

BOARD OF PUBLIC WORKS MEETING NOTICE

Pursuant to Section 19.84, Wisconsin Statutes, 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 **Monday, May 13, 2013, 7:30 p.m.** in the Council Chambers of the City Hall, 335 S. Broadway, WI 54115.

Notice is hereby given that a majority of the members of the Common Council of the City of De Pere may attend this meeting to gather information about a subject(s) over which they have decision-making responsibility.

*** Items marked are to be forwarded to City Council for approval.**

AGENDA FOR SAID MEETING:

1. Roll Call
2. Approve minutes of the regular meeting held on April 8, 2013 which were previously forwarded to Board Members.
3. Public Comments
4. Consider Board of Public Works Vice Chairperson.
5. Consider Donation of Pedestrian Actuated Signs (2) from St Norbert for Installation on Third Street at the Baer Mall Crossing*
6. Consider Long Term Parking on the Alley off of Fort Howard Avenue near Main Avenue*
7. Consider City of De Pere 2013 Sidewalk Repair Order
8. Consider Award for Project 13-05 Sidewalk, Curb, and Concrete Pavement Repair*
9. Consider Award for Project 13-19 Mudjacking – Curb & Gutter and Sidewalk*
10. Consider Award for Project 13-19A Concrete Grinding Sidewalk*
11. Consider Revised State/Municipal Agreement for the USH 41 Project in the City*
12. Consider Municipal Agreement with Brown County for the Reconstruction of CTH PP*
13. Consider Wastewater Rate Methodology Alternatives from NEW Water (GBMSD)*
14. Future Agenda Items
15. Adjournment

Eric P. Rakers, P.E.
City Engineer

Agenda Sent to:

Alderspersons

Mayor Michael J. Walsh
Larry Delo, City Administrator
Judy Schmidt-Lehman, City Attorney
Shana Defnet, Clerk-Treasurer
City Hall 1st & 2nd Floor
Eric P. Rakers, City Engineer
Karen M. Heyrman, Assistant City Engineer
Steve Jakups, St Norbert College
Aaron Zillmer, Wisconsin Department of Transportation
Tom Sigmund, NEW Water
Carla DeRosier, Raise Rite Concrete Lifting

De Pere Journal
Green Bay Press Gazette
TV and Radio Stations
De Pere Area Chamber of Commerce
De Pere Area Business Alliance
North American Communications
WI Public Service Corporation
Brown County Library, De Pere
Joe Bloomer
Paul Fontecchio, Brown County Highway Department
Wayne Schoenebeck, Badger Concrete Lifting

Any person wishing to attend whom, because of disability, requires special accommodations should contact the Office of the Clerk-Treasurer at 339-4050 by noon on the day of the meeting so that arrangements can be made.

BOARD OF PUBLIC WORKS

CITY OF DE PERE, WISCONSIN – APRIL 8, 2013

The Board of Public Works of the City of De Pere, Wisconsin, met in regular session in the Council Chambers in City Hall, on Monday, April 8, 2013.

Roll Call. Mayor Walsh called the meeting to order at 7:30 p.m. Roll call was taken and the following members were present: Alderpersons Kneiszel, Bauer, and Crevier, Alderperson Boyd arrived at 7:32pm. Others present were: Scott Thoresen, Director of Public Works, Eric Rakers, City Engineer, Don Melichar, City Forester, and Pam Denis, recording secretary.

1. Approve Minutes. Mayor Walsh moved to approve the minutes of the March 11, 2013 Board of Public Works regular meeting and the March 19, 2013 Board of Public Works special meeting, Alderperson Bauer seconded the motion. Upon vote, the motion carried unanimously.
2. Public Comment. None.
3. Consider Contracting Weed Cutting Services for 2013, 2014, with City Option to Extend to 2015. Mayor Walsh moved to approve the bid award to Sharper Edge Landscape for 2013, 2014, and possibly 2015, Alderperson Crevier seconded the motion. Upon vote, the motion passed unanimously.
4. Consider Request for Mountable Curb and Asphalt Pavement at 117 Fort Howard Avenue. City Engineer Rakers shared the staff recommendation to deny the request for mountable curb at 117 Fort Howard Avenue. Alderperson Kneiszel moved to deny the mountable curb request at 117 Fort Howard Avenue, but look into means to get additional parking space, Alderperson Boyd seconded the motion. Discussion followed. Alderperson Crevier moved to open the meeting at 7:34pm to allow the property owner, Joe Bloemer to speak, Alderperson Boyd seconded the motion. Upon vote, the motion passed unanimously. Joe Bloemer shared that his property would be losing three parking spots and requested being able to retain one additional stall. Mayor Walsh moved to return to regular session at 7:37pm, Alderperson Kneiszel seconded the motion. Upon vote, the motion passed unanimously. Discussion followed. Mayor Walsh moved to open the regular meeting at 7:55pm, Alderperson Bauer seconded the motion. Upon vote, the motion passed unanimously. Joe Bloemer shared his need for an additional parking stall and possibly widening the driveway. Mayor Walsh moved to return to regular session at 8:00pm, Alderperson Kneiszel seconded the motion. Upon vote, the motion passed unanimously. Upon vote the original motion to deny the request for a mountable curb passed unanimously. Alderperson Bauer moved to refer the parking need back to staff for additional research; Alderperson Kneiszel seconded the motion, upon vote, the motion passed unanimously.

5. Consider Relocated Driveway at 875 Lawrence Drive. City Engineer Rakers reported that staff had received a proposed expansion for Cummins at 875 Lawrence Drive, which included relocating an existing driveway. City Engineer Rakers advised that Board of Public Works approval was required because the driveway is proposed on Lawrence Drive which has an average daily traffic volume of over 3,500 vehicles per Day. The proposed driveway is 58 feet wide. Alderperson Bauer moved to approve the relocated driveway with a 58 foot width at the right-of-way; Alderperson Crevier seconded the motion, upon vote, the motion passed unanimously.
6. Consider Wastewater Rate Methodology Alternatives from NEW Water (GBMSD). City Engineer Rakers reported that NEW Water (GBMSD) hired a consultant to analyze and recommend a rate methodology for the wastewater services provided to customers. City Engineer Rakers reviewed the report's four alternatives. The alternative that appeared to be the best option for the City of De Pere was B1b- "Fixed monthly charge with uniform rates, equivalent water meters" with the fixed charge supporting debt. Mayor Walsh moved to accept the staff recommendation of B1b with the ability to revisit the alternatives if the rates or options change, Alderperson Boyd seconded the motion. Upon vote, the motion passed unanimously.
7. Consider Award of Project 13-02 – Concrete Street Rehabilitation – Lost Dauphin Mayor Walsh moved to approve the bid award for Project 13-02 Concrete Street Rehabilitation – Lost Dauphin Road to Vinton Construction Company for \$431,235.00, Alderperson Crevier seconded the motion. Upon vote, the motion passed unanimously.
8. Consider Award of Project 13-03 – Pipe Lining – CIPP. Alderperson Crevier moved to approve the bid award for Project 13-03 Pipe Lining-CIPP to Insituform Technologies USA, Inc. for \$279,394.00, Alderperson Kneiszel seconded the motion. Upon vote, the motion passed unanimously.
9. Consider Award 2013 9th Street Elevated Storage Tank Rehabilitation Project. Alderperson Kneiszel moved to approve the bid award for the 2013 9th Street Elevated Storage Tank Rehabilitation Project to L.C. Painting Co., Inc. for \$334,000.00, Alderperson Boyd seconded the motion. Upon vote, the motion passed unanimously.
10. Consider Contract Renewal for Commercial and Industrial Cross Connection Control Program. Alderperson Bauer moved to approve renewing the City contract with Hydro Designs to perform the cross connection program for commercial and industrial properties, Alderperson Crevier seconded the motion. Upon vote, the motion passed unanimously.
11. Discuss 2013 Leak Detection Survey. Public Works Director, Scott Thoresen, gave an overview of the leak detection program that Westrun Leak Detection was awarded to help locate the approximate 20% water loss that the City of De Pere is experiencing. He reported that as part of this project the City staff will be locating and marking all valves and curb boxes with blue flags and blue paint.

12. Consider Parking and Traffic Team Minutes. City Engineer Rakers presented two recommendations from the Parking and Traffic Team. Mayor Walsh moved to accept the recommendation for 100 Block of Reid Street request from St. Norbert College to address safety concerns by creating no parking in that block and part of the 200 block of Reid Street, Alderperson Bauer seconded the motion. Upon vote, the motion passed, Alderperson Crevier abstained. Mayor Walsh moved to approve the Parking and Traffic Team recommendation that stalls be re-marked and also pushed back from the driveway entrances of the 300 block of Wisconsin Street to allow drivers to see better entering and leaving City Hall, Alderperson Bauer seconded the motion. Upon vote, the motion passed unanimously. City Engineer Rakers reviewed the non-action items: 1) Parking for 1137-1133 Westwood, 2) Marquette Square Parking, 3) Signage for the impaired at Grant and Suburban, 4) Pedestrian sign on Grant at Apollo Way, 5) Addition of a crosswalk of Ninth Street at Apollo Way and 6) Parking in front of Schuldes Sports Center. Discussion followed.

13. Future Agenda Items. None.

14. Adjournment. Mayor Walsh moved to adjourn the meeting, seconded by Alderperson Crevier. Upon unanimous vote, the meeting was adjourned at 8:55pm.

Respectfully submitted,

Pam Denis

Recording Secretary

City of De Pere

Public Works Department

Memo

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

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

Date: May 9, 2013

Subject: Consider Donation of Pedestrian Actuated Signs (2) from St Norbert for Installation at Third Street at the Baer Mall Crossing*

St Norbert College has obtained a grant to install pedestrian actuated signals on Third Street at the Baer Mall Crossing. The signals would be similar to the pedestrian actuated signs on Main Avenue near the bridge. St. Norbert is proposing to donate the signals to the City. Attached is a copy of the letter with the request. If approved, St Norbert will purchase the signs and provide to the City. The City will install under our lighting contract later this year. The City will bill St Norbert for the cost of the installation. The lights will be the City's to maintain.

In paragraph 5, the letter from St Norbert states that "if approved; the City of De Pere would obtain the necessary material, install the signage and bill the college for the project." However, since the letter, St Norbert notified the City that they need to purchase the materials sooner than when the City will bid the project due to the grant. Therefore, St Norbert is proposing to purchase the materials and provide to the City.

Staff recommends the BOPW approve the donation of the pedestrian actuated signals to the City per the attached letter from St Norbert College with the College reimbursing the City for the installation cost.



100 Grant Street • De Pere, WI 54115-2099 • www.snc.edu/campussafety

April 24, 2013

City of De Pere
Board of Public Works
335 South Broadway
De Pere, WI 54115

Dear Board Chair and Board Members,

This correspondence is a formal request to the City of DePere, Board of Public Works to approve the installation of 2- flashing LED, solar operated, pedestrian crossing signs on Third Street at the Baer Mall crossing, located near the Mulva Library and the Abbot Pennings Hall of Fine Arts.

The St. Norbert College Campus Safety Department received grant funding totaling \$4,100.00 for this project and will fund the remaining amount through the budget process. We have received a quote from TAPCO Traffic and Parking Control in the amount of \$5,650.00 for needed materials.

As the director of campus safety and having a background in law enforcement, I cannot describe my concern for pedestrian safety at the Baer Mall Crossing on Third Street. Time after time I have heard the squeal of breaks and shouts from irritated drivers as SNC students cross Third Street between classes. I am also concerned for campus visitors attending nighttime functions at Abbot Pennings Hall of Fine Arts, Bemis International Center, and Michels Commons, as the majority of convenient parking for these venues is located on the west side of Third Street.

Mid-block crossings have shown to be very dangerous. Signage although plentiful in an area, might not be entirely effective in a high-use crossing because of on-street parking, visibility challenges, or areas of high vehicle and pedestrian traffic volume. With existing in-road pedestrian crossing signs and the addition of 2- flashing solar operated LED signs, the Baer Mall crossing will undoubtedly be a much safer location for all pedestrian traffic using St. Norbert College facilities.

