solid Waste Agreement*

Scott Thoresen, Public Works Director, provided an introduction of the topic.

Dean Haen, Director of Port & Resource Recovery, presented to the Board regarding the new Solid Waste Agreement, South Landfill Facility, and Tri-County Partnership.

Mayor Boyd asked the consequences of a municipality not partnering and accepting the agreement. Mr. Haen stated that municipality would be responsible for their own disposal of solid waste in either Manitowoc County or Calumet County through private disposal companies Waste Management and GFL respectively. Mr. Haen further explained the history of the tri-county partnership. Aldersperson Carpenter asked where the onus lies for the next landfill facility. Mr. Haen explained the timeline for establishing a new facility.

Alderson Carpenter moved to approve the Brown County Solid Waste Agreement, seconded by Alderson Ledvina. Upon vote, the motion passed unanimously.

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

3. Consideration and possible action on Ninth Street Interceptor Agreement between the City of De Pere and Green Bay Metropolitan Sewerage District*

Eric Rakers, City Engineer, explained the Ninth Street Interceptor function and Agreement. Mr. Rakers explained that the City will construct the extension as part of the American Boulevard Utility Extension, invoice the total amount to Green Bay Metropolitan Sewerage District (GBMSD), and be invoiced back the City allocated capacity. The sewer will be owned and maintained by GBMSD. The project will be funded by TID.

Mayor Boyd moved to approve the Ninth Street Interceptor Agreement between Green Bay Metropolitan Sewerage District and City of De Pere with funding being provided through TID, seconded by Alderson Hansen. Upon vote, the motion passed unanimously.

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

4. Consideration and possible action on five year agreement for snow removal services for Nicolet Art Alley

Tony Fietzer, Street Superintendent, outlined the history and process staff used to solicit quotes for snow removal services for Nicolet Art Alley and requested an extension for five years with Curb N' Décor, who has been performing the snow removal the past two seasons.

Alderson Hansen clarified that the service will not come back from consideration for five years. Mayor Boyd stated that was correct.

Alderson Carpenter moved to approve a five year agreement for snow removal services for Nicolet Art Alley, seconded by Mayor Boyd. Upon vote, the motion passed unanimously.

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

5. Consideration and possible action on State – Municipal Agreement for STH 32*

Scott Thoresen, Public Works Director, explained the State-Municipal Agreement, anticipated improvements for State Highway 32 (Main Ave and Reid Street), City estimated cost, and tentative timeline. Mr. Thoresen explained improvements that would not be funded by the state and therefore fall completely on the City to fund or obtain grants. Mr. Thoresen explained that once the agreement was approved and returned to the state, design work would begin to determine the full extent of the improvements.

Mayor Boyd asked to clarify the costs listed in the agreement. Mr. Thoresen explained the City portion will increase to cover the cost of improvements in the parking sections on Main and Reid along with additional work between curb and buildings not covered by the state. Alderperson Hansen asked about utility improvements. Mr. Thoresen stated that water and sewer improvements would be at the cost of the City, storm sewer improvements would be partially funded by the state, and electric services (for standard street lighting) would be funded by state. Alderperson Hansen asked for further clarification regarding the costs to the City. Mr. Thoresen explained there would likely be future revised agreements outlining City costs that would include 25% of engineering/design services along with city-funded portions of the project as the scope changes. Alderperson Hansen asked the difference between resurfacing and reconstructing. Mr. Thoresen outlined the main differences. Alderperson Carpenter addressed the amount of parking on Main Ave and Reid Street the City would need to cover and the cost associated with it. Mr. Thoresen agreed and added if the project becomes a full reconstruction from building to building; the City could be looking at costs between \$3 million and \$4 million. Alderperson Carpenter explained he was just speaking as a resurface but transparency about the cost for funding the City portions, not including City funded utilities. Mr. Thoresen agreed it would be +\$1 million. Eric Rakers, City Engineer, explained the utilities the City would plan to replace. Mayor Boyd asked who would be responsible for finding grant funding. Mr. Thoresen explained the City Engineer is constantly looking for grants for construction projects and being a state project, there may be Federal funds that become available. Alderperson Ledvina asked about the timeline. Mr. Thoresen explained design work would start in 2022 with tentative construction in 2028.

Mayor Boyd moved to approve State-Municipal Agreement for State Highway 32, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Jonathon Hansen, Alderperson
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Defnet Ledvina
EXCUSED:	Dean Raasch

6. Consideration and possible action on fill storage

Eric Rakers, City Engineer, outlined the potential berm created through storage of fill from American Boulevard pond construction as part of the American Boulevard Utility and Street Extension project in 2022. Mr. Rakers explained the potential use of the fill as part of Southern Bridge, creating a cost savings for the City. Mr. Rakers explained staff's recommendation for a storage location and potential future use for the Southern Bridge or other City projects and asked the Board for direction on notification to residents in the area.

Mayor Boyd was optimistic about the saving of fill for future use. Alderperson Carpenter verified with staff the land use of parcels in the area and stated his preference to notify residents. Mr. Rakers agreed with the land uses as described and outlined a few key areas on the map. Alderpersons Ledvina and Hansen stated their preference to notify residents.

Mayor Boyd moved to approve the storage of fill from American Boulevard pond construction and notify residents under option #2, seconded by Alderperson Ledvina. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Defnet Ledvina
EXCUSED:	Dean Raasch

7. Consideration and possible action on implementing online bidding platform through QuestCDN

Eric Rakers, City Engineer, outlined the use of QuestCDN for bidding City projects since 2011 and staff's request to begin accepting bids online through QuestCDN.

Alderperson Carpenter asked about publicly viewable plan holders lists. Mr. Rakers stated it would be visible and has always been and the bid tab will show who bid on the project. Alderperson Hansen asked whether the fees were set by QuestCDN. Mr. Rakers agreed they were and they retain the fees.

Alderperson Carpenter moved to approve implementing online bidding platform through QuestCDN utilizing contractor payment option #2, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

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

8. Discuss Relocation of City's Compost Facility

Scott Thoresen, Public Works Director, introduced the topic and explained the recent history including the feasibility study and subsequent denial of a joint facility with Allouez. Mr. Thoresen laid out a few questions to start a discussion for moving forward.

Mayor Boyd suggested adding questions to the City survey regarding the compost facility. Alderperson Carpenter asked questions to clarify the potential option of using City of Green Bay sites and requested additional information or further discussion about the denial of the joint facility with Allouez. Mr. Thoresen explained the situation and denial regarding the joint facility and stated that it was no longer an option for the City. Mr. Thoresen stated the feasibility study did bring to light some issues at the Allouez site that they can work to rectify. Alderperson Ledvina asked if staff has reached out to Town of Lawrence regarding a collaborative compost site. Alderperson Carpenter explained that Lawrence currently has a farmer that accepts their compost material, but the site is being developed shortly and will no longer be available and they accept brush by their

Town Hall. Alderperson Ledvina suggested having two locations where the west side of De Pere partners with Lawrence and the east side of De Pere could partner with Ledgeview or reapproach the subject with Allouez. Mr. Thoresen agreed with the information provided by Alderperson Carpenter and stated that staff has been in communications with Lawrence Public Works Department. Mr. Thoresen also informed the Board to consider that if there are two sites to maintain, the cost will significantly increase annually. Alderperson Hansen asked if staff has looked at partnering with Town of Rockland. Mr. Thoresen stated there has been a history of lack of interest from Rockland regarding partnerships. Alderperson Hansen asked about purchasing property south of the current site. Mr. Thoresen explained there were many potential options for purchasing property and also a few city-owned parcels that could work including one off Richco Road. Mr. Thoresen asked how far Board Members thought residents would want to drive to create a search for vacant parcels. Mr. Thoresen mentioned there would be out-cry regarding the use of the Richco Road site as a compost facility. Alderperson Ledvina asked who would be upset by that use. Mr. Thoresen stated the residential area to the north and potentially the industrial users. Alderperson Carpenter suggested the distance circumference for available sites should be the distance from center of De Pere to the Green Bay sites, as the Board felt that would be the last choice option for distance (to combine with GreenBay). Alderperson Ledvina suggested combining with Green Bay but offering more curbside collections to the residents. Mr. Thoresen explained the history of curbside collections in the City. Alderperson Carpenter explained his disinterest in turning usable land into a compost facility and expressed interest in the Richco Road site. Mr. Thoresen added that vacant land can run \$40-\$50,000 an acre. Mr. Thoresen mentioned the Town of Ledgeview may be interested in the future to partner with the City for use of the Rubbish Drop-off Site on Sixth Street. Mr. Thoresen added that he has two potential sites in mind-the Richco Road site and a combined site by Scray Hill with Town of Ledgeview. Mr. Thoresen, Mayor Boyd, and Alderperson Ledvina suggested including questions on the City survey to better understand how the City residents use the current compost facility. Alderperson Ledvina asked how much notice the YMCA was required to give the City to vacate the parcel. Mr. Thoresen and Mayor Boyd did not know the exact amount of time but stated it was not much. Mr. Thoresen added the Richco Road site will be close to Southern Bridge once developed and added that staff knows the work that it will take to get that site ready for use. Eric Rakers, City Engineer, clarified that the Richco Road site could be used for industrial use but contains contaminated material under a cap. Mayor Boyd requested staff continue discussions and start formulating questions to be included in the City survey if approved in the budget. Mr. Thoresen stated he would schedule a discussion at Board regarding City survey questions for first quarter 2022.

