



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Agenda

Monday, December 9, 2019	7:30 PM	De Pere City Hall Council Chambers
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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 9, 2019** at **7:30 PM** in the **De Pere City Hall Council Chambers**, 335 S. Broadway Street, De Pere, WI 54115.

This meeting can be viewed LIVE at www.depere.tv. This meeting is also rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at www.depere.tv.

I. Call to Order

1. Roll Call
2. Approval of Board of Public Works November 11, 2019 Meeting Minutes

II. Public Comment

III. Items

1. Consideration and possible action on 2019-2020 Sewer Rate Study*
2. Consider Ald. Raasch's Request Utilizing Service Groups for Sidewalk Snow Removal
3. Consideration and possible action on award of Contract 19-14 Ashwaubenon Creek Interceptor Abandonment*
4. Consideration and possible action on Charles Street Interceptor Upgrade Agreement between the City of De Pere, Town of Ledgeview, Ledgeview Sanitary District No. 2, and the Green Bay Metropolitan Sewerage District*
5. Consideration and possible action on updates to the 2020 General Conditions and Standard Specifications
6. Consideration and possible action on City Engineer Parking and Traffic Recommendations*
7. Discuss City Engineer Recommendations for No-Action Parking and Traffic Discussion Items

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 9, 2019 so that arrangements can be made.

Agenda Sent To:
Mayor
Alderspersons
Department Heads

De Pere Chamber of Commerce
TV, Newspapers & Radio Stations
Kress Family Library

Lisa Sarau, GBMSD
Bill Oldenburg, NEW Water

Dorner, Inc.
Brian Vander Loop, NEW Water

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.



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Betty Sellenheim

SUBJECT: Approval of Board of Public Works November 11, 2019 Meeting Minutes

ATTACHMENTS:

- 2019 1202 BOPW Draft Minutes 2065 (DOC)



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Draft Minutes

Monday, November 11, 2019

7:30 PM

De Pere City Hall Council Chambers

I. Call to Order

The meeting was called to order at 7:30 PM by Mayor Michael J. Walsh

Attendee Name	Title	Status	Arrived
James Boyd	Aldersperson	Late	7:31 PM
Dan Carpenter	Aldersperson	Present	
Jonathon Hansen	Aldersperson	Present	
Dean Raasch	Aldersperson	Present	
Michael J. Walsh	Mayor	Present	

Others present:

Scott Thoresen, Director of Public Works

Eric Rakers, City Engineer

Betty Sellenheim, Public Works Administrative Assistant/Recording Secretary

Kim Flom, Developmental Services Director

2. Approval of Board of Public Works October 7, 2019 Meeting Minutes

Aldersperson Raasch moved to approve the August 12, 2019 Board of Public Works meeting minutes, seconded by Aldersperson Hansen.

Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Aldersperson
SECONDER:	Jonathon Hansen, Aldersperson
AYES:	Dan Carpenter, Jonathon Hansen, Dean Raasch, Michael J. Walsh
EXCUSED:	James Boyd

II. Public Comment

Donald Thyges from 852 Voelker Street expressed his concerns regarding the storm sewer connection proposed for 2020 on Voelker Street. Eric Rakers, City Engineer, explained there will be a public information meeting to discuss the assessments in early 2020. Mr. Thyges requested Alderspersons visit his location to see his current backyard drainage.

III. Items

1. Consideration and possible action regarding a Parklet-Pedlet Policy and Ordinance*

Kim Flom, Development Services Director, presented an example of parklets and pedlets, a draft guideline book, and draft ordinance. Ms. Flom explained what parklets and pedlets were and why they may be a unique opportunity for De Pere's Downtown. Staff researched other communities offering parklets and pedlets including La Crosse and West Allis, drafted guidelines, and presented for public comment. Public Comment regarding parklets and pedlets in De Pere was generally negative. Commenters expressed this was not something for De Pere at this time. Ms. Flom estimated the cost for an installed parklet or pedlet would start at \$5,000 and increase from there depending on the amenities and this would be a major investment for businesses.

Alderson Carpenter moved to open the meeting for public comment at 7:43 PM, seconded by Mayor Walsh. Upon vote, the motion passed unanimously.

Mary Alexis Pfutzenreuter from 345 Main Avenue, explained how parklets and pedlets were first introduced to downtown residents and business owners. Ms. Pfutzenreuter expressed concerns about safety for pedestrians and traffic, the initiation of the parklet and pedlet request, and parking.

Ronald Manning from 345 Main Avenue, added a request to limit the scope, expressing his concerns regarding smoking and alcohol consumption along downtown corridors.

Mayor Walsh moved to close the meeting for public comment at 7:53 PM, seconded by Alderson Boyd. Upon vote, the motion passed unanimously.