It is my understanding, if approved; the City of DePere would obtain the necessary material, install the signage and bill the college for the project. We also understand that St. Norbert College would donate the signage to the City of DePere who would own and maintain the signage in the future.

As a college, we look forward to working with our partners in the community to make the City of De Pere safer. Thank you in advance for your time and consideration and feel free to contact me if you have questions or concerns..

Sincerely,

Steve Jakups
Sr. Director of Campus Safety
St. Norbert College
(920) 403-1346

City of De Pere

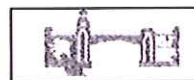
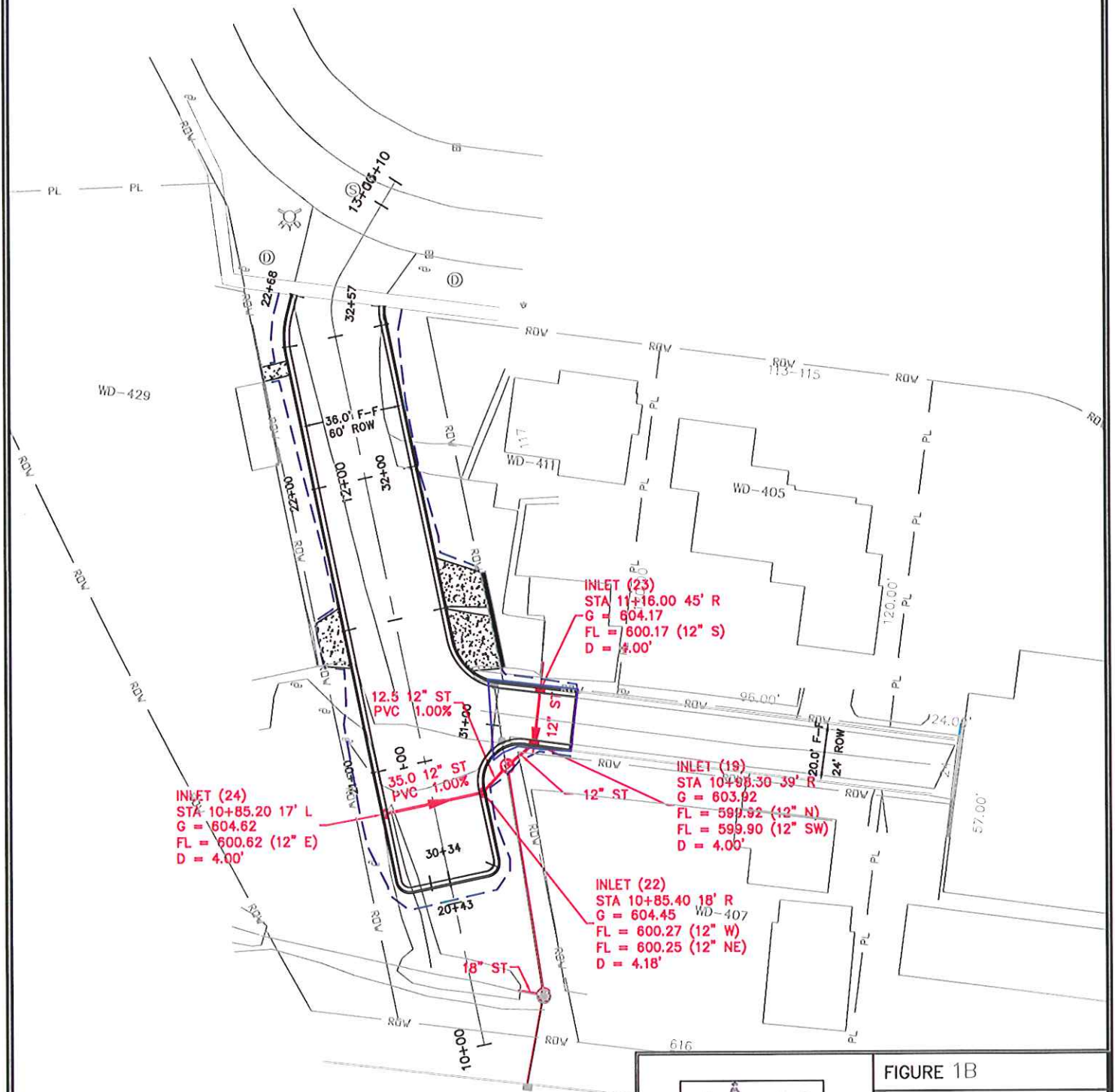
Public Works Department

Memo

To: Honorable Mayor Walsh
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer *EP*
Date: May 9, 2013
Subject: Consider Long Term Parking on the Alley off of Fort Howard Avenue
near Main Avenue

At the April Board of Public Works (BOPW) meeting, staff was directed to evaluate the long term parking needs for the properties in the area of the alley off of Fort Howard, near Main Avenue. Since the April BOPW meeting, staff has had a few meetings with the Wisconsin Department of Transportation regarding future upgrades to Main Avenue. From those meetings, it appears that parking on west side of Fort Howard at Main Avenue may be eliminated in the future. Based on the future parking loss on Fort Howard and the parking issues for the property at 117 Fort Howard Avenue, staff has discussed allowing long term parking in the alley. To accommodate long term parking, the alley would be reconstructed at 36' wide versus the 30' wide roadway previously proposed. A 36' wide width is a standard utilized on streets in the City.

Staff is recommending that the board approve long term parking on the alley and forward to Council for approval.



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

FIGURE 1B

TITLE PARKING

PROJECT: 13-07
ALLEY

DATE: 03/25/13
BY: kh
CHECKED:

City of De Pere Public Works Department

Memo

To: Honorable Mayor Walsh
Members of the Board of Public Works *Knh*
From: Karen Heyrman, P.E., Assistant City Engineer
Date: May 2, 2013
Subject: Consider 2013 Sidewalk Repair Orders.

Discussion: Each year the City inspects 1/8 of the City for required repairs to sidewalks. This year the repair area is the west side of the Fox River, east of RR tracks, north of Scheuring.

Fiscal Impact: None (costs to be paid by property owner)

Recommendation: To order that repairs be performed.

PROJECT 13-05				VERTICAL DISPLACEMENT											
SIDEWALK ASSESSMENT AREA		HORIZONTAL DISPLACEMENT		PRIVATE	CITY			PROFILE VARIATION		SURFACE IMPERFECTION		OTHER			
PARCELID	LOCATION	PRIVATE	CITY		G	M	R	PRIVATE	CITY	PRIVATE	CITY	PRIVATE	CITY		
WD-783	526 DUNNING DR			5											
WD-786	508 DUNNING DR	5													
WD-787	502 DUNNING DR	10													
WD-791	503 LEONARD ST	5													
WD-792	509 LEONARD ST									15					
WD-792-1	515 LEONARD ST	10													
WD-782	532 DUNNING DR			15											
WD-778	1816 FORT HOWARD AV	80													
WD-792-21	1800 EDGAR ST			5	5										
WD-792-20	1804 EDGAR ST	30													
WD-792-18	1812 EDGAR ST	5													
WD-792-17	1816 EDGAR ST	10													
WD-70	FORT HOWARD AV		30				5								
WD-67	FORT HOWARD AV	35		10											
WD-804	628 FAIRVIEW AV											5			
WD-803	632 FAIRVIEW AV					5									
WD-801	640 FAIRVIEW AV	10													
WD-798	654 FAIRVIEW AV				10										
WD-794	664 FAIRVIEW AV	10													
WD-793	1410 FORT HOWARD AV			5											
WD-57	FORT HOWARD AV	10													
WD-792-14	437 DUNNING DR			5											
WD-792-8	519 DUNNING DR	5		5											
WD-792-5	1716 FORT HOWARD AV			10											
WD-827	648 RIVER AV				5										
WD-818	1316 FORT HOWARD AV	25			10										
WD-822	672 RIVER AV	5		5											
WD-817	667 FAIRVIEW AV	10													
WD-813	649 FAIRVIEW AV	10		5											
WD-811	639 FAIRVIEW AV				5										
WD-809	627 FAIRVIEW AV	15													
WD-828	644 RIVER AV		5												
WD-506	612 BIRCH ST			10	5										
WD-505	608 BIRCH ST	5													
WD-504	600 BIRCH ST			5											
WD-510	824 FORT HOWARD AV	85		10						5			10		
WD-708-F5	1120 FORT HOWARD AV			20											
WD-833	651 RIVER AV	5													
WD-834	659 RIVER AV	10								15					
WD-836	1230 FORT HOWARD AV				5									5	
WD-522	918 FORT HOWARD AV			25									5		
WD-490	321 N SIXTH ST			15											
WD-491	327 N SIXTH ST	20													
WD-493	615 BIRCH ST	10													
WD-483	311 N SIXTH ST			5											
WD-485	315 N SIXTH ST	15													
WD-482	306 FORT HOWARD AV						10								
WD-480	300 FORT HOWARD AV			5											
	SE Corner Flr/6th					5									
WD-428	232 FORT HOWARD AV			5	5								10		
WD-426	230 FORT HOWARD AV			5									10		
WD-420	216 FORT HOWARD AV					5									
WD-418	208 FORT HOWARD AV					5				10					
WD-427	251 N SIXTH ST	5													
WD-425	N SIXTH ST		5	10										5	
WD-421	235 N SIXTH ST	5								15					
WD-419	231 N SIXTH ST									5	15				
WD-417	225 N SIXTH ST									25					
WD-415	223 N SIXTH ST				5										
WD-1814	200 FORT HOWARD AV									10					
WD-432	207-209 FORT HOWARD AV	10													
WD-433	225 FORT HOWARD AV	15		5											
WD-411	117 FORT HOWARD AV	5													
WD-405	113-115 FORT HOWARD AV	5		5											
WD-403	109 N SIXTH ST	5													
	Fort Howard Alley		5	5											
WD-496	306 N SIXTH ST	5		2.5											
WD-494	304 N SIXTH ST			5											
WD-495	300 N SIXTH ST			2.5											
WD-401	252 N SIXTH ST									5					
WD-400	250 N SIXTH ST	5								10					
WD-398	240 N SIXTH ST	15													
WD-395	224 N SIXTH ST									10					
WD-394	222 N SIXTH ST									10					
WD-393	214 N SIXTH ST				10										
WD-392	208-210 N SIXTH ST			5											
WD-397	234 N SIXTH ST	5													