RESULT:	DISCUSSED
----------------	------------------

IV. Future Agenda Items

None

V. Adjournment

Mayor Boyd moved to adjourn the meeting at 8:50 PM, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Engineering

FROM: Eric Rakers

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

ATTACHMENTS:

- 2021 1213-CI-BOPW-PTTeam-Recommendations (PDF)
- Marquette Square Exhibit (PDF)
- Rockland Speed Limit Exhibit (PDF)
- Code 346 (PDF)

CITY OF DE PERE

Public Works Department

925 S. Sixth Street, De Pere, WI 54115 | 920-339-4060 | www.de-pere.org



City Engineer Parking and Traffic Recommendations December 8, 2021 Meeting

Parking and Parking Lot Items:

1. Consider painting directional arrows in the parking lot by the Lee Building.
 - The layout of the northerly two aisles is confusing due to a single row of parking in the middle of the parking lot. In addition, there have been modifications to the north end of the parking lot with the improvements to Michael J Walsh Plaza which impacts access to the parking lot.

Recommendation:

- Staff recommends adding arrows to clarify the direction of travel in the aisles.

Speed and Speed Limit Signs

1. Consider installation of a speed limit sign on Rockland Road, just west of STH 32/57.
 - There are currently no speed limit signs on Rockland Road, west of STH 32. Staff evaluated speeds in the corridor. The 85% speed is 40 mph. There are some high speeds in the 50s and even 60 mph.
 - The speed limit on this type of road is controlled under Section 346, Rules of the Road, in State Administrative Code. Under Section 346.57, Speed Restrictions, are set for a city or village under (4) Fixed Limits. There are several subsets of information; however the two options for Rockland Road are as follows:
 - (e) Twenty-five miles per hour on any highway within the corporate limits of a city or village, other than on highways in outlying districts in such city or village.
 - (f) Thirty-five miles per hour in any outlying district within the corporate limits of a city or village.

The definition of outlying district is covered under Section 346.57 (1) Definitions as follows:

(ar) "Outlying district" means the territory contiguous to and including any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average more than 200 feet apart.

There are no driveways/access points on Rockland Road between Old Plank Road and STH 32 which means this section conforms to the definition of an outlying district. Rockland Road east of STH 32 is 35 mph.

Recommendation:

- Staff recommends that a 35 mph sign be placed on Rockland Road west of STH 32 and the ordinance be updated accordingly. Staff recommends a 25 mph sign be installed on Old Plank Road, north of Rockland Road to clearly identify the change in speed. Old Plank Road from Rockland Road to STH 32 is 25 mph and is signed for 25 mph off of STH 32.

Attachments:

Marquette Square Exhibit (pdf)

Rockland Road Speed Limit Exhibit (pdf)

Wisconsin Code 346 (pdf)



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

MARQUETTE SQUARE

PROJECT: PARKING
AND TRAFFIC 2021
MEETING #5

DATE: 12/09/21
BY: MAL
CHECKED: EPR



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

ROCKLAND ROAD EXHIBIT

PROJECT: PARKING
AND TRAFFIC 2021
MEETING #5

DATE: 12/09/21
BY: MAL
CHECKED: EPR

23 Updated 19–20 Wis. Stats.

RULES OF THE ROAD

346.57

(cm) 1. In a parallel parking area, a motorcycle or moped may park at an angle. If parallel parking spaces are not indicated by pavement markings, no motorcycle or moped may be parked within 2 feet of another vehicle. Where a parallel parking space is indicated by pavement markings or where angle parking is authorized, up to 3 motorcycles or mopeds may park in the space.

2. Up to 3 motorcycles or mopeds may be parked in a parking space where a parking meter has been installed unless the space is restricted by official traffic sign or pavement markings to a single motorcycle or moped. The operator of each motorcycle or moped parked in a single space regulated by a parking meter shall receive a citation for any violation of a time restriction.

(d) In parallel parking, a vehicle shall be parked facing in the direction of traffic with the right wheels within 12 inches of the curb or edge of the street when parked on the right side and with the left wheels within 12 inches of the curb or edge of the street when parked on the left side. In parallel parking, a vehicle shall be parked with its front end at least 2 feet from the vehicle in front and with its rear end at least 2 feet from the vehicle in the rear, unless a different system of parallel parking is clearly indicated by official traffic signs or pavement markings.

(e) Except as provided in par. (cm) and s. 349.13 (6), for the purpose of parking, mopeds, electric scooters, and electric personal assistive mobility devices shall be considered bicycles. Except as provided in s. 349.13 (6), where possible without impeding the flow of pedestrian traffic, a bicycle, moped, electric scooter, or electric personal assistive mobility device may be parked on a sidewalk. Except as provided in s. 349.13 (6), a bicycle, moped, electric scooter, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

(2) No person shall stop or leave a vehicle standing in violation of this section.

History: 1977 c. 288; 1983 a. 57, 243; 1985 a. 65; 1995 a. 138; 1999 a. 85; 2001 a. 90; 2011 a. 73; 2015 a. 124; 2019 a. 11, 50.

346.55 Other restrictions on parking and stopping.

(1) No person shall stop or leave standing any vehicle on the left side of a highway except as provided in ss. 167.31 (4) (co) and 346.54.

(3) No person may leave or park any motor vehicle on private property without the consent of the owner or lessee of the property.

(4) Owners or lessees of public or private property may permit parking by certain persons and limit, restrict or prohibit parking as to other persons if the owner or lessee posts a sign on the property indicating for whom parking is permitted, limited, restricted or prohibited. No person may leave or park any motor vehicle on public or private property contrary to a sign posted thereon.

History: 1979 c. 276, 288; 1981 c. 157; 1981 c. 255 ss. 9g, 9m, 13; 1983 a. 77; 1991 a. 77, 189; 1995 a. 422.

346.56 Penalty for violating sections 346.503 to 346.55.

(1) (a) Except as provided in sub. (1g), any person violating s. 346.503 (1m) to (3) or a rule of the department under s. 346.503 (4) may be required to forfeit not less than \$50 nor more than \$200.

(b) No forfeiture may be assessed under par. (a) if within 30 days after the uniform traffic citation was issued the person provides proof that he or she has complied with the provision of s. 346.503 for which the citation was issued.

(1g) Any person violating s. 346.503 (2e) shall forfeit not less than \$20 nor more than \$40 for the first offense. For a 2nd or subsequent conviction within 3 years, a person shall forfeit not less than \$50 nor more than \$100.

(1m) Any person violating s. 346.52 to 346.54 or 346.55 (3) or (4) may be required to forfeit not less than \$20 nor more than \$40 for the first offense and not less than \$50 nor more than \$100 for the 2nd or subsequent conviction within a year.

(2) Any person violating s. 346.51 or 346.55 (1) may be required to forfeit not less than \$30 nor more than \$300.

(4) Any person violating s. 346.505 (2) shall forfeit not less than \$150 nor more than \$300.

History: 1971 c. 278; 1977 c. 418; 1979 c. 288; 1981 c. 157; 1983 a. 27, 77; 1987 a. 260; 1993 a. 256; 1995 a. 422; 2013 a. 326.

SUBCHAPTER IX

SPEED RESTRICTIONS

346.57 Speed restrictions. (1) **DEFINITIONS.** In this section:

(ag) “Expressway” means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by utilizing interchanges or limiting at-grade access to selected public roads and public driveways.

(am) “Freeway” means a state trunk highway that has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by limiting access to interchanges only.

(ar) “Outlying district” means the territory contiguous to and including any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average more than 200 feet apart.

(b) “Semiurban district” means the territory contiguous to and including any highway where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average not more than 200 feet apart or where the buildings in use for such purposes fronting on both sides of the highway considered collectively average not more than 200 feet apart.

(2) **REASONABLE AND PRUDENT LIMIT.** No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard for the actual and potential hazards then existing. The speed of a vehicle shall be so controlled as may be necessary to avoid colliding with any object, person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and using due care.

(3) **CONDITIONS REQUIRING REDUCED SPEED.** The operator of every vehicle shall, consistent with the requirements of sub. (2), drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hillcrest, when traveling upon any narrow or winding roadway, when passing school children, highway construction or maintenance workers, sanitation workers, or other pedestrians, and when special hazard exists with regard to other traffic or by reason of weather or highway conditions.

(4) **FIXED LIMITS.** In addition to complying with the speed restrictions imposed by subs. (2) and (3), no person shall drive a vehicle at a speed in excess of the following limits unless different limits are indicated by official traffic signs:

(a) Fifteen miles per hour when passing a schoolhouse at those times when children are going to or from school or are playing within the sidewalk area at or about the school.

(b) Fifteen miles per hour when passing an intersection or other location properly marked with a “school crossing” sign of a type approved by the department when any of the following conditions exists:

1. Any child is present.

2. A school crossing guard is within a crosswalk at the intersection or the other location or, if no crosswalk exists, is in the roadway at the intersection or the other location.

3. A school crossing guard is placing in or removing from the roadway at or near the intersection or the other location a temporary sign or device that guides, warns, or regulates traffic.

(c) Fifteen miles per hour when passing a safety zone occupied by pedestrians and at which a public passenger vehicle has stopped for the purpose of receiving or discharging passengers.

(d) Fifteen miles per hour in any alley.

(e) Twenty-five miles per hour on any highway within the corporate limits of a city or village, other than on highways in outlying districts in such city or village.

(em) Twenty-five miles per hour on any service road within the corporate limits of a city or village unless modified by the authority in charge of the highway.

(f) Thirty-five miles per hour in any outlying district within the corporate limits of a city or village.

(g) Thirty-five miles per hour on any highway in a semiurban district outside the corporate limits of a city or village.

(gm) 1. Except as provided in subd. 2., 65 miles per hour on any expressway.

2. Seventy miles per hour on any freeway, including freeways that are a part of the national system of interstate and defense highways, and on any portion of an expressway that gives preference to through traffic by utilizing interchanges only.

(h) In the absence of any other fixed limits or the posting of limits as required or authorized by law, 55 miles per hour.