Alderson Hansen questioned the size of the parklet/pedlet. Ms. Flom explained they would fit within a single parking stall. Alderson Hansen asked for clarification on the railing. Ms. Flom explained that would depend on the design by the applicant. Alderson Hansen expressed his feelings of the importance of the applicants receiving approval from surrounding property owners and Definitely De Pere. Alderson Boyd asked if comments were received from any bars or restaurants. Ms. Flom stated that Luna commented on the loss of parking. Alderson Boyd asked for clarification regarding interviewing La Crosse and West Allis. Ms. Flom explained West Allis was chosen because they are seen as the “spear-headers” of parklets/pedlets and La Crosse has a downtown college campus. Mayor Walsh asked if there was a majority of east or west side commenters. Ms. Flom stated there were comments from both sides. Alderson Carpenter requested clarification regarding alcohol and removal of west side from approved locations. Ms. Flom stated the parklets/pedlets in De Pere would not be allowed to be used for private business of any kind. The parklet/pedlet would allow businesses to take advantage of the existing sidewalk café ordinance and provide passing space for pedestrians by expanding the sidewalk. Ms. Flom noted that staff took a specific approach to receiving public comment by drafting the policy and giving people something to react to and has not provided a recommendation but rather is looking for input of whether this is appropriate for De Pere at this time. Alderson Raasch asked where the parklet/pedlet request originated. Ms. Flom explained her understanding was it originated from a few conversations the City Administrator had with business owners and previous discussions at Board of Public Works. Alderson Carpenter questioned if an applicant could request to install a parklet/pedlet in front of a property they do not own. Ms. Flom stated the guidelines as written do not restrict an applicant from doing this; however that was a proponent for the neighbor outreach aspect. Mayor Walsh asked if it would be possible to limit the applications to restaurants. Ms. Flom stated the policy can be amended depending on the direction received from Board and Council members. Alderson Hansen asked if staff had a position on smoking in the parklet/pedlet. Ms. Flom explained the city does not currently limit smoking in public places and would appreciate direction on this topic. Alderson Boyd asked what the options moving forward are for the Board of Public Works. Ms. Flom outlined multiple options including approving and sending to Common Council, or denying and sending to Common Council, or amending portions and sending back to staff. Boyd stated his unwillingness to make a decision based on the limited comments and number of alderpersons on the Board. Alderson Carpenter agreed with Alderson Boyd. Scott Thoresen, Director of Public Works, stated he doesn’t believe many applications will occur. Raasch expressed concerns regarding limiting smoking in public places.

Alderson Carpenter moved to amend the policy to allow only applicants with 50%+ sales being food, seconded by Alderson Boyd.

Alderson Raasch expressed concerns regarding limiting based on food sales and proposed amending to applicants with full-service kitchens. Mayor Walsh questioned the operation hours of the parklet/pedlet. Ms. Flom stated they are proposed to be the same as sidewalk café. Alderson Hansen requested clarification with the motion in regards to public versus private use. Ms. Flom stated that needs direction but may include some complications with amending other ordinances and policies. Mayor Walsh and Alderson Raasch expressed preference for public pedlets allowing businesses to provide larger seating areas adjacent to their buildings.

Alderson Carpenter amended his original motion to allow only applicants with a functioning commercial kitchen, seconded by Alderson Boyd.

Ms. Flom stated this amendment would need to be approved by the Legal and Health Departments. Alderson Hansen asked if staff felt there were any businesses that would want to participate but do not have commercial kitchens. Ms. Flom stated staff hadn't created any exclusions to not make any assumptions of who may or may not want to install a parklet/pedlet. Mayor Walsh stated perhaps office buildings wanting to hold meetings outdoors. Ms. Flom added perhaps art galleries wanting to place paintings or sculptures out on display.

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

2. Consideration and possible action on a request for installation of terrace walk at 875 Lawrence Drive

Alderson Hansen moved to approve a terrace walk at 875 Lawrence Drive, seconded by Alderson Boyd. Upon vote, the motion passed unanimously.

Alderson Hansen thanked the business owner for this request and believes it will coincide with the new sidewalks nicely.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jonathon Hansen, Alderson
SECONDER:	James Boyd, Alderson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

3. Consideration and possible action on an RFP for City Hall Complex Backup Generator Design and Construction Management*

Alderson Carpenter moved to approve awarding RFP for City Hall Complex Backup Generator Design and Construction Management to Midwest Design Solutions in the amount of \$10,800, seconded by Alderson Raasch. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

4. Consideration and possible action on purchasing Bobcat Toolcat*

Mayor Walsh moved to approve purchasing Bobcat Toolcat, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

5. Consideration and possible action on snow removal services for Nicolet Alley*

Mayor Walsh moved to approve snow removal services in Nicolet Alley to Curb 'n Décor, LLC in the amounts outlined in the attached quote, seconded by Alderperson Boyd.

Alderperson Hansen questioned the total amount for snow removal. Scott Thoresen, Director of Public Works, stated it will depend on the individual snow fall amounts per event.

Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	James Boyd, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

6. Consideration and possible action on a request from Alderperson Hansen to purchase Fish Sculpture*

Item deleted. No action to be taken.