PROJECT 13-05				VERTICAL DISPLACEMENT									
SIDEWALK ASSESSMENT AREA		HORIZONTAL DISPLACEMENT		PRIVATE	CITY			PROFILE VARIATION		SURFACE IMPERFECTION		OTHER	
		PRIVATE	CITY		G	M	R	PRIVATE	CITY	PRIVATE	CITY	PRIVATE	CITY
PARCELID	LOCATION												
WD-389-4	556 MAIN AV	15		5									
WD-386	436 MAIN AV			5						5			
WD-387	444 MAIN AV			5									
WD-380	380 MAIN AV			5									
	NW Corner Main/4th					5							
WD-934	111 THIRD ST	35		25								5	
WD-917	353 MAIN AV			5									
WD-913	337-339 MAIN AV			5									
WD-923	377 MAIN AV	5											
WD-928	340 REID ST		10										
WD-925	115 FOURTH ST	10		10	5								
WD-295	444 REID ST				20	5	5						
WD-884	401 MAIN AV				30								
WD-890-1	441 MAIN AV	5								5			
WD-287	400 BLOCK MAIN AV				5								
WD-283	499 MAIN AV				5								
WD-281	108 S FIFTH ST			22.5	10					10			
WD-279	509 MAIN AV				5					5			
WD-1646	555-101 MAIN AV			0.4									
WD-1647	555-102 MAIN AV			0.4									
WD-1648	555-103 MAIN AV			0.4									
WD-1649	555-104 MAIN AV			0.4									
WD-1650	555-105 MAIN AV			0.4									
WD-1651	555-106 MAIN AV			0.4									
WD-1652	555-107 MAIN AV			0.4									
WD-1653	555-108 MAIN AV			0.4									
WD-1654	555-109 MAIN AV			0.4									
WD-1655	555-110 MAIN AV			0.4									
WD-1656	555-111 MAIN AV			0.4									
WD-1657	555-112 MAIN AV			0.4									
WD-1658	555-113 MAIN AV			0.4									
WD-1659	555-114 MAIN AV			0.4									
WD-1660	555-115 MAIN AV			0.4									
WD-1661	555-116 MAIN AV			0.4									
WD-1662	555-201 MAIN AV			0.4									
WD-1663	555-202 MAIN AV			0.4									
WD-1664	555-203 MAIN AV			0.4									
WD-1665	555-204 MAIN AV			0.4									
WD-1666	555-205 MAIN AV			0.4									
WD-1667	555-206 MAIN AV			0.4									
WD-1668	555-208 MAIN AV			0.4									
WD-1669	555-209 MAIN AV			0.4									
WD-1670	555-210 MAIN AV			0.4									
WD-1671	555-211 MAIN AV			0.4									
WD-1672	555-212 MAIN AV			0.4									
WD-1673	555-213 MAIN AV			0.4									
WD-1674	555-214 MAIN AV			0.4									
WD-1675	555-215 MAIN AV			0.4									
WD-1676	555-216 MAIN AV			0.4									
WD-277	615 MAIN AV				5								
WD-306	525 REID ST	5											
WD-623	500 GRANT ST			10						30			
WD-309	202 S FIFTH ST			5		5				10			
WD-310	430 GRANT ST	5		5	20		5			5			
WD-965	401 REID ST										10		
	Alley from Fourth St										5		
WD-961	325 REID ST	20		25									
WD-665	317 GRANT ST	5											
WD-230	421 FOURTH ST			5									
WD-226	505 FOURTH ST	10											
WD-225	507 FOURTH ST				5	5							
WD-676	316 THIRD ST			5						5			
WD-672	324 COLLEGE AV	5										5	
WD-675	317 FOURTH ST			10		5				15			
WD-708-J-101	417 FOURTH ST	10											
WD-763	335 COLLEGE AV				25	30	25						
WD-768-1	518 THIRD ST	10								20			
WD-768	514 THIRD ST			5									
WD-769	310 MARSH ST										5		
WD-770	314 MARSH ST			5									
WD-229	326 MARSH ST			2.5								15	
WD-771	318 MARSH ST					5							
WD-227	320 MARSH ST			2.5									
WD-838	500 THIRD ST	5											
WD-228	324 MARSH ST			5									
WD-223	517 FOURTH ST			5	5		10			15			
WD-647	318 FOURTH ST			5								20	

PROJECT 13-05		HORIZONTAL DISPLACEMENT		VERTICAL DISPLACEMENT				PROFILE VARIATION		SURFACE IMPERFECTION		OTHER	
SIDEWALK ASSESSMENT AREA		PRIVATE	CITY	PRIVATE	CITY			PRIVATE	CITY	PRIVATE	CITY	PRIVATE	CITY
PARCELID	LOCATION				G	M	R						
WD-646	405 GRANT ST									20			
WD-657	420-450 COLLEGE AV									5			
	NW Corner 4th/Collge				5								
WD-737	900 FOURTH ST				10	5							
WD-738	904 FOURTH ST						5						
WD-739	908 FOURTH ST					10							
WD-741	918 FOURTH ST			12.5								5	
WD-741-1	920 FOURTH ST			2.5									
WD-742-2	420 LANDE ST				5								
WD-743	424 LANDE ST			5		10							
WD-744	428 LANDE ST			5									
WD-151	714 FOURTH ST				15	5							
WD-149	704 FOURTH ST	5		10		5				5			
WD-856	620 FOURTH ST			2.5									
WD-855	616 FOURTH ST			2.5	5								
WD-854	606 FOURTH ST			10						5			
WD-853	602 FOURTH ST			5						5			
WD-851	518 FOURTH ST			5									
WD-849	512 FOURTH ST			10									
WD-848	504-506 FOURTH ST				20								
WD-236	500 FOURTH ST	5			10	5							
WD-233	418 FOURTH ST	5											
WD-764	410 FOURTH ST			10									
WD-765	402 FOURTH ST			5						10			
WD-766	413 COLLEGE AV	5											
WD-154	800 FOURTH ST			5									
WD-155	806 FOURTH ST			5									
WD-156	810 FOURTH ST	5											
WD-156-1	816 FOURTH ST			5									
WD-158	822 FOURTH ST											10	
WD-153	720 FOURTH ST	10											
WD-0008	RR - ROW LANDE ST									10			
WD-871-1	818 THIRD ST			5		5				5			
WD-872	819 FOURTH ST			5						5			
WD-871	320 HIGH ST										5		
WD-870	813 FOURTH ST					5				15			
WD-867	810 THIRD ST									5			
WD-868	809 FOURTH ST			5									
WD-250	806 THIRD ST			5									
WD-252	805 FOURTH ST									5			
WD-249	802 THIRD ST				10								
WD-251	803 FOURTH ST	5											
WD-245	713 FOURTH ST												
WD-243	718 THIRD ST	5											
WD-241	708 THIRD ST	10								5			
WD-845	623 FOURTH ST			5						10	5		
WD-844	617 FOURTH ST			10									
WD-222-1	607 FOURTH ST			5							10		
WD-776	319 MARSH ST	5											
WD-220-1	329 MARSH ST					5							
WD-222	339 MARSH ST			25		5							
WD-841	620 THIRD ST	5		10						15			
WD-874	901 FOURTH ST			25						5			
WD-873	313 HIGH ST			5									
WD-875	904 THIRD ST	5			5					10			
WD-876	910 THIRD ST			5									
WD-879	911 FOURTH ST			10									
WD-881	917 FOURTH ST				15								
WD-882	300 LANDE ST	5		2.5									
WD-883	923 FOURTH ST			7.5	5		5					5	
WD-166	305 LANDE ST	5		5									
WD-167	1010 THIRD ST	5				5				10			
WD-160	1012 THIRD ST			5						15			
WD-162	1010 FOURTH ST											5	
WD-161-2	1014 FOURTH ST			5	5								
WD-163	1100 FOURTH ST			5									
WD-D0008	SCHEURING RD									5			
WD-189	1102 FOURTH ST									5			
WD-190	1122 LOST DAUPHIN RD									5			
WD-902	417 LANDE ST									5			
WD-899	1002 FOURTH ST				5	10				5			
WD-898	1006 FOURTH ST			5									
WD-901	413 LANDE ST	5											
WD-903-1	427 LANDE ST			5	10								
WD-699-E-6-1	716-718 SCHEURING RD			5									
WD-203-4	672-674 SCHEURING RD			5									
WD-203-2	1636 LOST DAUPHIN RD	5		1636									

SIDEWALK REPAIR AND REPLACEMENT PROGRAM

<u>YEAR</u>	<u>DESCRIPTION OF AREA</u>
2009	West side of Fox River, west of RR tracks, north of Grant Street
2010	West side of Fox River, west of RR tracks, Grant to Scheuring
2011	East side of Fox River, north of Charles, west of Webster
2012	East side of Fox River, north of Charles, east of Webster
2013	West side of Fox River, east of RR tracks, north of Scheuring
2014	West side of Fox River, south of Scheuring Road
2015	East side of Fox River, south of Charles Street, west of Jordan/Ontario
2016	East side of Fox River, south of Charles, east of Jordan/Ontario

GUIDELINES

<u>DEFECTIVE SIDEWALK AND ACCEPTABLE REPAIRS</u>		
<u>CRITERIA</u>	<u>DEFECT</u>	<u>REPAIRS*</u>
Vertical Displacement	3/4" high or greater for 12" of joint	---Replace ---Mudjack
Horizontal Displacement	Greater than 1/2" for crack 3' or longer	---Replace ---Level crack may be cleaned and filled with concrete epoxy
Profile Variance	Over 4" per slab	---Replace ---Mudjack
Inverse Slope	Trapped water	---Replace ---Mudjack
Surface Imperfections	---50% or more of slab spalled ---Missing piece 3"x3" or greater ---Over 10' of cracks per slab	---Replace ---Missing piece up to 12" x 12" may be cleaned and filled with concrete epoxy

NOTE: Ramping of Vertical Displacement or Resurfacing concrete with slurry and epoxy sealers is NOT an acceptable repair.

MAY 14, 2013

**ORDER OF THE BOARD OF PUBLIC WORKS
FOR SIDEWALK REPAIRS UNDER
SECTION 66.0907, WISCONSIN STATUTES**

The Board of Public Works of the City of De Pere, Brown County, Wisconsin, has found that certain sidewalks on the following streets were unsafe, defective or insufficient, to-wit:

West side of the Fox River, east of RR tracks, north of Scheuring.

The Board of Public Works orders that all defective sidewalks identified on the attached property and repair listing be removed and replaced or otherwise corrected as identified therein and in accordance with the standards set forth and the established grade.

All owners of property fronting on said streets are ordered to remove and replace that portion of the sidewalk in need for repair and abutting their premises on or before the 30th day of June 2013. If any owner fails to comply with this order, the City of De Pere shall cause the work on his sidewalk to be done by contract and shall charge the cost as a special tax against his lot or parcel.

A copy of this order shall be mailed to each owner or his agent, and shall be published in the official newspaper.

Dated at De Pere, Wisconsin, this 14th day of May 2013.

BOARD OF PUBLIC WORKS
CITY OF DE PERE, WISCONSIN

Eric P. Rakers, P.E.
City Engineer



City of De Pere

925 South Sixth Street
DePere, WI 54115-1199
Phone: 920-339-4072 x2239
Fax: 920-339-4071
Cell: 920-693-1019

Karen Heyrman
Assistant City Engineer
kheyрман@mail.de-pere.org
www.de-pere.org

May 14, 2013

«OWNMAIL1»
«OWNMAIL3»
«OWNMAIL4»

DEAR PROPERTY OWNER:

In 1974 the Board of Public Works of the City of De Pere initiated a program to make all sidewalks in the City safe for pedestrians. Annually since then, the Board has selected an area of the City for review and correction. This year your area was chosen.

Using guidelines set by the Board, the Engineering Department inspected the sidewalk abutting your property. Sections of sidewalk in need of correction were marked as follows:

--- Individual sections are sprayed with a spot of green paint. Note that multiple sections may also be marked in this way.

--- Multiple sections are marked with a green arrow on both sides of the sidewalk in need of correction. This indicates that all sections between, and including the arrows should be repaired.

--- Sections marked with white paint are the City's responsibility.

--- Only defective or hazardous walk has been marked. Please note that occasionally, at the time of construction, it is found that additional adjacent walk needs to be removed and replaced to properly align the repair walk.

The findings of the Engineering Department were reported to the Board of Public Works on May 13, 2012. Upon review the Board ordered the following footage repairs:

ADDRESS	HORIZONTAL DISPLACEMENT	VERTICAL DISPLACEMENT	PROFILE VARIANCE	SURFACE IMPERFECTION	OTHER
«LOCATION»	«HORIZONTAL_DISPLACEMENT»	«VERTICAL_DISPLACEMENT»	«PROFILE_VARIANCE»	«SURFACE_IMPERFECTION»	«OTHER»
«PARCELID»					

The order allows you to make the corrections yourself or to arrange to have them made by a duly licensed sidewalk contractor (visit www.de-pere.org) of your choice on or before June 30, 2013. Any work remaining after that date will be done by the City by contract. If you make any repairs by mudjacking or filling with concrete epoxy per the attached sheet, please contact the Engineering Department by June 15, 2013 to have the repairs inspected and approved. Ramping of vertical displacement is NOT acceptable. The preliminary 2013 cost for replacement of 4" sidewalk is \$25.87 per foot (\$129.35 per 5' slab) and the cost of 6" driveway is \$31.43 per foot (\$157.15 per 5' slab). **Sidewalk that is replaced by the City Contractor will be seeded. The Homeowner is required to water and maintain.**

*** Property owners with invisible fences or sprinkling systems located in the city right-of-way should have these items located prior to construction. The contractor cannot guarantee the condition of these items once construction begins.**

Your cooperation toward the attainment of safer sidewalks is appreciated. If you should have any questions regarding this matter, please call Scott Lax with the City Engineering Department at 339-4072, extension 2232.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Karen Heyrman, P.E.
Assistant City Engineer

2013

PRELIMINARY ASSESSMENT

SIDEWALK & SIDEWALK REPLACEMENT

NEW 4" SIDEWALK

4-Inch Concrete	\$3.78
Excavation and Basecourse	0.76
Eng., Admin., & Cont.	<u>1.14</u>
TOTAL	\$5.68/S.F. = \$28.40/L.F.