(i) Fifteen miles per hour on any street or town road, except a state trunk highway or connecting highway, within, contiguous to or adjacent to a public park or recreation area when children are going to or from or are playing within such area, when the local authority has enacted an ordinance regulating such traffic and has properly marked such area with official traffic control devices erected at such points as said authority deems necessary and at those points on the streets or town roads concerned where persons traversing the same would enter such area from an area where a different speed limit is in effect.

(j) Thirty-five miles per hour on any town road where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average less than 150 feet apart, provided the town board has adopted an ordinance determining such speed limit and has posted signs at such points as the town board deems necessary to give adequate warning to users of the town road.

(k) Forty-five miles per hour on any highway designated as a rustic road under s. 83.42.

(5) ZONED AND POSTED LIMITS. In addition to complying with the speed restrictions imposed by subs. (2) and (3), no person shall drive a vehicle in excess of any speed limit established pursuant to law by state or local authorities and indicated by official signs.

(6) CERTAIN STATUTORY LIMITS TO BE POSTED. (a) On state trunk highways and connecting highways and on county trunk highways or highways marked and signed as county trunks, the speed limits specified in sub. (4) (e) and (f) are not effective unless official signs giving notice thereof have been erected by the authority in charge of maintenance of the highway in question. The speed limit specified in sub. (4) (g) and (k) is not effective on any highway unless official signs giving notice thereof have been erected by the authority in charge of maintenance of the highway in question. The signs shall be erected at such points as the authority in charge of maintenance deems necessary to give adequate warning to users of the highway in question, but an alleged failure to post a highway as required by this paragraph is not a defense to a prosecution for violation of the speed limits specified in sub. (4) (e), (f), (g) or (k), or in an ordinance enacted in conformity therewith, if official signs giving notice of the speed limit have been erected at those points on the highway in question where a person traversing such highway would enter it from an area where a different speed limit is in effect.

(b) The limit specified under sub. (4) (gm) is not effective unless official signs giving notice of the limit have been erected by the department.

History: 1973 c. 157; 1975 c. 192, 210; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 30, 67, 116, 203, 272; 1987 a. 17, 136; 1993 a. 246; 1995 a. 318; 1997 a. 35; 2001 a. 47; 2013 a. 39; 2015 a. 19.

While sub. (2) is related to sub. (3), it is not limited by sub. (3). Sub. (3) creates a greater duty in respect to speed than sub. (2) does. *Thoreson v. Milwaukee & Suburban Transport Corp.*, 56 Wis. 2d 231, 201 N.W.2d 745 (1972).

Judicial notice may be taken of the reliability of the underlying principles of radar that employs the Doppler effect to determine speed. A prima facie presumption of accuracy of moving radar will be accorded upon competent testimony of the operating officer of required facts. *State v. Hanson*, 85 Wis. 2d 233, 270 N.W.2d 212 (1978).

A prima facie presumption of accuracy applies to stationary radar devices. *City of Wauwatosa v. Collett*, 99 Wis. 2d 522, 299 N.W.2d 620 (Ct. App. 1980).

The application of the *Hanson* requirements is discussed. *State v. Kramer*, 99 Wis. 2d 700, 299 N.W.2d 882 (1981).

An actor may claim the defense of legal justification if the conduct of a law enforcement officer causes the actor to reasonably believe that violating the law is the only means of preventing bodily harm to the actor or another and causes the actor to violate the law. *State v. Brown*, 107 Wis. 2d 44, 318 N.W.2d 370 (1982).

This section does not impose absolute liability upon drivers to avoid accidents. *Millonig v. Bakken*, 112 Wis. 2d 445, 334 N.W.2d 80 (1983).

The presumption of the accuracy of moving radar is discussed. The elements of the *Hanson/Kramer* criteria are explained. *Washington County v. Luedtke*, 135 Wis. 2d 131, 399 N.W.2d 906 (1987).

346.58 Special speed restrictions for certain vehicles.

(1) In this section:

(a) “Metal tire” means a tire the surface of which in contact with the highway is wholly or partially of metal or other hard, non-resilient material.

(b) “Solid rubber tire” means a tire made of rubber but not inflated with compressed air.

(2) In addition to complying with other speed restrictions imposed by law, no person may drive any vehicle equipped with metal tires or solid rubber tires at a speed in excess of 15 miles per hour. This subsection does not apply to operation of a bicycle.

History: 1973 c. 165; 1975 c. 297; 1983 a. 54; 1999 a. 85; 2009 a. 276; 2011 a. 73.

346.59 Minimum speed regulation. (1) No person shall drive a motor vehicle at a speed so slow as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or is necessary to comply with the law.

(2) The operator of a vehicle moving at a speed so slow as to impede the normal and reasonable movement of traffic shall, if practicable, yield the roadway to an overtaking vehicle and shall move at a reasonably increased speed or yield the roadway to overtaking vehicles when directed to do so by a traffic officer.

History: 1977 c. 100; 2013 a. 365.

346.595 Motorcycles and mopeds. Whenever a motorcycle or a moped is operated the following rules apply:

(1) All motor vehicles including motorcycles and mopeds are entitled to the full use of a traffic lane and no vehicle may be driven or operated in such a manner so as to deprive any other vehicle of the full use of a traffic lane. With the consent of both drivers, motorcycles may be operated not more than 2 abreast in a single lane, but mopeds may be so operated only where the speed limit is 25 miles per hour or less.

(2) No person shall ride any motorcycle or moped while in a side-saddle position.

(3) No passenger may ride a motorcycle who, when properly seated, cannot rest the feet on assigned foot rests or pegs. No passenger may ride on a moped.

(3m) No more than 2 persons may ride on a motorcycle having 2 wheels in tandem during operation unless a sidecar has been attached to the motorcycle and the additional passengers are provided with adequate seating within the sidecar.

(4) No passenger shall ride in front of the operator on a motorcycle.

(5) The headlamps on motorcycles shall be lighted whenever the motorcycle is in operation. Motorcycles may be operated to



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Discuss City Engineer Recommendations for No-Action Parking & Traffic Discussion Items

ATTACHMENTS:

- 2021 1213-CI-BOPW-PTTeam-Discussion (PDF)

CITY OF DE PERE

Public Works Department

925 S. Sixth Street, De Pere, WI 54115 | 920-339-4060 | www.de-pere.org



Discuss City Engineer Recommendations on No Action Parking and Traffic Discussion December 8, 2021 Meeting

Parking and Parking Lot Items:

1. Consider painting parking stalls on streets at the following locations:
 - a. East side of Third Street from Marsh Street to Michels Commons
 - b. South side of Marsh Street from Fourth Street to Third Street
- Currently, with the exception of two locations staff could identify, individual stall marking is associated with business areas in the City and primarily downtown. The two exceptions are on the south side of Grant Street between Fourth and Fifth Street and on Wisconsin Street next to City Hall. With these requests, we will be starting to mark stalls outside of business areas. Marking this area could result in future requests in highly parked areas such as around De Pere High School on the east side, other schools during drop off and pick up, and in the future near the Mulva De Pere Cultural Center.
- Painting stalls results in costs to the City due to yearly maintenance.

No action at this time. Re-evaluate in the future based on current traffic study and impacts from ongoing development. If stalls are going to be painted outside of the business areas, a policy should be considered.



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Board of Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Alderperson Hansen's request for changes on S. Broadway at Cook Street

ATTACHMENTS:

- Hansen-Moore Email String Re: S. Broadway (PDF)

From: Jonathon Hansen

Sent: Thursday, November 11, 2021 8:58 PM

To: Moore, Michael T

Cc: Derek Beiderwieden; Jeremy Muraski; Scott Thoresen; Eric Rakers; Judy Schmidt-Lehman; Larry Delo; Kelly Ruh; James Boyd; Cassandra Erickson

Subject: RE: Intersection of Cook St and S. Broadway

Hi Michael,

Thank you very much for bringing these concerns to my attention, and I am sorry to hear about the tragic accident that you witnessed. In regards to the speed limit issue, I have tried for the last few years to lower the speed limit south of Cook St, but to no avail due to steadfast opposition from Brown County and Wisconsin DOT. The portion of S. Broadway that becomes Greenleaf Rd at the fork is part of State Highway 32/57, so WisDOT has authority over that section. Meanwhile, the portion of S. Broadway that runs SE from the fork is part of County Highway PP, so Brown County has jurisdiction over that section.

In 2019, I worked with a group of De Pere and Ledgeview residents who live on STH 32/57 to lobby WisDOT to lower the speed limit to 35 mph to at least Rockland Rd, and the residents even held a meeting with WisDOT staff. Meanwhile, the Town of Ledgeview and City of De Pere both submitted letters to WisDOT stating they were in favor of lowering the speed limit. Despite all of this, WisDOT refused to lower the speed limit. One of the concerned residents, Sachin Shivaram, is now on the Ledgeview Town Board, so I can touch base with him to see if he has heard of any new developments regarding this.

Earlier this year, a constituent contacted me to lower the speed limit on S. Broadway/County Highway PP. I asked Brown County to lower the speed limit to 35 mph to at least Diversity Dr (it switches to 55 mph just north of Rockland Rd), but their public works director rejected the request. It seems like both Brown County and WisDOT are waiting until the Southern Bridge Corridor is built before lowering the speed limit (the Brown County public works director, for instance, mentioned that a roundabout will be built at Rockland Rd and CTH PP once the corridor is built). Like you, I disagree with this approach because I think enough development has already occurred to warrant a lower speed limit.

I have copied our Police Chief, future Police Chief (as of December), Public Works Director, and City Engineer... **Chief Beiderwieden and Captain Muraski**--Can you please look into assigning the traffic officer more often at the S. Broadway/Cook St intersection? **Scott and Eric**--Can you please ask WPS if they can switch the lights to LED given the importance of keeping this particular intersection well-lit? Also, could we look into potentially extending the time for pedestrians to complete the east/west crossing at this intersection? Thank you all!