NEW 6" DRIVEWAY

6-Inch Concrete	\$4.11
Excavation and Basecourse	0.84
Eng. Admin., & Cont.	<u>1.24</u>
TOTAL	\$6.19/S.F. = \$30.95/L.F.

REPLACEMENT 4" SIDEWALK

Remove and Replace 4-Inch Concrete	\$4.33
Basecourse	.10
Eng., Admin., & Cont.	<u>1.11</u>
TOTAL	\$5.54 S.F. = \$25.87/L.F.

REPLACEMENT 6" DRIVEWAY

Remove and Replace 6-Inch Concrete	\$5.28
Basecourse	.10
Eng., Admin., & Cont.	<u>1.35</u>
TOTAL	\$6.73/S.F. = \$31.43/L.F.



City of De Pere

925 South Sixth Street
DePere, WI 54115-1199
Phone: 920-339-4072 x2239
Fax: 920-339-4071
Cell: 920-693-1019

Karen Heyrman
Assistant City Engineer
kheyрман@mail.de-pere.org
www.de-pere.org

May 14, 2013

«OWNMAIL1»
«OWNMAIL3»
«OWNMAIL4»

Re: «LOCATION», «PARCELID»

DEAR PROPERTY OWNER:

In 1974 the Board of Public Works of the City of De Pere initiated a program to make all sidewalks in the City safe for pedestrians. Annually since then, the Board has selected an area of the City for review and correction. This year your area was chosen.

You are receiving this letter to inform you that the City will be performing sidewalk repairs adjacent to your property. There is no charge to you for these repairs because the terrace trees are determined to have caused the damage.

Using guidelines set by the Board, the Engineering Department inspected the sidewalk abutting your property. Sections of sidewalk in need of correction were marked as follows:

- Sections in need of repairs are marked with green or white paint.
- Sections marked with white paint are the City's responsibility. Note that multiple sections may be marked in this way.
- Only defective or hazardous walk has been marked. Please note that occasionally, at the time of construction, it is found that additional adjacent walk needs to be removed and replaced to properly align the repair walk.

The sidewalk that is replaced by the City Contractor will be seeded. The property owner is required to water and maintain the landscaping area.

The sidewalk construction is scheduled to begin on July 8th, 2013.

*** Property owners with invisible fences or sprinkling systems located in the city right-of-way should have these items located prior to construction. The contractor cannot guarantee the condition of these items once construction begins.**

Your cooperation toward the attainment of safer sidewalks is appreciated. If you should have any questions regarding this matter, please call Scott Lax with the City Engineering Department at 339-4072, extension 2232.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Karen Heyrman, P.E.
Assistant City Engineer

City of De Pere

Public Works Department

Memo

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

From: Karen Heyrman, P.E., Assistant City Engineer *KWH*

Date: May 3, 2013

Subject: Consider Award for Project 13-05 Sidewalk, Curb, and Concrete Pavement Repair*

The Engineering Department received bids for Project 13-05 Sidewalk, Curb, and Concrete Pavement Repair on May 2nd. This work is for maintenance of sidewalk, curb and concrete pavement. Concrete work will also be performed under this contract at the Fire Station, Optimist Park, and on American Boulevard. The bids received were as follows:

Bidder	Amount
Fischer Ullman Construction Inc.	\$113,390.00
Jim Fischer, Inc.	\$118,239.50
Sommers Construction Company Inc.	\$145,555.00
Martell Construction, Inc.	\$153,330.00

The budgeted amount is \$166,850. Funding will be \$122,000 from general obligation debt from the capital improvement program (\$22,500 of this is estimated to be assessed for repairs), \$1,000 from the Fire Department capital improvement fund, \$17,850 from the Park Department capital improvement fund, \$1,000 from the storm water utility fund, and \$25,000 from TID #6.

The staff recommendation is to award the bid to Fischer Ullman Construction Inc. in the amount of \$113,390.00.

PROJECT 13-05 SIDEWALK, CURB, AND CONCRETE PAVEMENT REPAIRS

BID TAB

ITEM	DESCRIPTION	UNIT	QTY	BIDDER NO. 1			BIDDER NO. 2			BIDDER NO. 3			BIDDER NO. 4		
				UNIT PRICE	AMOUNT BID		UNIT PRICE	AMOUNT BID		UNIT PRICE	AMOUNT BID		UNIT PRICE	AMOUNT BID	
				Fischer-Ulman Construction, Inc.			Jim Fischer, Inc.			Sommers Construction Co., Inc.			Martell Construction		
STREET & DRAINAGE - VARIOUS															
SD-01	Remove and Replace Doweled 9" Concrete Pavement High-Early Strength	SY	100	\$ 54.90	\$ 5,490.00	\$ 60.00	\$ 6,000.00	\$ 95.00	\$ 9,500.00	\$ 110.00	\$ 11,000.00				
SD-02	Install New Doweled 9" Concrete Pavement High Early Strength	SY	360	\$ 49.00	\$ 17,640.00	\$ 50.00	\$ 18,000.00	\$ 90.00	\$ 32,400.00	\$ 85.00	\$ 30,600.00				
SD-03	Remove and Replace 8" Concrete Driveway/Garage Floor (Tied)	SY	6	\$ 100.00	\$ 600.00	\$ 100.00	\$ 600.00	\$ 100.00	\$ 600.00	\$ 200.00	\$ 1,200.00				
SD-04	Remove and Replace 6" Concrete Driveway, Sidewalk and Ramps	SY	110	\$ 45.00	\$ 4,950.00	\$ 48.80	\$ 5,368.00	\$ 58.00	\$ 6,380.00	\$ 63.00	\$ 6,930.00				
SD-05	Remove and Replace 4" Concrete Sidewalk	SY	80	\$ 40.75	\$ 3,260.00	\$ 46.75	\$ 3,740.00	\$ 55.00	\$ 4,400.00	\$ 53.00	\$ 4,240.00				
SD-06	Remove and Replace 24" Concrete Curb and Gutter.	LF	150	\$ 28.50	\$ 4,275.00	\$ 26.50	\$ 3,975.00	\$ 30.00	\$ 4,500.00	\$ 30.00	\$ 4,500.00				
SD-07	Install New 24" Concrete Curb and Gutter	LF	200	\$ 25.00	\$ 5,000.00	\$ 20.00	\$ 4,000.00	\$ 25.00	\$ 5,000.00	\$ 24.00	\$ 4,800.00				
SD-08	Install New 6" Concrete Sidewalk and Ramps	SY	50	\$ 37.00	\$ 1,850.00	\$ 38.25	\$ 1,912.50	\$ 56.00	\$ 2,800.00	\$ 56.00	\$ 2,800.00				
SD-09	Install New 4" Concrete Sidewalk	SY	520	\$ 34.00	\$ 17,680.00	\$ 34.20	\$ 17,784.00	\$ 45.00	\$ 23,400.00	\$ 38.00	\$ 19,760.00				
SD-10	Excavation Common	CY	300	\$ 14.00	\$ 4,200.00	\$ 11.00	\$ 3,300.00	\$ 10.00	\$ 3,000.00	\$ 15.00	\$ 4,500.00				
SD-11	Crushed Aggregate Base Course ¾ Inch	TON	100	\$ 16.50	\$ 1,650.00	\$ 14.00	\$ 1,400.00	\$ 14.00	\$ 1,400.00	\$ 20.00	\$ 2,000.00				
SD-12	Detectable Warning Field (Yellow)	EA	5	\$ 245.00	\$ 1,225.00	\$ 230.00	\$ 1,150.00	\$ 200.00	\$ 1,000.00	\$ 300.00	\$ 1,500.00				
STREET AND DRAINAGE (SIDEWALK ASSESSMENT AREA)															
SD-13	Remove and Replace 6" Concrete Sidewalk and Ramps	SY	100	\$ 47.50	\$ 4,750.00	\$ 48.80	\$ 4,880.00	\$ 58.00	\$ 5,800.00	\$ 63.00	\$ 6,300.00				
SD-14	Remove and Replace 4" Concrete Sidewalk	SY	200	\$ 39.00	\$ 7,800.00	\$ 46.75	\$ 9,350.00	\$ 55.00	\$ 11,000.00	\$ 54.00	\$ 10,800.00				
SD-15	Detectable Warning Field (Yellow)	EA	6	\$ 245.00	\$ 1,470.00	\$ 230.00	\$ 1,380.00	\$ 200.00	\$ 1,200.00	\$ 300.00	\$ 1,800.00				
SPECIAL CONSTRUCTION															
SC-01	Sealing Stamped Colored Concrete (Test Area)	SF	5,000	\$ 0.70	\$ 3,500.00	\$ 0.78	\$ 3,900.00	\$ 0.60	\$ 3,000.00	\$ 0.85	\$ 4,250.00				
SC-02	Sealing Stamped Colored Concrete	SF	45,000	\$ 0.52	\$ 23,400.00	\$ 0.60	\$ 27,000.00	\$ 0.60	\$ 27,000.00	\$ 0.75	\$ 33,750.00				
SC-03	Remove and Replace Inlet/Catch Basin	EA	2	\$ 1,900.00	\$ 3,800.00	\$ 2,000.00	\$ 4,000.00	\$ 1,287.50	\$ 2,575.00	\$ 1,800.00	\$ 3,600.00				
SC-04	Adjust Inlets/Manholes	EA	2	\$ 425.00	\$ 850.00	\$ 250.00	\$ 500.00	\$ 300.00	\$ 600.00	\$ 500.00	\$ 1,000.00				
			Total Amount Bid		\$ 113,390.00		\$ 118,239.50		\$ 145,555.00		\$ 155,330.00				

City of De Pere

Public Works Department

Memo

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

From: Karen Heyrman, P.E., Assistant City Engineer *EPR fm*

Date: May 3, 2013

Subject: Consider Award for Project 13-19 Mudjacking – Curb & Gutter and Sidewalk*

The Engineering Department received proposals for Project 13-19 Mudjacking – Curb & Gutter and Sidewalk on May 2nd. This work is for repairs to City sidewalk and curb and gutter. This project will be done previous to the sidewalk repair project 13-05. The proposals received were as follows:

Bidder	Amount
Badger Concrete Lifting	\$2,250.00
Raise Rite Concrete Lifting	\$2,900.00

The capital improvements budget includes \$2,500 for this work from the General Obligation Debt. The staff recommendation is to award the project to Badger Concrete Lifting in the amount of \$2,250.00.

PROJECT 13-19 MUDJACKING

BID TAB

				BIDDER NO. 1		BIDDER NO. 2	
				Badger Concrete Lifting		Raise Rite Concrete Lifting	
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID
SD-01	Mud-Jacking Curb & Gutter	LF	100	\$ 4.50	\$ 450.00	\$ 5.00	\$ 500.00
SD-02	Mud-Jacking Sidewalk	SF	1,200	\$ 1.50		\$ 2.00	
	Total Amount Bid				\$ 450.00		\$ 500.00

City of De Pere

Public Works Department

Memo

To: Honorable Mayor Walsh
Members of the Board of Public Works
From: Karen Heyrman, P.E., Assistant City Engineer *EPD for*
Date: May 8, 2013
Subject: Consider Award for Project 13-19A Concrete Grinding Sidewalk*

The Engineering Department received proposals for Project 13-19A Concrete Grinding Sidewalk on May 2nd. This work is for repairs to City sidewalk and curb and gutter. This project will be done previous to the sidewalk repair project 13-05. The proposals received were as follows:

Bidder	Amount
Raise Rite Concrete Lifting	\$4,000.00
Concrete Cutters Inc.	\$4,750.00
Safe Step LLC	\$5,921.00

The capital improvements budget includes \$4,000 for this work from the General Obligation Debt. The staff recommendation is to award this project to Raise Rite Concrete Lifting in the amount of \$4,000.