Jonathon

Ald. Jonathon M. Hansen

De Pere Alderman - District 2

City Council President

920-425-4265

jhansen@deperewi.gov



From: Moore, Michael T [MICHAEL.MOORE@GAPAC.com]

Sent: Wednesday, November 10, 2021 7:39 AM

To: Jonathon Hansen

Subject: Intersection of Cook St and S. Broadway

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.

Hello Mr. Hansen,

I have been a resident of De Pere for 17 years and reside at 440 Cook Street. I am finally writing to you due to utter frustration on the lack of area drivers' intelligence and abilities to navigate of the intersection of Cook St and S. Broadway as well as that section of roadways to the south. I have personally witnessed a number of close calls and numerous running of red lights at high speeds at all times of the day from both the north and south directions at that intersection. It wasn't until this past Monday night (11/8/21) that I finally witnessed a potential tragic accident and had to call 911 due to a north bound vehicle making a left hand turn that collided with a south bound vehicle as I waited at the intersection to take my two kids the Y for swim team practice.

I know that the county a few years ago had residents respond to a survey about dangerous intersections, but I think that something needs to be done sooner than later at this spot. This intersection is very large and its angled design, along with the speed limits south of it continues to be an issue. In my mind there is no reason to have the speed limit south of the intersection on both 57 and PP set at 45 mph when there are roundabouts less than a mile from the intersection having vehicles slow down. This stretch should be 35 mph at the most. With the expanse of the intersection itself, it is not very well lit and the lamps should be changed to LED to provide better visibility. I know that when personally crossing the intersection on foot, it takes all of the countdown to be able to walk across and I am a healthy adult. I know that there is occasionally a police presence on that stretch of road but it tends to be centered at Bomier St. just as the speed limit drops to 25 mph, which most drivers don't obey either. Maybe a better police at the intersection might help or having a traffic volunteer perform audits of the intersection regularly to provide data to prove that the intersection is dangerous.

I know that I do not have all of the answers and maybe there is something in the works but I believe the City and the County need to revisit this traffic area sooner than later. Thank you for all you do for the City of De Pere.

Michael Moore

Environmental Engineer

Georgia-Pacific Consumer Operations LLC

Phone: 920-438-4081

Cell: 920-639-1530



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Alderperson Ledvina's request for acquiring event barricades that would prevent vehicles from entering pedestrian areas

ATTACHMENTS:

- BOPW Meeting Event Barriers (PDF)

CITY OF DE PERE MEMO



To: Board of Public Works
From: Tony Fietzer
Date: December 7, 2021

RE: **Event barricades**

The recent tragedy at the Waukesha Christmas parade which involved an individual driving a motor vehicle through a closed roadway killing six individuals has brought event safety to the forefront. It has been requested the City of De Pere discuss barricading at public events in the roadway.

In reviewing event barricading we must review all aspects of public safety.

Option #1 is placing concrete blocks at the intersections. Merely placing concrete blocks at either side of the event may assist in some aspects of public safety, however, it would reduce access for public safety vehicle access, fire suppression, rescue vehicles, squad cars etc. The ability to respond to an emergency within the barricaded area would be limited. The transporting and placing of the concrete block would be very time consuming. It would involve 2-3 employees, multiple vehicles and a loader. Additionally, most events occur during non-business hours creating overtime costs in addition to having a road completely closed off to emergency vehicle access. I do not recommend this as an option.

Option #2 is the Meridian Barrier System or the like, www.betterbarriers.com. The Meridian Barrier System is an L shaped steel barricade that is moved in place with a dolly. Once in place it is cable or chained to other Meridian Barriers. The barricades are generally placed about 3-4 feet apart from each other. A 36' wide street would need 9-12 to close one end of the street. The City of Green Bay purchased this product for closing Lombardi Ave during Packer Games and they are utilized for Farmers Markets on Wednesday and Saturdays. I spoke with the Fleet Manager from the City of Green Bay who said they purchased 3 trailers and 24 of the L Shape Barriers a few years ago. The 3 speciality trailers cost roughly \$60,000 and the 24 L Shape barriers were approximately \$160,000 a few years ago. He indicated for an event setup for the Packer games, it requires 4 employees, 3 trucks and about 2 hours to set up and 2 hours to tear down. Each L Shape barricade weighs about 700 pounds and requires a dolly to move. While these are practical in some long term closures like a State Fair, or highly populated events, they are very costly to purchase and time consuming to deploy and remove for smaller short term events.

Option #3 is utilizing city vehicles to be placed across roadways inside of the barricades to act as a barrier. The utilization of city vehicles will provide some deterrent of access to the closed area while allowing vehicles to be moved in the event a fire/rescue/PD vehicle needs to enter the closed area. The issue with city vehicles is if the event is held after hours or on a weekend, staff would need to respond, deliver the truck and then back in to remove the truck. There would be some coordinating with other departments but the overall placement and removal would be much smoother and would allow for quick removal for emergency response into a closed area.

Option #4 would be to continue with additional traffic control barricade, such as our Type III Road Closed portable barricades. Using the visible, prismatic reflective barricades educates drivers of an area closed to vehicle traffic. The up side of these is the barricades are portable, set up quickly, are very visible and alert drivers the roadway is closed. The down side is the barricades can be moved and can be smashed thru allowing a vehicle thru the closure with minimum damage to the vehicle. These would not typically stop a domestic terrorist or an individual operating a vehicle with a medical issue or decreased awareness due to impairment.

Whatever option is selected, the option is not 100% guaranteed to prevent a tragedy. The number of access points to a particular event are countless. While the vast majority of citizens comply with barricades, an individual wishing to do harm to someone or something would be able to enter over a sidewalk, parking lot, over a curb, side street, alley etc. During a parade for instance, there are countless side streets, driveways, alleys, parking lots etc. that could be accessed.

I believe all options have merits and it depends on the type of event. For the vast majority of City of De Pere events, I believe Option #4 has worked for our event staff and patrons in a roadway. If the City of De Pere chooses to make a modification to the type of closure, I recommend Option #3. The ability to close a roadway more definitively while allowing the vehicles to be moved relatively quickly for emergency access is imperative. A more permanent closure, like blocks or barriers may have benefits in some areas but be detrimental in others, ie. emergency access. The only additional cost in this closure is staff time, designation of vehicles, additional keys being produced for the vehicles utilized (PD/FD/DPW/PARKS would all need copies of the keys for capabilities of moving vehicles).



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on Amendment to 2021 Agreement for 2022 Consulting Services*

ATTACHMENTS:

- 2021 1212 CI_BOPW_Consulting_Services_Extension(PDF)
- 2021 1105 TDS_Build_Map_8.5X11 (PDF)
- 2021 1206 Amendment 2022 Cont Eng Services (PDF)
- 2021 REL Extension-General Consulting Services (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: December 12, 2021

RE: **Consideration and possible action on Amendment to 2021 Agreement for 2022 Consulting Services***

The Engineering Department is looking to extend the 2021 Agreement for Consulting Services with Robert E. Lee and Associates through 2022. The extension is requested to further coordinate larger, long-term projects without having to potentially switch hands to another consulting firm mid-project. Moving forward, Engineering Staff will look to solicit for consulting services on a multi-year basis to facilitate long-term project coordination with the selected firm. Additionally, the selected firm will further specialize in the City's standard practices for plan design and bidding which should expedite future work.

Background and Discussion

In 2020 and 2021 the Engineering Department has requested for proposals for consulting services that were completed in conjunction with the City's annual construction projects. Staff uses consulting services to assist with the completion of storm water, wetland, navigable waterway permits, shop drawing review, wetland reviews, wetland delineations, traffic impact analysis review, street lighting design, legal surveys, legal descriptions, easement preparation, or engineering issues that arise that exceed staff's availability or expertise.

Over the past year there has been an increased push for engineering design or review on private development projects in addition to the annual Capital Improvements Program work load. Some of the larger projects include:

1. Mulva Center utility abandonment and right-of-way coordination. This work is ongoing and will continue through 2023.
2. American Boulevard utility and street extension to service the Scannell Property. This project is bid with construction scheduled to start this winter through the 2022 construction season.
3. Commerce Drive utility and street extension to service Belmark Plant #7. Staff is finalizing the plans for this project. Work will be completed in the 2022 construction season.
4. Mystic Creek – a 97 lot, 1.1 mile long subdivision to be designed and constructed on the City's southwest side. Staff is finalizing the plans for this project. Consulting services were utilized for new pond sizing and design, lift station design and force main design. It is anticipated that work will be completed in the 2022 construction season.
5. Waterview Heights – a 106 lot, 1.2 mile long subdivision to be designed and constructed on the City's southwest side. This subdivision is currently being designed by Robert E. Lee and Associates due to staff's unavailability. It is anticipated that work will be completed in the 2022 construction season.
6. TDS Telecom: TDS Telecom has announced its plans to install fiber optic communications to

serve the majority of the Green Bay Metropolitan Area. This fiber build includes the majority of De Pere residents and over 100 miles of roadway. Engineering staff will lead this work with Robert E. Lee and associates providing a Utility Coordinator to assist in day-to-day permit review, correspondence and inspection. A map of the anticipated project limits is attached.

The updated 2022 Labor Rates for Robert E. Lee and Associates is included with this memo. The typical rates are listed in the table below for comparison to last year's consulting services proposals.

Description	Unit	Robert E Lee 2022	Robert E Lee 2021	Cedar Corp 2021	Ruekert & Mielke 2021
Senior Engineer	HR	\$113	\$108	\$120	\$122
Engineer	HR	\$95	\$91	\$95	\$106
Registered Land Surveyor	HR	\$98	\$94	\$100	\$100
Senior Tech	HR	\$92	\$88	\$92	\$105
Tech	HR	\$80	\$77	\$82	\$78
Clerical	HR	\$59	\$55	\$68	\$68
Mileage	MI	2022 Fed Rate	\$0.56	\$0.575	\$0.58
Electrical/Mechanical Review	HR			\$125	

While Robert E. Lee's 2022 rates have increased \$3.00 to \$5.00 per hour across the board, they are still less than the rates provided by Cedar Corporation and Ruekert & Mielke in 2021.

Due to the magnitude of the incoming projects, staff cannot generate an estimate for 2022 consulting services. Funding will be from the various capital projects accounts and the engineering budget. Any time associated with the TDS Fiber Build will eventually be billed back to TDS as part of the City's excavation permit process.

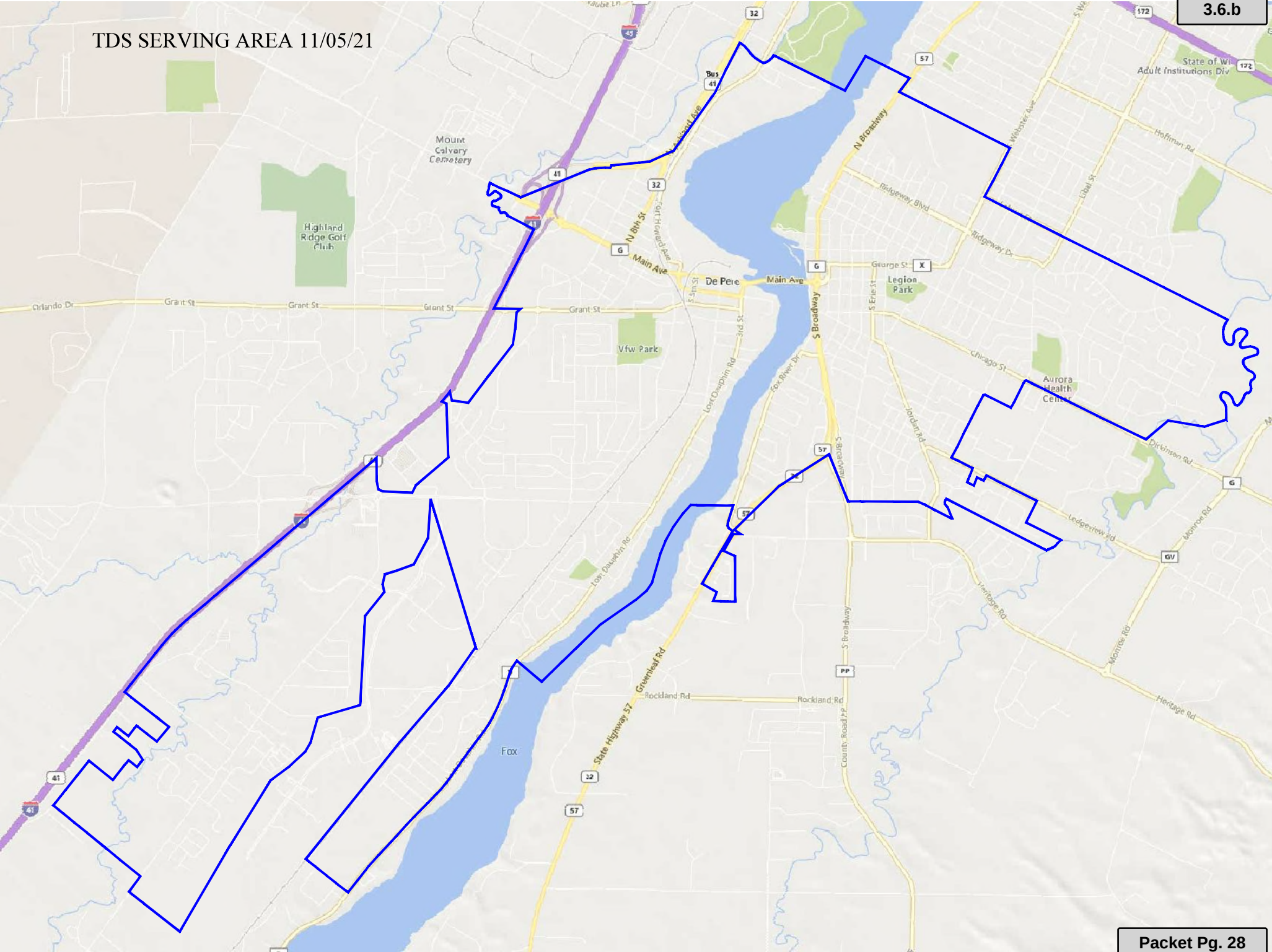
Recommendation

The staff recommendation is to amend the 2021 Agreement to extend consulting services with Robert E. Lee and Associates through 2022.

Attachments

2021 1105 TDS_Build_Map (PDF)
 2020 1206 Amendment 2022 Cont Eng Services (PDF)
 2021 REL Extension-General Consulting Services (PDF)

TDS SERVING AREA 11/05/21





1250 Centennial Centre Blvd
Hobart, WI 54155
920-662-9641
releeinc.com

December 6, 2021

Mr. Eric Rakers, P.E., City Engineer
CITY OF DE PERE
925 South Sixth Street
De Pere, WI 54115

RE: Amendment to 2021 Agreement for 2022 Consulting Services

Dear Mr. Rakers:

As requested, REL is providing a summary of our 2022 standard labor rates for your use. Rates provided include the categories as requested by the City for 2021 services, along with our standard rates for other individuals that may be resources for the City of De Pere to utilize in 2022. As a means to amend our existing 2021 Consulting Services agreement, REL proposes to complete services in 2022 under current terms and conditions of our agreement with the exception of the attached rate adjustment.

We have discussed the possibility of REL being involved with the TDS fiber installation project that is scheduled to be ongoing in De Pere in 2022-2023. We have identified an REL staff member that will serve as the Utility Coordinator. The rate for this position is specifically labeled as Utility Coordinator on the attached rate sheet. Should additional resources be needed to help coordinate the TDS project, REL will make them available at those individuals appropriate labor rate.

We value the relationship we have developed with the City of De Pere and appreciate the opportunity to continuing working with the City to fulfill your contracted engineering services in 2022 and beyond. Should you need any additional information to complete this amendment, please do not hesitate to contact our office. Thank you again for the opportunity to work with the City of De Pere.

Sincerely,

ROBERT E. LEE & ASSOCIATES, INC.


Jared G. Schmidt, P.E., V.P.
Civil/Municipal Engineering Manager

JGS/NJM

ENC.

CC/ENC.: Chase Kuffel, P.E., Assistant City Engineer

2022 Labor Rates Robert E. Lee & Associates, Inc.	
Staff Type	Rate
TECHNICIAN	\$ 80.00
SENIOR TECHNICIAN	\$ 92.00
TECHNICIAN INTERN	\$ 50.00
CIVIL ENGINEERING MANAGER	\$ 172.00
CLERICAL	\$ 59.00
COMMUNITY PLANNER	\$ 108.00
CONSTRUCTION MANAGER	\$ 128.00
ENGINEER	\$ 95.00
SENIOR ENGINEER	\$ 113.00
SENIOR PROJECT ENGINEER	\$ 141.00
ENGINEERING DIRECTOR	\$ 174.00
ENVIRONMENTAL COMPLIANCE MANAGER	\$ 152.00
ENVIRONMENTAL SCIENTIST I	\$ 94.00
ENVIRONMENTAL SCIENTIST II	\$ 107.00
ENVIRONMENTAL SCIENTIST III	\$ 118.00
ENVIRONMENTAL SERVICES MANAGER	\$ 172.00
ENVIRONMENTAL TECHNICIAN ASSISTANT I	\$ 50.00
ENVIRONMENTAL TECHNICIAN ASSISTANT II	\$ 69.00
ENVIRONMENTAL TECHNICIAN I	\$ 72.00
ENVIRONMENTAL TECHNICIAN II	\$ 82.00
ENVIRONMENTAL TECHNICIAN III	\$ 99.00
GEOLOGIST I	\$ 91.00
GEOLOGIST II	\$ 104.00
GEOLOGIST III	\$ 117.00
GEOLOGIST IV	\$ 142.00
NATURAL RESOURCES SCIENTIST I	\$ 70.00
NATURAL RESOURCES SCIENTIST II	\$ 85.00
NATURAL RESOURCES SCIENTIST III	\$ 101.00
NATURAL RESOURCES SCIENTIST IV	\$ 127.00
NATURAL RESOURCES TECHNICIAN I	\$ 42.00
NATURAL RESOURCES TECHNICIAN II	\$ 47.00
NATURAL RESOURCES TECHNICIAN III	\$ 68.00
NES DIVISION MANAGER	\$ 127.00
SENIOR CONSULTANT	\$ 164.00
SENIOR TRANSPORTATION CONSULTANT	\$ 129.00
SOLID WASTE MANAGER	\$ 174.00
SURVEY INTERN	\$ 56.00
SURVEY MANAGER	\$ 133.00
UTILITY COORDINATOR	\$ 97.00
PROFESSIONAL LAND SURVEYOR	\$ 98.00
TRANSPORTATION MANAGER	\$ 167.00
WATER & WASTEWATER FACILITIES OPERATOR	\$ 95.00
WATER & WASTEWATER MANAGER	\$ 165.00
WWTP FACILITIES OPERATOR ASSISTANT	\$ 55.00
LANDSCAPE ARCHITECT	\$ 114.00

**Mileage will be billed at the standard 2022 federal rate, and equipment billed at REL's standard 2022 billing rate.*

**EXTENSION OF CONSULTING SERVICES AGREEMENT
BETWEEN THE CITY OF DE PERE AND ROBERT E. LEE & ASSOCIATES, INC.
(2021 Consulting Services)**

THIS EXTENSION is entered into this 19th day of January, 2021, by and between the City of De Pere, a Wisconsin municipal corporation ("City") and Robert E. Lee & Associates, Inc., a Wisconsin corporation ("Consultant"), collectively referred to as the "Parties."