**PROJECT 13-19A CONCRETE GRINDING SIDEWALK
BID TAB**

				BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3	
				Raise Rite Concrete Lifting		Concrete Cutters Inc.		Safe Step LLC	
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID
1)	Grinding sidewalk up to five (5) feet wide and less than two (2) inches high	EACH	100	\$ 40.00	\$ 4,000.00	\$47.50	\$4,750.00	\$59.21	\$5,921.00
2)	Grinding of sidewalk wider than five (5) feet wide	LF	**	\$ 8.00		\$5.00		\$12.47	
	Total Amount Bid				\$ 4,000.00		\$4,750.00		\$5,921.00

City of De Pere

Public Works Department

Memo

To: Honorable Mayor Walsh
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer *EP2*
Date: May 9, 201
Subject: Consider Revised State/Municipal Agreement for the USH 41 Project
in the City*

Attached is Revision #2 to the State/Municipal Agreement (SMA) for the improvements for the USH 41 project through the City with the Wisconsin Department of Transportation (WisDOT). Revision #2 applies to Appendix 4 of the original SMA. Appendix 4 pertains to the following WisDOT

- Project ID 1133-06-80 – Main Avenue (CTH G) Interchange
- Project ID 1133-06-86 – Main Avenue Park and Ride
- Project ID 1133-06-84 – Main Avenue Interchange Stormwater Pond

The purpose of the revision is to increase the cap for funding in categories 1400 and 1410 from \$150,000 to \$250,000 each. These two categories are the community sensitive design (CSD) items such as landscaping. Without the revision, the City will be responsible to reimburse WisDOT for costs above \$150,000.

The SMA contains many other numeric updates which are based on the current status of the project. The changes are highlighted on the attached Revision #2.

Staff recommends the BOPW approve Revision #2 to the SMA for the USH 41 project and forward to the Council for approval.

Eric Rakers

From: Zillmer, Aaron D - DOT (DTSD Consultant) <Aaron.Zillmer@dot.wi.gov>
Sent: Friday, April 12, 2013 9:16 AM
To: Eric Rakers
Cc: Degrave, Chad - DOT
Subject: De Pere SMA Revision #2
Attachments: City of De Pere SMA Revision #2 04-12-13.pdf

Eric,

As discussed on the phone, I am sending you a revision to the De Pere SMA to increase the cap from \$150,000 to \$250,000 for Categories 1400 & 1410. This change is required so that the City of De Pere is not charged for the additional landscaping (CSD) costs. The tables within Appendix 4 now reflects the Let amounts. Please let myself or Chad Degrave know if you have any questions.

Thanks,

Aaron Zillmer

Program Controls Engineer
US 41 Project - URS Corporation
1940 W. Mason St.
Green Bay, WI 54303
Office Phone: (920) 492-7379

City of De Pere SMA

Revision #2

Dated 04/17/2013

Change Log

1) Table of Contents

2) Appendix #4

- a) Statue Statute 84.295 Table
- b) 1133-06-80
 - (1) Category 1700
 - (a) Revised from \$13,000 to \$14,475
 - ii) Corridor Wide Cost Share Table
 - (1) Category 1010
 - (a) Revised from \$109,000 to \$116,545
 - (2) Category 1100
 - (a) Revised from \$87,000 to \$90,588
 - (3) Category 1400
 - (a) Revised from \$78,500 to \$104,355
 - (i) Revised Cap from \$150,000 to \$250,000
 - (4) Category 1410
 - (a) Revised from \$118,000 to \$157,313
 - (i) Revised Cap from \$150,000 to \$250,000
 - (5) Category 1510
 - (a) Priority 2
 - (i) Revised from \$3,000 to \$8,867
 - (b) Category Total
 - (i) Revised from \$8,000 to \$13,867
 - (6) Category 1520
 - (a) Priority 2
 - (i) Revised from \$3,000 to \$8,778
 - (b) Category Total
 - (i) Revised from \$8,000 to \$13,778
 - (7) Category 6120
 - (a) Revised from \$54,500 to \$57,057
 - (8) Category 6130
 - (a) Revised from \$54,000 to \$56,850
 - (9) Category 6140
 - (a) Revised from \$54,500 to \$57,029
 - (10) Category 6150
 - (a) Revised from \$54,000 to \$57,727
 - (11) Category 6160
 - (a) Revised from \$54,500 to \$59,006
 - (12) Category 6170
 - (a) Revised from \$54,000 to \$56,750
 - (13) Category 6180
 - (a) Revised from \$39,600 to \$36,018
 - c) 1133-06-86
 - i) Removed Table
 - d) Standard State Cost Share Policy
 - e) 1133-06-80
 - i) Category 1000

- (1) Revised from \$4,862,700 to \$5,973,393
- ii) Category 1200
 - (1) Revised from \$73,700 to \$72,245
- iii) Category 1300
 - (1) Revised from \$27,000 to \$45,122
- iv) Total Cost Distribution w/o Delivery
 - (1) Total Estimate
 - (a) Revised from \$5,750,000 to \$6,982,116
 - (2) Federal/ State Funds
 - (a) Revised from \$5,742,700 to \$6,963,023
 - (3) Municipal Funds
 - (a) Revised from \$7,300 to \$19,093
- v) Construction Delivery
 - (1) Total Estimate
 - (a) Revised from \$575,000 to \$698,211
 - (2) Federal/ State Funds
 - (a) Revised from \$574,270 to \$696,302
 - (3) Municipal Funds
 - (a) Revised from \$730 to \$1,909
- vi) Total Cost Distribution
 - (1) Total Estimate
 - (a) Revised from \$6,325,000 to \$7,680,327
 - (2) Federal/ State Funds
 - (a) Revised from \$6,316,970 to \$7,659,325
 - (3) Municipal Funds
 - (a) Revised from \$8,030 to \$21,002
- f) 1133-06-86
 - i) Removed Table
- g) Construction Participating
 - i) Revised the following text;
 - Cost for City of De Pere municipal water and sanitary adjustments:*
 - 5 Sanitary Manhole Cover Adjustments @ \$450 each = \$2,250*
 - 10 Frame/Chimney Seals @ \$600 each = \$6,000*
 - 3 Water Valve Box Adjustments @ \$300 each = \$900*
 - 1 Water Service Curb Stop Adjustment @ \$325 each = \$325*
 - 5 Reconstruct Sanitary Manholes @ \$1,000 each = \$5,000*
 - Total cost = \$14,475 * 0.10 (City of De Pere cost share) = \$1,448*

City of De Pere
State Municipal Agreement
Revision #2

Revision #1 (02-20-12)
Original (03-08-11)

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STATE / MUNICIPAL AGREEMENT

FOR A
HIGHWAY IMPROVEMENT PROJECT

DATE: 17 April 2013
 HIGHWAY: US 41 & STH 29
 COUNTY: Brown

PROJECT ID:	TITLE:	LENGTH:	LIMITS:
1133-06-80	Main Ave (CTH G) Intchg	Approximately 0.44 Miles	Approximately 825 Ft east and 1485 Ft west of the US 41 structures. The section line falls on the center line of Main Ave.
1133-06-86	Main Ave Park & Ride	N/A	SE Quadrant of US 41 & CTH G Intchg
1133-06-84	Main Ave Intch Stormwater Pond	N/A	Inside the CTH G/US 41 southbound entrance loop ramp, north of CTHG and between US 41 southbound exit ramp north of the southbound entrance loop ramp.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility (describe and give reason for request): At County G (Main Avenue), the existing partial cloverleaf interchange configuration will be maintained. The facility is deteriorating. The southbound ramp terminal is a signalized intersection and the northbound ramp terminal is an uncontrolled intersection.

The existing State Park and Ride facility has approximately 100 stalls and is heavily used. The pavement is in poor shape and rapidly deteriorating.

No existing Main Avenue Stormwater Pond. The existing location consists of sloped ramp infields with ditching around the perimeter.

Proposed Improvement (nature of work): Northbound and southbound entrance and exit ramps will be reconstructed. On ramps and tapers will be modified to meet Intelligent Transportation Systems (ITS) design guidelines for storage and acceleration lengths. The existing northbound and southbound US 41 structures, as well as the southbound onramp structure will be reconstructed. The US 41 profile at County G (Main Avenue) will be modified to provide the desirable vertical clearance per design standards. The typical cross section will be urban, 2 - 12 foot lanes, 3 foot wide outside shoulder and a 5 to 35 foot boulevard. Bicycle and pedestrian accommodations will be provided following the guidelines established by the corridor task. Intelligent Transportation System guidelines for the northbound and southbound US 41 on-ramps have been followed. Other interchange improvements include the following work:

- Construct roundabouts at both ramp intersections.

Park and Ride

- Reconfigure lot to maximize stalls and provide mass transit accommodations
- Extension of lot limits to add additional parking stalls.
- Pavement repair and overlay of existing pavement
- Addition of other amenities including bike and pedestrian and mass transit accommodations.

Main Avenue Interchange Stormwater Pond is a contract to construct two wet detention ponds for the treatment of storm water

Describe non-participating work included in the project contract: The Municipality is responsible for costs and labor associated with the adjustment of sanitary manholes and water valves. If any of this work is completed by the State, the Municipality will be responsible for 10% of the costs of these items.

Describe other work necessary to finish the project completely, which will be undertaken independently by the Municipality: No work has been identified at this time.

Cost sharing shown below is per State Statute 84.295.

Cost sharing shown below is per State Statute 8-1250.					
PHASE	ESTIMATED COST				
Construction – (Participating)	Total Estimated Cost	Federal/State Funds	%	Municipal Funds	%
Project ID 1133-06-80					
Category 1700 -Water Adjustments	\$14,475	\$13,027	90	\$1,448	10

Cost sharing shown below is per the Corridor Wide Cost Share Policy.

PHASE	ESTIMATED COST				
Construction – (Participating)	Total Estimated Cost	Federal/State Funds	%	Municipal Funds	%
Project ID 1133-06-80					
Category 1010 New Sidewalk	\$116,545	\$116,545	100	\$0	0
Category 1110 Lighting	\$90,588	\$90,588	100	\$0	0
Category 1400 Community Sensitive Design- Landscaping					
Priority 1 capped at \$250,000	\$104,355	\$104,355	100	\$0	0
Priority 2 City of De Pere	\$0	\$0	0	\$0	0

Category 6150 S-05-223	\$57,727	\$57,727	100	\$0	0
Category 6160 S-05-224	\$59,006	\$59,006	100	\$0	0
Category 6170 S-05-225	\$56,750	\$56,750	100	\$0	0
Category 6180 S-05-282	\$36,018	\$36,018	100	\$0	0

Cost sharing shown below is per Standard State Cost Share Policy.

PHASE	ESTIMATED COST				
	Total Estimated Cost	Federal/State Funds	%	Municipal Funds	%
Project ID 1133-06-80					
Category 1000 - Roadway Items	\$5,973,393	\$5,973,393	100	\$0	0
Category 1200 ITS	\$72,245	\$72,245	100	\$0	0
Category 1300 Traffic Signals	\$45,122	\$45,122	100	\$0	0
TOTAL COST DISTRIBUTION (without Delivery)	\$6,982,116	\$6,963,023		\$19,093	
Construction Delivery (10% of Total)	\$698,211	\$696,302		\$1,909	
TOTAL COST DISTRIBUTION (includes Delivery)	\$7,680,327	\$7,659,325		\$21,002	

All costs contained in this agreement are estimated costs. Actual construction costs will be based upon as-let bid prices and the final contract quantities required to complete the work.