WHEREAS, the City and Consultant are parties to a Consulting Services Agreement dated February 28, 2020, for the provision of limited consulting services for 2020 construction projects that exceed City staff availability or expertise ("the Agreement"), a copy of which is attached hereto and incorporated by reference as Exhibit 1; and

WHEREAS, Consultant has submitted the lowest quote for the provision of limited consulting services for City's 2021 construction projects, and the parties wish to extend the Agreement for a subsequent term by mutual consent as provided herein.

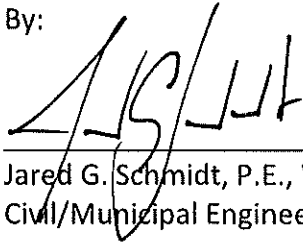
NOW THEREFORE, the Parties hereby agree to renew and extend the Agreement between them as follows:

1. The term of the Agreement is hereby extended to include City's 2021 construction projects.
2. Exhibit A of the Agreement shall be deleted in its entirety and replaced with Exhibit A attached hereto.
3. Exhibit B of the Agreement shall be deleted in its entirety and replaced with Exhibit B attached hereto.
4. Unless specifically modified in this Extension, all other provisions of the Agreement shall remain in full force and effect.

Dated this 26th day of January, 2021.

ROBERT E. LEE & ASSOCIATES, INC.

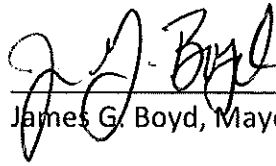
By:



Jared G. Schmidt, P.E., V.P.
Civil/Municipal Engineering Manager

CITY OF DE PERE

By:



James G. Boyd, Mayor



Carey E. Danen, City Clerk

J:\Law\Agreements\2021\Consultant Agreements\Extension of Consultant Agreement-REL & Associates1-12-21-189-003-19.docx

**Request for Proposals
For
2021 Consulting Services**

The City of De Pere would like to invite your firm to submit a proposal to provide consulting services for the 2021 calendar year.

Your proposal must be submitted to our office by Wednesday, December 23, 2020 at 3:00 P.M. Proposals can be submitted via e-mail to Eric Rakers at erakers@deperewi.gov.

GENERAL INFORMATION:

The City of De Pere is currently designing and bidding out projects pursuant to the 2021 capital improvement program. The program includes projects in the following categories: new street construction, street reconstruction, street milling and overlay, sanitary sewer improvements, water system improvements, storm sewer improvements, concrete replacement (curb & gutter, sidewalk, driveway, and street), concrete street construction and reconstruction, and new pond construction. The purpose for this Request for Proposal (RFP) is to obtain rates for services with the assistance in the design, permitting, and/or administration of these projects.

SCOPE OF SERVICES:

Consulting services shall include, but are not limited to:

1. Completion and submittal of storm water, wetland, and navigable waterway permits, including correspondence with permitting authority on the City's behalf.
2. Shop drawing review (e.g. electrical, mechanical, etc.)
3. Review and recommendation for City design where required.
4. Analysis of uncommon issues encountered by Engineering Staff.
5. Wetland reviews and delineations.
6. Storm water management facility review, planning and design.
7. Site plan and traffic impact analysis review.
8. Street lighting design and quantity take-off.
9. Structure review and inspection.
10. Legal surveys, descriptions, easement preparation, etc.

Site visits may be needed depending on issues encountered by engineering staff. The majority of correspondence and review will be completed via e-mail and by phone, primarily through Eric Rakers, City Engineer or Chase Kuffel, Assistant City Engineer depending on the project.

Anticipated hours for 2021 services are shown in Table 1 below:

Table 1 - 2020 Consulting Services Hours by Classification

Classification	Hours
Senior Engineer	80
Engineer	40
Registered Land Surveyor	60
Senior Technician	40
Technician	20
Clerical	5

In addition to many smaller projects anticipated for 2021, there are two specific projects scheduled. First, in January and February the selected consultant will be working with City staff to model and design the Matthew Street ponds for construction in 2021. Second, IDDE inspections for approximately 3/4^{ths} of the City will occur in summer.

SCHEDULING:

The City will request services throughout the year. Generally, the City will give notice via email.

INSURANCE:

Your company shall effect and maintain insurance to protect from claims under workmen's 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. A company fee schedule shall be attached for additional services offered that are not shown on the attached form.

DELIVERY:

Consulting services will be completed via phone and email with engineering staff. Permitting shall be delivered via email, in pdf format. Hard copies will not need to be provided.

ADDITIONAL INFORMATION:

The City will provide all information requested to assist consulting services and will pay for permitting fees associated with the project.

A sample consultant agreement is attached.

Proposed Fee Schedule

Company Name: _____

Company Address: _____

Company Address: _____

Company Representative: _____

Signature: _____

Fee (Total): _____

Item	Fee	Unit
Senior Engineer		Per Hour
Engineer		Per Hour
Registered Land Surveyor		Per Hour
Senior Technician		Per Hour
Technician		Per Hour
Clerical		Per Hour
Mileage		Per Mile



December 22, 2020

Mr. Eric Rakers, P.E., City Engineer
CITY OF DE PERE
925 South Sixth Street
De Pere, WI 54115

RE: Proposal for 2021 Consulting Services

Dear Mr. Rakers:

Thank you for the opportunity to provide information regarding Robert E. Lee & Associates' (REL), and our associated rates for 2021 consulting services to be provided to the City of De Pere. We value the relationship we have developed with De Pere and look forward to continuing work with the City.

REL was established in 1956 and is a full-service consulting firm specializing in civil and environmental engineering, surveying, and natural resource services. Currently, REL has approximately 55 employees at our office located in the Village of Hobart. A major focus of our business is servicing the public sector, and we pride ourselves on the many lasting relationships we have developed with municipalities like the City of De Pere. Our mission is "Quality-First" with a dedication to long-term relationships created through listening to our client's needs and providing a high-quality and timely product.

We provide design and construction engineering services for many communities throughout the state. We regularly complete major construction projects, as well as assist in day-to-day activities based on a municipality's need. Staff assists with capital improvement planning, project estimating, reviewing site and storm water plans, permitting, providing survey, environmental and ecological assistance, and delivering technical support to staff each community. We work to create and maintain a personal partnership between our client and an REL project manager.

Our team for the City of De Pere will include many familiar faces. Jared Schmidt, P.E., V.P. will be the overall point of contact for REL. Depending on the project needs, Jared would facilitate REL staff to work with you. For surveying purposes, Troy Hewitt, P.L.S., would lead our survey efforts and provide survey oversight. REL's survey department completes topographic surveys, provides construction staking and creates documents such as plats, CSMs, easements, or any type of legal descriptions.

REL's civil engineering department is experienced in the design and development of facilities

December 22, 2020
Mr. Eric Rakers, P.E., City Engineer
CITY OF DE PERE
Page 2

including water distribution systems, sanitary and storm sewer systems, storm water management facilities, roadways, site development, permitting, bid documents, and construction administration and observation services. For storm water management, site design needs, and flood plain management, Aaron Breitenfeldt, P.E. and Brandon Robaidek, E.I.T. would complete the project for the City. Both are adept in engineering design and their specialty in designing storm water management facilities for projects large and small. Both are very familiar with state and local permits and their associated requirements and deadlines. Utility and street construction or reconstruction projects would likely be led by Ryan Trzinski, P.E. and/or Jennifer Liimatta, P.E. Brad Trembl or Jordan Rynish would also be available to assist in any of the engineering design and permitting needs De Pere may have.

At any time during a project, non-engineering needs may arise. Robert E. Lee & Associates has unique expert personnel available to tackle these needs and provide comprehensive solutions. We have experts in environmental and ecological specialties available to assist our project managers. Bruce Meissner, P.G., V.P. is knowledgeable in hazardous materials issues and the WDNR databases available to help identify potentially contaminated sites. Our in-house ecological division, NES Ecological Services, includes a WDNR Professionally Assured Wetland Delineator (James Havel), ecologists, biologists, and specialists that are readily available to answer natural resource questions. By having an Assured Delineator on staff, ecological projects can progress through the approval process by eliminating the 60-day WDNR concurrence review timeline. Our NES group also specializes in design, implementation, and maintenance of the native communities constructed around storm water features.

Our more than 60 years of corporate experience coupled with our talented staff has helped promote an efficient project execution style. This project execution is reinforced through continuous communication, dedicated service, and our ability to listen to the needs of our clients and the community.

If you would like further company information or detailed staff resumes, we would be happy to provide them. Should you have any questions or need additional information, please feel free to contact our office. If the City would need additional technical support from individuals not categorized by the requested billing rate, REL would propose to conduct those efforts based on our attached standard 2021 labor rates. Thank you again for the opportunity to work with the City, and we look forward to working with you on your upcoming municipal needs.

Sincerely,

ROBERT E. LEE & ASSOCIATES, INC.



Jared G. Schmidt, P.E., V.P.
Civil/Municipal Engineering Manager

JGS/NJM

ENC.

CC: Chase Kuffel, P.E., Assistant City Engineer

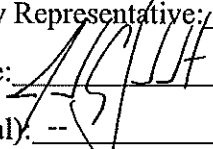
Proposed Fee Schedule

Company Name: Robert E. Lee & Associates, Inc.