Construction (Participating)

Cost for City of De Pere municipal water and sanitary adjustments:

5 Sanitary Manhole Cover Adjustments @ \$450 each = \$2,250

10 Frame/Chimney Seals @ \$600 each = \$6,000

3 Water Valve Box Adjustments @ \$300 each = \$900

1 Water Service Curb Stop Adjustment @ \$325 each = \$325

5 Reconstruct Sanitary Manholes @ \$1,000 each = \$5,000

Total cost = \$14,475 * 0.10 (City of De Pere cost share) = \$1,448

Project Specific Terms and Conditions

- Once the maintenance responsibility of the project has been transferred to the Municipality, anticipated in December of 2012, the State is released from any and all costs associated with the future maintenance and/or removals of improvements included in the project. The State will provide the Municipality written notification at substantially complete milestones to define the date at which maintenance will be transferred to the Municipality.
- Brown County will be responsible for snow removal and maintenance of the park & ride facility.
- The Municipality will at its own cost and expense:
 - Maintain the sidewalk, plantings, and landscaping at the park and ride facility.

- b. Maintain median and roundabout landscaping.
- c. Maintain the Main Avenue Stormwater Pond. Maintenance includes but is not limited to, landscaping and any Municipal requested improvements. The State will assume dredging responsibility for dredging the stormwater ponds within State jurisdiction as part of the pond maintenance process.

Traffic Management Planning

Traffic mitigation strategies are identified as part of the US 41 Project traffic management planning (TMP) process to minimize impacts to traffic during construction.

The following are temporary mitigation strategies and will be removed after construction is completed or when the State project engineer deems necessary.

- To 41 trail blazing signing to direct traffic to use alternative route for 41 access.

The following mitigation strategies will only be implemented if needed. If they are deemed necessary by the State project engineer they will be installed on a temporary basis and will be removed at the end of the project or when the State project engineer determines they are no longer required.

- None at this time.

The following are traffic mitigation strategies that will be installed during construction and will remain as a permanent improvement.

- None at this time.

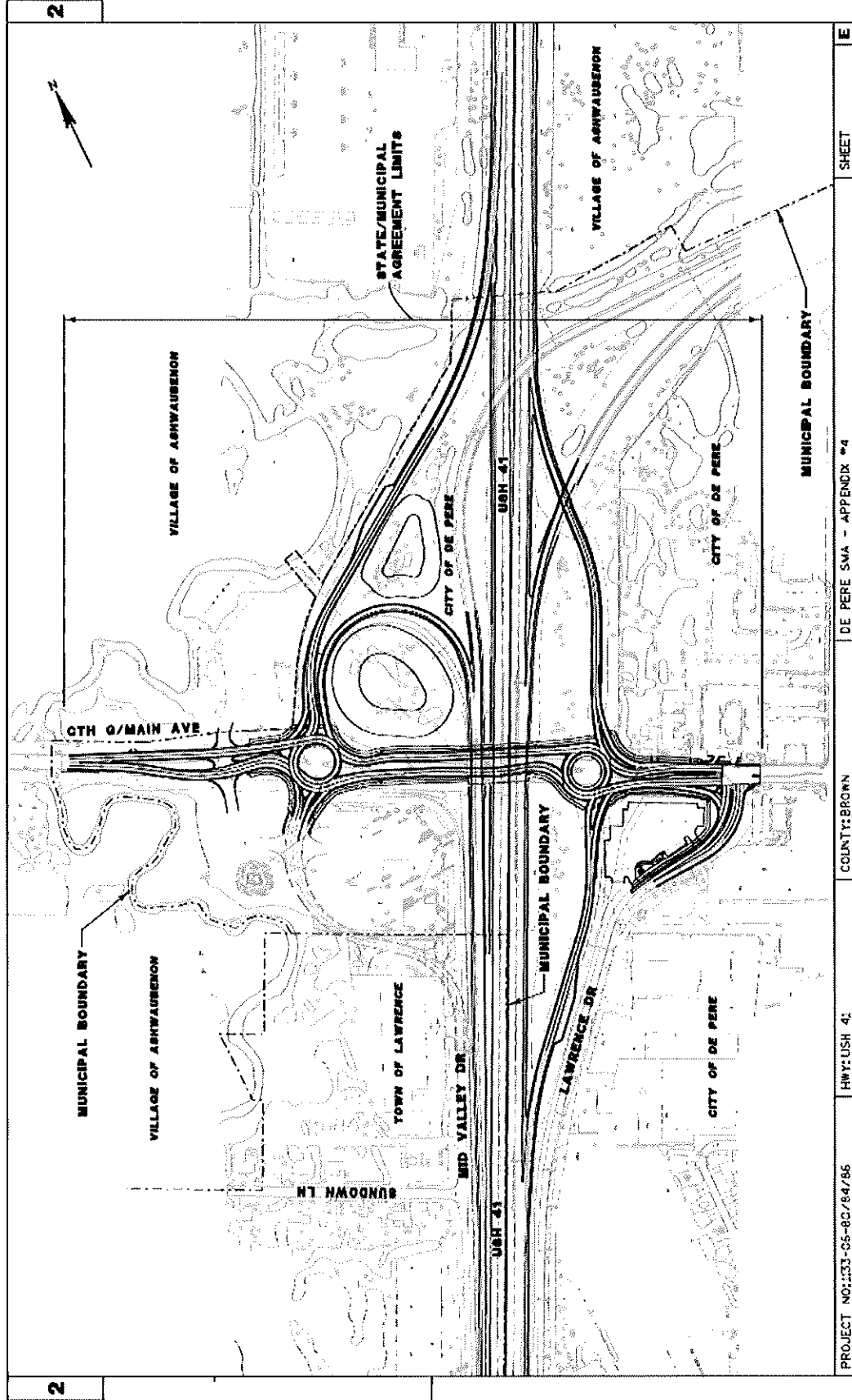


Figure 6: Overview 1133-06-80, 1133-06-84, 1133-06-86

This appendix is subject to the terms and conditions of the original agreement for cost sharing dated 4/17/2013. Any additions or deviation from the original terms, conditions, or cost share policy agreement contained within this appendix supersede the original agreement, and are specific to project ID 1133-06-80, 1133-06-86 and 1133-06-84 only. This agreement is made by the undersigned, under proper authority, to make such a request for the designated Municipality, and upon acceptance by the State shall constitute an agreement between the Municipality and the State.

Signed for and in behalf of _____ City of De Pere
Municipality

Name Title Date

Signed for and in behalf of _____ Wisconsin Department of Transportation
State

Name Title Date

City of De Pere Estimated Cost Per Year				Previous (Revision #1)			Current (Revision #2)				
State Fiscal Year	App	Project ID	Project Title	Federal/State	Other Municipality	City of De Pere Cost	Total Cost	Federal/State	Other Municipality	City of De Pere Cost	Total Cost
2009	1	1133-06-73	Stormwater Detention Pond								
2009 Totals						\$0	\$0			\$0	\$0
2010	2	1133-06-72	Scheuring Rd (CTH F) Intchg	\$16,386,226	\$0	\$23,188	\$16,409,414	\$16,386,226	\$0	\$23,188	\$16,409,414
2011 Totals						\$23,188	\$16,409,414			\$23,188	\$16,409,414
2011	2	1133-06-78	Scheuring Rd Lighting	\$165,000	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$165,000
2011	3	1133-06-81	CTH G/Mid Valley Dr Re-alignment	\$1,379,700	\$0	\$300	\$1,380,000	\$1,379,700	\$0	\$300	\$1,380,000
2012 Totals						\$300	\$1,545,000			\$300	\$1,545,000
2012	4	1133-06-80	Main Ave (CTH G) Intchg	\$6,316,970	\$0	\$8,030	\$6,325,000	\$7,659,325	\$0	\$21,002	\$7,680,327
2012	4	1133-06-86	Main Ave Park & Ride	\$350,130	\$0	\$0	\$350,130	\$350,130	\$0	\$0	\$350,130
2012	5	1133-06-83	Main Ave Intchg Lighting	\$98,000	\$0	\$0	\$98,000	\$98,000	\$0	\$0	\$98,000
2013 Totals						\$8,030	\$6,773,130			\$21,002	\$8,128,457
Overall City of De Pere Cost Share Totals						\$31,518	\$24,727,544			\$44,490	\$26,082,871

*Costs shown reflect City of De Pere cost share which may not match individual appendix table totals due to multiple municipalities having cost share for the same project.

City of De Pere

Public Works Department

Memo

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

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

Date: May 9, 2013

Subject: Consider Municipal Agreement with Brown County for the Reconstruction of CTH PP*

De Pere, Ledgeview and Brown County have been working toward the reconstruction CTH PP from Viking Lane to STH 57. The concrete pavement is aged and deteriorated. The proposed project involves reconstructing CTH PP from Viking Lane to O'Keefe Road from a rural section to an urban section with concrete pavement. The project includes one lane in each direction, bike lanes and a two way left turn lane. From O'Keefe Road to STH 57, the existing ramps will be reconstructed similar to the existing condition. Sidewalk will be constructed on the west side of CTH PP from Viking Lane to Heritage Road (CTH X) and on the east side of CTH PP from Heritage Road to STH 57. A roundabout will be constructed at CTH PP and Heritage Road (CTH X).

The agreement as presented in the packet has sidewalk on the west side from Heritage Road (CTH X) to O'Keefe Road. The Town, County, and City have agreed to move this to the east side. The change will reduce the City cost slightly.

The cost is split as follows based on frontage, with the County paying 50% for the project:

Municipality	Percentage	Estimated Cost
Brown County	50%	\$1,702,500
De Pere	29.7%	\$1,009,800
Ledgeview	20.3%	\$692,700
Total	100%	\$3,405,000

The City included \$911,900 in the capital improvements program for 2013.

Staff has been working with the County for several months to get the bike lanes included in the cost share for the project. To have the bike lanes included in the cost share of the project, De Pere and Ledgeview requested 11 foot lanes widths. Lane widths for this type of facility are recommended at 11 foot and 12 foot by the Wisconsin Department of Transportation (See attached). Originally, the County was opposed to this, but has accepted the recommendation. The Agreement includes the following statement on Page 1, Item 2, the second paragraph:

"The Municipal proposed cross section, utilizing through travel lanes of 11' in width, meets minimal standards per the Wisconsin DOT design manuals."

Staff recommends approval of the County/Municipal Agreement between Brown County and the City for the reconstruction of CTH PP with the following revisions:

- The word “*minimal*” is struck from sentence identified on the previous page in the Agreement.
- The sidewalk is relocated on the east side of CTH PP from Heritage Road (CTH X) to O’Keefe Road.

Eric Rakers

From: Fontecchio_PA <Fontecchio_PA@co.brown.wi.us>
Sent: Tuesday, May 07, 2013 8:36 AM
To: Scott Brosteau; Ledgeview
Cc: Eric Rakers; VanNoie_PH
Subject: RE: CTH PP Sidewalk

#2

I will make the revisions to the agreements with the sidewalk costs.

We still need to address stormwater – is there a regional pond that can be utilized from either municipality? If not, I'll have to estimate some right-of-way costs and pond construction costs as part of the municipal agreement as well. Please let me know and then I will send out the revised agreements.

Thanks,

Paul Fontecchio, P.E.
Engineering Manager
Brown County Public Works Department
(920) 662-2170
fontecchio_pa@co.brown.wi.us

From: Scott Brosteau [mailto:scott.brosteau@meadhunt.com]
Sent: Tuesday, May 07, 2013 8:02 AM
To: Fontecchio_PA; sburdette@ledgeviewwisconsin.com
Cc: erakers@mail.de-pere.org; VanNoie_PH
Subject: RE: CTH PP Sidewalk

#1

Paul
After discussion with the Ledgeview Board and De Pere we would request that you modify the PP agreement to extend sidewalk along the east side of PP from the intersection with STH 32/57 to CTH X (thus a portion of sidewalk in Ledgeview from O'Keefe to X) and then on the west side from CTH X to the south termini of the project. The east side terrace area of the roadway from CTH X to the south termini should be graded for future sidewalk as you show in your typical presently.

If you can please provide each community with a revised agreement by Monday of next week we can present to our respective committees and boards for discussion and approval.

Any questions please contact me. Thanks.

From: Fontecchio_PA [mailto:Fontecchio_PA@co.brown.wi.us]
Sent: Friday, May 03, 2013 9:51 AM
To: Scott Brosteau; sburdette@ledgeviewwisconsin.com
Cc: erakers@mail.de-pere.org; VanNoie_PH
Subject: CTH PP Sidewalk

Scott –

I'm sending this email per our conversation earlier this week to clarify the cost sharing for sidewalk on the CTH PP project.

Per the cost share policy, Brown County will participate in 50% of the cost one side of sidewalk. If Ledgeview decides they want sidewalk along the east side of CTH PP, then the split will be 25% Brown County for each side of the road and 75% for each municipality on their respective side.

I will need to revise the municipal agreements slightly for the change in sidewalk costs for both DePere and Ledgeview.

Please let me know if Ledgeview wants the sidewalk included on the east side of CTH PP.

Thanks,

Paul Fontecchio, P.E.
Engineering Manager
Brown County Public Works Department
(920) 662-2170
fontecchio_pa@co.brown.wi.us

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Urban Streets Roadway Criteria for Posted Speed Limits of 40 mph or Less

Functional Class	Design Year ADT Thresholds at Levels of Service C, D & E ¹				Design Basis		Roadway Criteria					
	Scenario	C ² LOS 4.0 ADT (DHV)	D LOS 5.0 ADT (DHV)	Middle E LOS 5.5 ADT (DHV)	Urban Design [Design Speed] (mph) ³	Travel Lanes		Median Widths (feet)	Roadway (Face of Curb to Face of Curb) Width (feet) ⁴			
						No.	Lane Width (feet) ⁵		No Parking ^{6,7}	Range of Normal Widths ⁸	Range of Widths that are sufficient for bike lane	Range of Normal Widths ⁸
Locals	N/A	Low Volume Residential (0-250 ADT)			1a [20-25]	1	12	No	N/A	28	N/A	
		Volume not a consideration			1b [25-30(20)]	2	10-12 (9)	No	28-32 (22)	32-36 (30)	36-40 (30)	46-56 (44)
Arterials and Collectors	N/A	≤ 4,500 ADT (660 DHV)			2a [30-45]	2	11-12 (10)	No	32-36 (24)	34-36 (32)	46-48 (34)	48-56 (46)
		Worst Best			2b [30-45]	2	11-12 (10)	No	32-36 (24)	34-36 (32)	46-48 (34)	48-56 (46)
	Worst Best			3 [30-45]	4	11-12 (10)	No	54-60 (44)	56-60 (52)	68-72 (54)	70-80 (66)	
	Worst Best				4 [30-45]	4	11-12 (10)	14-30 (6)	2 @ 29-32 (2 @ 24)	2 @ 30-32 (2 @ 28)	2 @ 36-38 (2 @ 29)	2 @ 37-42 (2 @ 35)
Arterials	Worst Best	35,500 (3660) 68,000 (6390)			5 [30-45]	6	11-12 (10)	14-30 (6)	2 @ 40-44 (2 @ 34)	2 @ 41-44 (2 @ 38)	2 @ 47-50 (2 @ 39)	2 @ 48-54 (2 @ 45)

Desirable values are shown in bold and minimum values are shown in parentheses.

¹ ADT thresholds represent typical "Worst" Case and "Best" Case scenarios for Levels of Service (LOS) C, D and middle E. These volumes are based on the 2000 Highway Capacity Manual using the assumptions shown in Attachment 1.4. See Section 5, "Travel Lanes" section for guidance on use of "worst" and "best" case thresholds. See FDM 11-5-3 for further guidance on acceptable LOS for corridors 2020 Routes, Non-corridors 2020 rural roadways, roadways in small urban areas (Pop. < 50,000), and roadways in Urbanized areas (Pop. > 50,000).

² LOS C is not obtainable if the traffic signal density is greater than 5 signals per-mile.

³ Desirable Design Speed is 5 mph greater than the posted speed. A minimum design speed equal to the posted speed limit is acceptable.

⁴ Based on 2-ft gutter widths. Gutter widths of 1-ft may be used when appropriate. If a 1-ft gutter is used then face-to-face widths might differ from values shown in the table.

⁵ Gutter width is not included.

⁶ Lane widths for Federally Designated Truck routes are 12-ft desirable and 11-ft minimum, but there shall be at least one 12-ft lane in each direction. A wide curb lane, as discussed in Section 5, "Travel Lanes", meets the 12-ft truck lane requirement.

⁷ Lane widths for NHS Routes and Arterials and Collectors that are not Federally Designated truck routes are 12-ft desirable and 11-ft minimum if truck and bus volumes are greater than or equal to 5%.

⁸ Two lane Connecting Highways and STHs have a desirable curb to curb width of 36 feet if no provision for parking is to be made. Designs that use parking lanes are discouraged.

⁹ Provide bicycle accommodations on all arterial and collector streets according to FDM 11-45-1. See FDM 11-46-15 and the Wisconsin Bicycle Facility Design Handbook for further guidance on bicycle accommodations.

¹⁰ The desirable range of values include an additional roadway width between the outside edge of the outside travel lane and the face of curb to provide a wide curb lane as discussed in Section 5, "Travel Lanes", or to provide for the various urban needs as listed in Section 6, "Auxiliary And Parking Lanes".

Brown County

MUNICIPAL AGREEMENT

Project ID #: PP-15
Highway: CTH PP
Limits: Viking Lane – STH 57

Municipality: City of De Pere
Construction Year: 2013
Length: 1.25 miles

Federal/State Funds: ☒ No
☐ Yes – Attached State Municipal Agreement between WisDOT and Brown County is a part of this agreement.

Funding Ratio: 50% Brown County
29.7% City of De Pere
20.3% Town of Ledgeview

GENERAL

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

The authority for the Municipality to enter into agreements with the County is extended by Section 83.035 of Wisconsin State Statutes.

The Municipality agrees to fund 50% of the eligible project costs and 100% of the ineligible project costs per Attachment #1, and hereinafter described, for their portion of the overall Project costs.

PROJECT SUMMARY

1. Reason for Project (existing facility)

The road has deteriorated to the point where resurfacing or reconstruction is required. The existing facility consists of one-lane rural ramps from STH 57 to O'keefe Road and a two-lane rural roadway with concrete and asphalt pavement. There is currently a four way stop intersection at the CTH X intersection.

2. Proposed Improvement (nature and scope of work)

The proposed improvement includes the reconstruction of CTH PP to a 3-lane urban concrete roadway. One roundabout will be constructed at CTH X. See Attachment #2 for typical roadway sections.

The Municipal proposed cross section, utilizing through travel lanes of 11' in width, meets minimal standards per the Wisconsin DOT design manuals.

County forces will perform the earthwork and gravel placement for the Project with the concrete work to be bid out to a private contractor. The County will administer the project.

3. Eligible and Non-Eligible Project Costs

See Attachment #1 and hereinafter for Project specific eligible and non-eligible project costs.

The following items are agreed to as eligible project costs for this Project only. These items are exceptions to the standard eligible and non-eligible project costs per Attachment #1.

- On-street bike lanes on both sides of CTH PP.

4. Estimated Project Cost and Cost Sharing.

ITEM	ESTIMATED COST	COUNTY FUNDS	CITY FUNDS	TOWN FUNDS
ENGINEERING & DESIGN:				
Plan Design	\$250,000	\$125,000	\$74,250	\$50,750
State Review	\$0	\$0	\$0	\$0
Engineering Subtotal	\$250,000	\$125,000	\$74,250	\$50,750
RIGHT-OF-WAY ACQUISITION:				
Plat Preparation & Appraisals	\$20,000	\$10,000	\$5,940	\$4,060
Acquisition	\$80,000	\$40,000	\$23,760	\$16,240
Right-of-way Subtotal	\$100,000	\$50,000	\$29,700	\$20,300
BRIDGE CONSTRUCTION:				
Eligible (Participating)	\$0	\$0	\$0	\$0
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
Bridge Construction Subtotal	\$0	\$0	\$0	\$0
ROAD CONSTRUCTION:				
Eligible (Participating)	\$3,055,000	\$1,527,500	\$905,850	\$621,650
Non-Eligible (Non-Participating)	\$0	\$0	\$0	\$0
State Review	\$0	\$0	\$0	\$0
CHIP Funding	(\$0)	(\$0)	(\$0)	(\$0)
Road Construction Subtotal	\$3,055,000	\$1,527,500	\$905,850	\$621,650
TOTAL PROJECT COST	\$3,405,000	\$1,702,500	\$1,009,800	\$692,700

5. Cost Share and Billing.

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

6. 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.
7. Maintenance Responsibility & Jurisdiction.

- ☐ 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: _____ Miles: _____
Highway Name: _____ 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: _____

- ☒ Other maintenance revision and/or agreement. (Explain below.)

On all county highways within the Municipality, the County is responsible for all curb-to-curb street maintenance including pavement repair, sweeping, snow & ice removal, center median mowing, traffic signals, and signing. The Municipality is responsible for all sidewalks, street lighting, sanitary sewer, water and utility repair & maintenance.

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 Van Noie, Director
Brown County Public Works Department

Date

ATTACHEMENT 1:
BROWN COUNTY PUBLIC WORKS DEPARTMENT COST SHARE POLICY

PROJECT TYPE	BROWN COUNTY	MUNICIPALITY
Asphalt Reconditioning:		
A. Reclaim of existing pavement & base course	100%	0%
B. Paving of up to 4.5" asphaltic pavement	100%	0%
C. Curb & gutter replacement	50%	50%
Roadway Reconstruction:		
A. Urban Reconstruction: New concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible project costs).	50%	50%
B. Rural Reconstruction: Reconstruction of existing 2-lane roadway, no additional travel lanes.	100%	0%
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%	50%
New Roadway Construction:	50%	50%
Bridge Construction/Reconstruction:		
A. Part of Roadway Reconstruction A & C above.	50%	50%
B. Town Bridge Replacement. Note: Funding utilizes the County Bridge fund which is a 50/50 matching fund with the Municipality.	50%	50%
C. County Bridge Replacement.	100%	0%

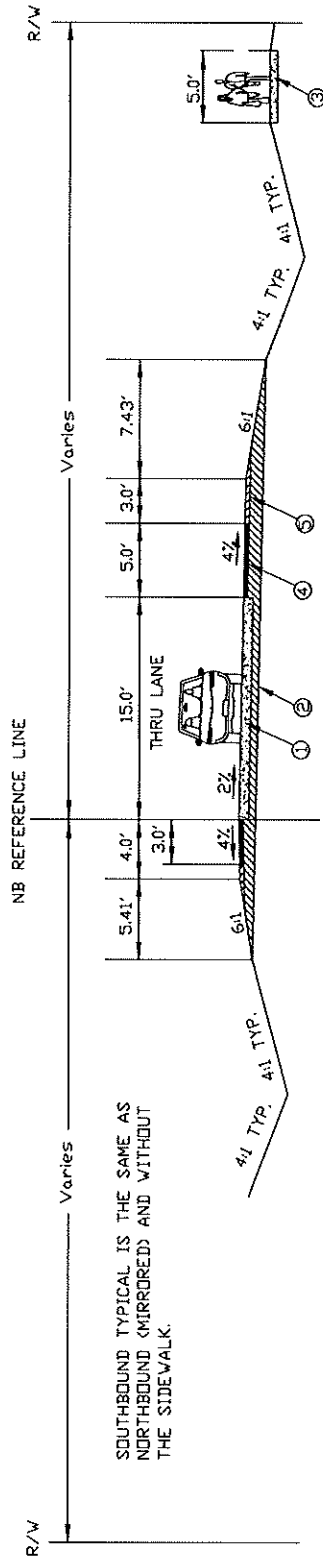
Eligible Project Costs:
County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary:
A. Design engineering and all necessary environmental and wetland assessment investigations as required by the Wisconsin Department 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.
C. Wetland replacement mitigation.
D. Storm water devices (ponds, swales, etc.) required for the project.
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, 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. Concrete sidewalk replacement, new sidewalk construction, or multi-use bicycle/pedestrian asphaltic path where an off-street bicycle/pedestrian facility is the only bicycle accommodation for the project. The County will participate in the costs for one (1) side of the roadway for sidewalk or bicycle/pedestrian path up to 5' for a concrete sidewalk or up to 10' for an asphalt bicycle/pedestrian path.
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. On-street bike lanes.
E. Any allowed parking stalls.
F. 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.
G. Trees, shrubs, and other landscaping along the roadway or at roundabouts after location approval by Brown County.
H. Decorative features (lighting, signs, railing, etc.) above standard baseline costs.