Company Address: 1250 Centennial Centre Boulevard

Company Address: Hobart, WI 54155

Company Representative: Jared G. Schmidt, P.E., V.P., Civil/Municipal Engineering Manager

Signature: 

Fee (Total): --

Item	Fee	Unit
Senior Engineer	\$108	Per Hour
Engineer	\$91	Per Hour
Registered Land Surveyor	\$94	Per Hour
Senior Technician	\$88	Per Hour
Technician	\$77	Per Hour
Clerical	\$55	Per Hour
Mileage (2021 Federal Rates Apply)	\$0.56	Per Mile

Robert E. Lee Associates, Inc.
Anticipated 2021 Rates

Exhibit B
REL Extension Agreement
Page 4 of 4

Staff Type	Rate
CAD TECHNICIAN I	\$ 74.00
CAD TECHNICIAN II	\$ 88.00
CIVIL ENGINEERING MANAGER	\$ 167.00
CLERICAL I	\$ 53.00
CLERICAL II	\$ 62.00
CLERICAL MANAGER	\$ 89.00
COMMUNITY PLANNER	\$ 104.00
DESIGNER I	\$ 111.00
DESIGNER II	\$ 118.00
ENGINEER I	\$ 99.00
ENGINEER II	\$ 111.00
ENGINEER III	\$ 135.00
ENGINEER IV	\$ 151.00
ENGINEERING ASSISTANT	\$ 61.00
ENGINEERING TECHNICIAN I	\$ 79.00
ENGINEERING TECHNICIAN II	\$ 93.00
ENGINEERING TECHNICIAN III	\$ 118.00
ENVIRONMENTAL COMPLIANCE MANAGER	\$ 146.00
ENVIRONMENTAL SCIENTIST I	\$ 90.00
ENVIRONMENTAL SCIENTIST II	\$ 103.00
ENVIRONMENTAL SCIENTIST III	\$ 113.00
ENVIRONMENTAL TECHNICIAN ASSISTANT I	\$ 48.00
ENVIRONMENTAL TECHNICIAN ASSISTANT II	\$ 66.00
ENVIRONMENTAL TECHNICIAN I	\$ 69.00
ENVIRONMENTAL TECHNICIAN II	\$ 79.00
ENVIRONMENTAL TECHNICIAN III	\$ 96.00
GEOLOGIST I	\$ 87.00
GEOLOGIST II	\$ 100.00
GEOLOGIST III	\$ 112.00
GIS SPECIALIST I	\$ 85.00
GIS TECHNICIAN	\$ 68.00
LAND USE PLANNER I	\$ 88.00
NATURAL RESOURCES SCIENTIST I	\$ 67.00
NATURAL RESOURCES SCIENTIST II	\$ 82.00
NATURAL RESOURCES SCIENTIST III	\$ 97.00
NATURAL RESOURCES TECHNICIAN I	\$ 40.00
NATURAL RESOURCES TECHNICIAN II	\$ 45.00
NATURAL RESOURCES TECHNICIAN III	\$ 65.00
NES DIVISION MANAGER	\$ 122.00
PROJECT COORDINATOR	\$ 81.00
SENIOR CONSULTANT	\$ 157.00
SURVEY MANAGER	\$ 127.00
SURVEYOR TECHNICIAN I	\$ 71.00
SURVEYOR TECHNICIAN II	\$ 82.00
SURVEYOR TECHNICIAN III	\$ 94.00
SURVEYOR PROFESSIONAL I	\$ 88.00
SURVEYOR PROFESSIONAL II	\$ 96.00
SURVEYOR PROFESSIONAL III	\$ 103.00
TRANSPORTATION MANAGER	\$ 167.00
WATER & WASTEWATER FACILITIES OPERATOR	\$ 92.00
WATER & WASTEWATER MANAGER	\$ 167.00

Note: These rates are REL's anticipated standard 2021 billing rates.



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 13, 2021

DEPARTMENT: Engineering

FROM: Eric Rakers

SUBJECT: Consideration and possible action on award of Contract 21-11
American Blvd Utility and Street Extension*

ATTACHMENTS:

- 2021 1213 CE_Project_21-11_Award (PDF)
- 2021 1118 CE_Project 21-11_Bid Tab (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: December 13, 2021

RE: **Consideration and possible action on award of Contract 21-11 American Boulevard Utility and Street Extension***

The Engineering Department received bids for Project 21-11 American Boulevard Utility and Street Extension on November 18, 2021. This project involves the construction of American Boulevard from 2,100 feet south of Biotech Way to the southern City limits. The bids received are as follows:

Contractor	Total Bid
Jossart Brothers, Inc.	\$1,885,359.50
Kruczek Construction, Inc.	\$1,944,000.00
Feaker & Sons Co., Inc.	\$1,988,942.50
PTS Contractors, Inc.	\$2,045,000.00
Advance Construction, Inc.	\$2,112,242.75
Dorner, Inc.	\$2,147,501.00
Superior Sewer and Water, Inc.	\$2,274,815.76
Super Excavators, Inc.	\$2,300,000.00

The project is being funded through TID 12 with the ongoing development with a portion from the Green Bay Metropolitan Sewerage District (GBMSD) for the extension of the Ninth Street Interceptor. The breakdown in funding is as follows:

- GBMSD \$ 380,688.00
- TID 12: \$1,504,671.50

Upon completion of the project, the City will invoice GBMSD the full amount of the interceptor (\$717,460.00) and then GBMSD will invoice the City for its share (\$336,772.00) of the interceptor cost.

Staff's recommendation is to accept the bid from Jossart Brothers, Inc. in the amount of \$1,885,359.50.

Attachments:

2021 1118 Project 21-11 Bid Tab (PDF)



PROJECT 21-11 AMERICAN BOULEVARD UTILITY AND STREET EXTENSION
BID TAB

3.7.b

				BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3		BIDDER NO. 4		BIDDER NO. 5		BIDDER NO. 6		BIDDER NO. 7		BIDDER NO. 8	
				Jossart Brothers, Inc		Kruczek Construction, Inc.		Feaker & Sons Co., Inc.		PTS Contractors, Inc.		Advance Construction, Inc.		Dorner, Inc.		Superior Sewer and Water, Inc.		Super Excavators, Inc.	
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID
SANITARY SEWER CONSTRUCTION																			
SS-01	Provide 24" PVC (PS115) Sanitary Sewer (Natural Backfill)	LF	2,715	\$ 200.00	\$ 543,000.00	\$ 225.00	\$ 610,875.00	\$ 215.00	\$ 583,725.00	\$ 227.00	\$ 616,305.00	\$ 255.00	\$ 692,325.00	\$ 285.00	\$ 773,775.00	\$ 292.00	\$ 792,780.00	\$ 250.00	\$ 678,750.00
SS-02	Provide 8" PVC Sanitary Sewer (Natural Backfill)	LF	250	\$ 47.00	\$ 11,750.00	\$ 70.00	\$ 17,500.00	\$ 46.00	\$ 11,500.00	\$ 79.00	\$ 19,750.00	\$ 64.00	\$ 16,000.00	\$ 47.00	\$ 11,750.00	\$ 78.00	\$ 19,500.00	\$ 95.00	\$ 23,750.00
SS-03	Provide 8" PVC Sanitary Sewer (Granular Backfill)	LF	310	\$ 90.00	\$ 27,900.00	\$ 110.00	\$ 34,100.00	\$ 90.00	\$ 27,900.00	\$ 124.00	\$ 38,440.00	\$ 122.50	\$ 37,975.00	\$ 95.00	\$ 29,450.00	\$ 141.00	\$ 43,710.00	\$ 200.00	\$ 62,000.00
SS-04	Provide 4" Diameter Outside Drop Sanitary Sewer Manhole (2 Drops)	VF	28	\$ 885.00	\$ 24,780.00	\$ 750.00	\$ 21,000.00	\$ 1,200.00	\$ 33,600.00	\$ 867.00	\$ 24,276.00	\$ 1,034.00	\$ 28,952.00	\$ 958.00	\$ 26,824.00	\$ 629.00	\$ 17,612.00	\$ 954.00	\$ 26,712.00
SS-05	Provide 4" Diameter Outside Drop Sanitary Sewer Manhole	VF	140	\$ 640.00	\$ 89,600.00	\$ 700.00	\$ 98,000.00	\$ 900.00	\$ 126,000.00	\$ 731.00	\$ 102,340.00	\$ 800.00	\$ 112,000.00	\$ 709.00	\$ 99,260.00	\$ 567.00	\$ 79,380.00	\$ 915.00	\$ 128,100.00
SS-06	Provide 4" Diameter Sanitary Sewer Manhole	VF	28.5	\$ 380.00	\$ 10,830.00	\$ 580.00	\$ 16,530.00	\$ 450.00	\$ 12,825.00	\$ 700.00	\$ 19,950.00	\$ 547.00	\$ 15,589.50	\$ 428.00	\$ 12,198.00	\$ 343.00	\$ 9,775.50	\$ 718.00	\$ 20,463.00
SS-07	Core Drill Existing Sanitary Manhole and Pour Bench	EA	1	\$ 8,000.00	\$ 8,000.00	\$ 5,600.00	\$ 5,600.00	\$ 7,500.00	\$ 7,500.00	\$ 1,700.00	\$ 1,700.00	\$ 10,000.00	\$ 10,000.00	\$ 4,666.00	\$ 4,666.00	\$ 8,400.00	\$ 8,400.00	\$ 3,096.00	\$ 3,096.00
STORM SEWER CONSTRUCTION																			
ST-01	Provide 36" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	195	\$ 95.00	\$ 18,525.00	\$ 117.00	\$ 22,815.00	\$ 99.00	\$ 19,305.00	\$ 110.00	\$ 21,450.00	\$ 118.00	\$ 23,010.00	\$ 98.00	\$ 19,110.00	\$ 121.00	\$ 23,595.00	\$ 120.00	\$ 23,400.00
ST-02	Provide 36" PVC, RCP or PP Storm Sewer (Granular Backfill)	LF	100	\$ 125.00	\$ 12,500.00	\$ 133.00	\$ 13,300.00	\$ 115.00	\$ 11,500.00	\$ 137.00	\$ 13,700.00	\$ 153.00	\$ 15,300.00	\$ 125.00	\$ 12,500.00	\$ 141.00	\$ 14,100.00	\$ 165.00	\$ 16,500.00
ST-03	Provide 38" x 24" RCP Storm Sewer (Natural Backfill)	LF	130	\$ 94.00	\$ 12,220.00	\$ 110.00	\$ 14,300.00	\$ 95.00	\$ 12,350.00	\$ 101.00	\$ 13,130.00	\$ 119.40	\$ 15,522.00	\$ 98.00	\$ 12,740.00	\$ 116.00	\$ 15,080.00	\$ 129.00	\$ 16,770.00
ST-04	Provide 38" x 24" RCP Storm Sewer (Granular Backfill)	LF	115	\$ 124.00	\$ 14,260.00	\$ 126.00	\$ 14,490.00	\$ 125.00	\$ 14,375.00	\$ 125.00	\$ 14,375.00	\$ 136.40	\$ 15,686.00	\$ 127.00	\$ 14,605.00	\$ 140.00	\$ 16,100.00	\$ 144.00	\$ 16,560.00
ST-05	Provide 30" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	90	\$ 75.00	\$ 6,750.00	\$ 87.00	\$ 7,830.00	\$ 80.00	\$ 7,200.00	\$ 129.00	\$ 11,610.00	\$ 97.50	\$ 8,775.00	\$ 74.00	\$ 6,660.00	\$ 103.00	\$ 9,270.00	\$ 92.00	\$ 8,280.00
ST-06	Provide 30" PVC, RCP or PP Storm Sewer (Granular Backfill)	LF	80	\$ 105.00	\$ 8,400.00	\$ 100.00	\$ 8,000.00	\$ 96.00	\$ 7,680.00	\$ 120.00	\$ 9,600.00	\$ 122.50	\$ 9,800.00	\$ 96.00	\$ 7,680.00	\$ 122.00	\$ 9,760.00	\$ 123.00	\$ 9,840.00
ST-07	Provide 24" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	60	\$ 63.00	\$ 3,780.00	\$ 66.00	\$ 3,960.00	\$ 58.00	\$ 3,480.00	\$ 79.00	\$ 4,740.00	\$ 77.50	\$ 4,650.00	\$ 61.00	\$ 3,660.00	\$ 85.00	\$ 5,100.00	\$ 73.00	\$ 4,380.00
ST-08	Provide 18" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	760	\$ 42.00	\$ 31,920.00	\$ 45.00	\$ 34,200.00	\$ 45.00	\$ 34,200.00	\$ 51.00	\$ 38,760.00	\$ 52.00	\$ 39,520.00	\$ 52.00	\$ 39,520.00	\$ 60.00	\$ 45,600.00	\$ 58.00	\$ 44,080.00
ST-09	Provide 18" RCP Class (IV) Storm Sewer (Granular Backfill)	LF	80	\$ 60.00	\$ 4,800.00	\$ 69.00	\$ 5,520.00	\$ 65.00	\$ 5,200.00	\$ 78.00	\$ 6,240.00	\$ 83.50	\$ 6,680.00	\$ 61.00	\$ 4,880.00	\$ 83.00	\$ 6,640.00	\$ 83.00	\$ 6,640.00
ST-10	Provide 18" PVC, RCP or PP Storm Sewer (Granular Backfill)	LF	50	\$ 58.00	\$ 2,900.00	\$ 67.00	\$ 3,350.00	\$ 65.00	\$ 3,250.00	\$ 85.00	\$ 4,250.00	\$ 80.00	\$ 4,000.00	\$ 66.00	\$ 3,300.00	\$ 82.00	\$ 4,100.00	\$ 88.00	\$ 4,400.00
ST-11	Provide 15" RCP Class (IV) Storm Sewer (Granular Backfill)	LF	50	\$ 52.00	\$ 2,600.00	\$ 63.00	\$ 3,150.00	\$ 62.00	\$ 3,100.00	\$ 66.00	\$ 3,300.00	\$ 70.00	\$ 3,500.00	\$ 53.00	\$ 2,650.00	\$ 77.00	\$ 3,850.00	\$ 83.00	\$ 4,150.00
ST-12	Provide 15" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	375	\$ 37.00	\$ 13,875.00	\$ 41.00	\$ 15,375.00	\$ 42.00	\$ 15,750.00	\$ 44.00	\$ 16,500.00	\$ 47.00	\$ 17,625.00	\$ 46.00	\$ 17,250.00	\$ 54.00	\$ 20,250.00	\$ 59.00	\$ 22,125.00
ST-13	Provide 12" RCP Class (IV) Storm Sewer (Granular Backfill)	LF	145	\$ 49.00	\$ 7,105.00	\$ 54.00	\$ 7,830.00	\$ 50.00	\$ 7,250.00	\$ 58.00	\$ 8,410.00	\$ 74.25	\$ 10,766.25	\$ 52.00	\$ 7,540.00	\$ 70.00	\$ 10,150.00	\$ 72.00	\$ 10,440.00
ST-14	Provide 12" PVC, RCP or PP Storm Sewer (Granular Backfill)	LF	140	\$ 46.00	\$ 6,440.00	\$ 54.00	\$ 7,560.00	\$ 57.00	\$ 7,980.00	\$ 80.00	\$ 11,200.00	\$ 69.00	\$ 9,660.00	\$ 49.00	\$ 6,860.00	\$ 68.00	\$ 9,520.00	\$ 72.00	\$ 10,080.00
ST-15	Provide 12" PVC, RCP or PP Storm Sewer (Natural Backfill)	LF	200	\$ 32.00	\$ 6,400.00	\$ 48.00	\$ 9,600.00	\$ 40.00	\$ 8,000.00	\$ 54.00	\$ 10,800.00	\$ 50.00	\$ 10,000.00	\$ 45.00	\$ 9,000.00	\$ 49.00	\$ 9,800.00	\$ 48.00	\$ 9,600.00
ST-16	Provide 72" Diameter Storm Manhole	VF	7.5	\$ 825.00	\$ 6,187.50	\$ 710.00	\$ 5,325.00	\$ 750.00	\$ 5,625.00	\$ 850.00	\$ 6,375.00	\$ 770.00	\$ 5,775.00	\$ 788.00	\$ 5,910.00	\$ 714.00	\$ 5,355.00	\$ 816.00	\$ 6,120.00
ST-17	Provide 60" Diameter Storm Manhole	VF	16	\$ 635.00	\$ 10,160.00	\$ 588.00	\$ 9,408.00	\$ 590.00	\$ 9,440.00	\$ 695.00	\$ 11,120.00	\$ 640.00	\$ 10,240.00	\$ 602.00	\$ 9,632.00	\$ 663.00	\$ 10,608.00	\$ 749.00	\$ 11,984.00
ST-18	Provide 48" Diameter Storm Manhole	VF	23	\$ 575.00	\$ 13,225.00	\$ 500.00	\$ 11,500.00	\$ 525.00	\$ 12,075.00	\$ 495.00	\$ 11,385.00	\$ 470.00	\$ 10,810.00	\$ 541.00	\$ 12,443.00	\$ 347.00	\$ 7,981.00	\$ 456.00	\$ 10,488.00
ST-19	Provide Type B Inlet	EA	19	\$ 2,300.00	\$ 43,700.00	\$ 1,950.00	\$ 37,050.00	\$ 2,215.00	\$ 42,085.00	\$ 2,200.00	\$ 41,800.00	\$ 1,950.00	\$ 37,050.00	\$ 2,515.00	\$ 47,785.00	\$ 1,988.00	\$ 37,772.00	\$ 1,788.00	\$ 33,972.00
ST-20	Provide 12" NYLOPLAST Inlet	EA	1	\$ 1,500.00	\$ 1,500.00	\$ 1,450.00	\$ 1,450.00	\$ 1,780.00	\$ 1,780.00	\$ 2,180.00	\$ 2,180.00	\$ 1,700.00	\$ 1,700.00	\$ 1,777.00	\$ 1,777.00	\$ 1,400.00	\$ 1,400.00	\$ 1,261.00	\$ 1,261.00
ST-21	Construct Inlet over Existing Storm Sewer	EA	2	\$ 2,300.00	\$ 4,600.00	\$ 2,800.00	\$ 5,600.00	\$ 3,000.00	\$ 6,000.00	\$ 2,600.00	\$ 5,200.00	\$ 2,500.00	\$ 5,000.00	\$ 3,065.00	\$ 6,130.00	\$ 3,100.00	\$ 6,200.00	\$ 2,533.00	\$ 5,066.00
ST-22	Connect 38" x 24" Storm Sewers (2) to Existing Structure	EA	1	\$ 2,000.00	\$ 2,000.00	\$ 1,900.00	\$ 1,900.00	\$ 6,500.00	\$ 6,500.00	\$ 11,500.00	\$ 11,500.00	\$ 4,000.00	\$ 4,000.00	\$ 5,381.00	\$ 5,381.00	\$ 2,700.00	\$ 2,700.00	\$ 4,076.00	\$ 4,076.00
ST-23	Core Drill Existing Structure	EA	3	\$ 1,500.00	\$ 4,500.00	\$ 800.00	\$ 2,400.00	\$ 3,000.00	\$ 9,000.00	\$ 1,220.00	\$ 3,660.00	\$ 700.00	\$ 2,100.00	\$ 436.00	\$ 1,308.00	\$ 1,140.00	\$ 3,420.00	\$ 1,310.00	\$ 3,930.00
ST-24	Provide 36" RCP Endwall	EA	2	\$ 1,350.00	\$ 2,700.00	\$ 1,800.00	\$ 3,6												