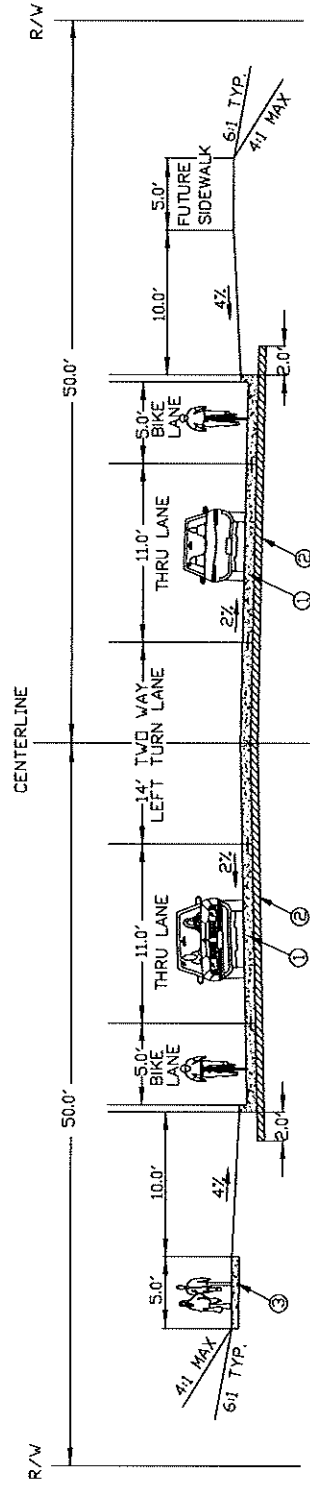
ADITHI

O'Keefe Road to STH 57



- ① 9" NON-REINFORCED CONCRETE PAVT (DOWELED AND TINED)
- ② 6" CRUSHED AGGREGATE BASE COURSE 1-1/4"
- ③ 4" CONCRETE SIDEWALK
- ④ 3" HMA PAVEMENT TYPE E-1
- ⑤ 3" CRUSHED AGGREGATE BASE COURSE 3/4"

CTH PP
Viking Lane to O'Keefe Road



- ① 9" NON-REINFORCED CONCRETE PAV'T (DOWELED AND TINED)
② 6" CRUSHED AGGREGATE BASE COURSE 1-1/4"
③ 4" CONCRETE SIDEWALK

City of De Pere

Public Works Department

Memo

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

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

Date: May 9, 2013

Subject: Consider Wastewater Rate Methodology Alternatives from NEW Water (GBMSD)*

At the April Board of Public Works (BOPW), the NEW Water rate methodology was discussed. Just prior to that meeting, staff learned that Fox River Fiber in De Pere was likely going to pretreat their wastewater which may impact the preferred alternative for the City.

For background, in 2012, NEW Water (GBMSD) hired a consultant to analyze and recommend a rate methodology for the wastewater services provided to customers. The purpose of the study was to allocate costs in an equitable and defensible manner while accounting for the new debt service costs associated with the Resource Recovery and Electrical Energy (R2E2) Project, as well as costs associated with other future improvements. NEW Water formed a Stakeholder Advisory Group (SAG) to provide input on the rate methodology. The SAG consisted of municipal customers (including De Pere), Procter & Gamble, several of the large wastewater generators (including Thilmany, US Paper, and Fox River Fiber) and staff from NEW Water.

At the last meeting, four alternatives were presented. Since that time, several revisions to the alternatives/options have been made as follows:

- Option B3 has been eliminated from discussion. This alternative was similar to Option B2, except that NEW Water would direct bill large customers rather the municipalities billing large customers.
- Options B1a and B2a were eliminated from discussion. For these alternatives, fixed fees were based on a combination of debt service and operation and maintenance costs.

The three remaining alternatives are as follows:

A. **Status quo (Existing)**

As a wholesaler of wastewater treatment services, NEW Water does not bill retail customers directly. The municipalities, sanitary districts, and one mill are the customers of NEW Water and are billed for wastewater conveyance and treatment service. Those municipalities then bill the end-users in accordance with their own policies. For billing its customers, NEW Water uses the following five parameters: volume (1,000 gallons-kgals), pounds (lbs.) of biochemical oxygen demand (BOD), suspended solids (SS), phosphorus (P), and total Kjeldahl nitrogen (TKN). Under this alternative, NEW Water customers will continue to be billed in the same manner as they have been under the existing rate methodology.

B1b. Fixed monthly charge with uniform rates, equivalent water meters

Under this option, a fixed charge would recover a percentage of NEW Water's annual debt service. Equivalent water meters would be calculated by customer for billing purposes. Remaining costs would be recovered based on unit rates for Flow, BOD, TSS, Phosphorus, and TKN.

B2b. Fixed monthly charge with uniform rates, flows, and loadings

This alternative would assess a fixed charge, which would recover a percentage of the annual debt service. Average flow and loadings percentages would be calculated for each customer; and a fixed charge allocation would be based on flows and loadings percentages by customer. Remaining costs would be recovered based on unit rates for Flow, BOD, TSS, Phosphorus, and TKN.

As discussed at the beginning of the memo, it appears that Fox River Fiber will be pretreating wastewater. The pretreatment will significantly reduce the amount of BOD discharged to NEW Water. NEW Water provided a new analysis to the customers based on Fox River Fiber reducing their BOD by 90%. NEW Water provided an additional analysis if both Fox River Fiber and Thilmany were to pretreat and reduce BOD. Staff has evaluated all the various scenarios. Based on this, the majority of City customers benefit the most from Alternative B1b, followed closely by B2b.

The debt service included in the fixed charge is part of the debt service for the R2E2 project. NEW Water evaluated many different technologies to address solids. Based on the review, the R2E2 project was chosen due to the cost savings generated from converting waste to energy. The major components in wastewater that are used to create energy are the BOD and TSS. With Fox River Fiber pretreating, the BOD to NEW Water will be reduced from 26,768,893 pounds per year to 20,496,520 pounds per year, or 23%. With that reduction, will the amount of energy savings be generated as estimated in the analysis? Is the R2E2 the most economical choice for handling solids?

NEW Water is requesting customers to provide input before rendering a decision. A selection of the rate methodology alternative is expected to be made at the May 29th Commission meeting.

Staff is recommending the following recommendation:

- NEW Water use alternative B1b with a fixed charge based on meter size.
- If alternative B1b is not chosen, the City's next preference is alternative B2b with a fixed charged based on average flow and loading percentages.
- NEW Water should re-evaluate the cost benefit of the R2E2 project if Fox River Fiber reduces BOD from their wastewater.

May 10th, 2013

City of De Pere Rate Methodology Summary 2014-2016 - Based on NEW Water Summary

Year	Alternative	Volume	BOD	SS	PHOS	TKN	Fixed	Total	% Change From Status
2014	Status	\$1,292,559	\$4,038,800	\$1,244,262	\$29,057	\$238,568	\$ -	\$6,843,247	
	B1B	\$1,217,972	\$3,266,771	\$ 903,442	\$24,364	\$218,802	\$ 698,363	\$6,329,714	-7.50%
	B2B	\$1,217,972	\$3,266,771	\$ 903,442	\$24,364	\$218,802	\$ 925,440	\$6,556,791	-4.20%
2014	Status (FRF Pretreating)	\$1,292,162	\$2,515,949	\$1,234,835	\$28,952	\$232,580	\$ -	\$5,301,478	
	B1B (FRF Pretreating)	\$1,217,575	\$2,022,816	\$ 894,014	\$24,259	\$212,813	\$ 696,898	\$5,301,478	-4.40%
	B2B (FRF Pretreating)	\$1,217,575	\$2,022,816	\$ 894,014	\$24,259	\$212,813	\$ 795,884	\$5,137,362	-3.10%
2014	Status (FRF + Thilmany Pretreating)	\$1,292,153	\$1,969,695	\$1,234,835	\$28,952	\$232,004	\$ -	\$4,757,638	
	B1B (FRF + Thilmany Pretreating)	\$1,217,575	\$1,586,669	\$ 894,014	\$24,259	\$212,813	\$ 696,898	\$4,632,229	-2.60%
	B2B (FRF + Thilmany Pretreating)	\$1,217,567	\$1,584,591	\$ 894,014	\$24,259	\$212,237	\$ 705,659	\$4,638,326	-2.50%
2015	Status	\$1,418,661	\$4,648,504	\$ 147,342	\$32,976	\$265,330	\$ -	\$7,836,812	
	B1B	\$1,315,439	\$3,717,513	\$1,070,624	\$27,336	\$238,894	\$ 849,925	\$7,219,731	-7.90%
	B2B	\$1,315,439	\$3,717,513	\$1,070,624	\$27,336	\$238,894	\$1,125,423	\$7,495,229	-4.40%
2015	Status (FRF Pretreating)	\$1,418,251	\$2,898,294	\$1,461,482	\$32,866	\$259,183	\$ -	\$6,070,076	
	B1B (FRF Pretreating)	\$1,315,029	\$2,307,263	\$1,060,764	\$27,226	\$232,747	\$ 848,143	\$5,791,173	-4.60%
	B2B (FRF Pretreating)	\$1,315,029	\$2,307,263	\$1,060,764	\$27,226	\$232,747	\$ 931,503	\$5,874,532	-3.20%
2015	Status (FRF + Thilmany Pretreating)	\$1,418,251	\$2,275,160	\$1,461,482	\$32,866	\$259,183	\$ -	\$5,446,942	
	B1B (FRF + Thilmany Pretreating)	\$1,315,020	\$1,808,508	\$1,060,764	\$27,226	\$232,157	\$ 848,143	\$5,291,818	-2.80%
	B2B (FRF + Thilmany Pretreating)	\$1,315,020	\$1,808,508	\$1,060,764	\$27,226	\$232,157	\$ 858,396	\$5,302,071	-2.70%
2016	Status	\$1,527,296	\$4,959,396	\$1,557,389	\$35,051	\$286,372	\$ -	\$8,362,504	
	B1B	\$1,404,168	\$3,985,378	\$1,151,419	\$29,194	\$255,771	\$ 895,377	\$7,721,306	-7.70%
	B2B	\$1,404,168	\$3,985,378	\$1,151,419	\$29,194	\$255,771	\$1,184,701	\$8,010,630	-4.20%
2016	Status (FRF Pretreating)	\$1,526,872	\$3,091,962	\$1,547,077	\$34,936	\$280,064	\$ -	\$6,480,911	
	B1B (FRF Pretreating)	\$1,403,758	\$2,476,963	\$1,141,567	\$29,084	\$249,622	\$ 893,499	\$6,194,493	-4.40%
	B2B (FRF Pretreating)	\$1,403,758	\$2,476,963	\$1,141,567	\$29,084	\$249,622	\$ 980,687	\$6,281,681	-3.10%
2016	Status (FRF + Thilmany Pretreating)	\$1,526,872	\$2,428,037	\$1,547,077	\$34,936	\$280,064	\$ -	\$5,816,986	
	B1B (FRF + Thilmany Pretreating)	\$1,403,734	\$ 191,230	\$1,141,106	\$29,079	\$248,857	\$ 893,499	\$5,657,506	-2.70%
	B2B (FRF + Thilmany Pretreating)	\$1,403,744	\$1,943,409	\$1,141,106	\$29,079	\$249,463	\$ 903,871	\$5,670,672	-2.50%