7. Consideration and possible action on STP-U Grant Application for Lawrence Drive Reconstruction*

Alderperson Carpenter moved to approve submission of STP-U Grant Application for Lawrence Drive Reconstruction, seconded by Alderperson Raasch.

Alderperson Hansen requested clarification on the funding breakdown. Eric Rakers, City Engineer, explained the city would be responsible for 20% of the project cost. Hansen asked how definite the grant funding was for the City of De Pere. Mr. Rakers stated the city scored very well with this project for the grant and funding should be available. Alderperson Carpenter asked for clarification regarding the project limits being funded through the grant. Mr. Rakers outlined the limits on the overhead map.

Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

IV. Future Agenda Items

None

V. Adjournment

Mayor Walsh moved to adjourn the meeting at 8:32 PM, seconded by Alderperson Boyd. Upon vote, the motion passed unanimously.

***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 November 11, 2019 so that arrangements can be made.

Agenda Sent To:

Mayor

Alderpersons

Department Heads

Tom Alger

Curb 'n Décor

De Pere Chamber of Commerce

TV, Newspapers & Radio Stations

Kress Family Library

Tina Quigley

Midwest Design Solutions, LLC

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.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Scott Thoresen

SUBJECT: Consideration and possible action on 2019-2020 Sewer Rate Study*

Attachments to be distributed



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE:	December 9, 2019
DEPARTMENT:	Public Works
FROM:	Scott Thoresen
SUBJECT:	Consider Ald. Raasch's Request Utilizing Service Groups for Sidewalk Snow Removal

Aldersperson Raasch has requested consideration for utilizing service groups for sidewalk snow removal.



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Eric Rakers

SUBJECT: Consideration and possible action on award of Contract 19-14
Ashwaubenon Creek Interceptor Abandonment*

ATTACHMENTS:

- 2019 1209 CI_BOPW_Consider_Award_of_Contract_19-14 (PDF)
- 2019 1205 CE_19-14 Bid Tab (PDF)

CITY OF DE PERE MEMO



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

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

Date: December 9, 2019

RE: **Consider Award of Contract 19-14 Ashwaubenon Creek Interceptor Abandonment***

The Engineering Department received bids on Project 19-14 Ashwaubenon Creek Interceptor Abandonment on December 5, 2019. This work is to abandon the old Ashwaubenon Creek Interceptor that was replaced in 1996. The old interceptor was not originally abandoned. There is an agreement in place between the City of De Pere and the Green Bay Metropolitan Sewerage District (GBMSD) for funding the abandonment. The bids received are as follows:

Contractor	Amount
Dorner, Inc.	\$293,785.00
Superior Sewer and Water, Inc.	\$393,495.00
De Groot, Inc.	\$449,906.50
David Tenor Corporation	\$452,610.00
Advance Construction, Inc.	\$712,760.00
PTS Contractors, Inc.	\$765,950.00

The budgeted amount from the capital improvement budget for construction is \$415,000.00 which included \$196,667 from the City's Sewage Revenue Fund and \$219,333 from GBMSD. The anticipated allocation will be \$110,785.00 for the City and \$183,000 for GBMSD. Staff's recommendation is to award the bid to Dorner, Inc. for \$293,785.00.

PROJECT 19-14 ASHWAUBENON CREEK INTERCEPTOR ABANDONMENT BID TAB				BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3		BIDDER NO. 4		BIDDER NO. 5		BIDDER NO. 6	
				DORNER, INC.		SUPERIOR SEWER AND WATER, INC.		DE GROOT, INC.		DAVID TENOR CORP.		ADVANCE CONSTRUCTION, INC.		PTS CONTRACTORS, 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
SANITARY SEWER															
SS-01	Abandon 36" Sanitary Sewer	LF	3,120	\$ 29.00	\$ 90,480.00	\$ 30.00	\$ 93,600.00	\$ 48.36	\$ 150,883.20	\$ 45.00	\$ 140,400.00	\$ 33.00	\$ 102,960.00	\$ 37.00	\$ 115,440.00
SS-02	Abandon 21" Sanitary Sewer	LF	3,700	\$ 14.00	\$ 51,800.00	\$ 21.00	\$ 77,700.00	\$ 31.15	\$ 115,255.00	\$ 38.00	\$ 140,600.00	\$ 22.00	\$ 81,400.00	\$ 30.00	\$ 111,000.00
SS-03	Abandon 10" Sanitary Sewer	LF	580	\$ 8.00	\$ 4,640.00	\$ 17.00	\$ 9,860.00	\$ 17.24	\$ 9,999.20	\$ 34.00	\$ 19,720.00	\$ 18.00	\$ 10,440.00	\$ 22.00	\$ 12,760.00
SS-04	Breakdown Manhole	EA	15	\$ 3,101.00	\$ 46,515.00	\$ 2,500.00	\$ 37,500.00	\$ 2,525.00	\$ 37,875.00	\$ 1,850.00	\$ 27,750.00	\$ 12,000.00	\$ 180,000.00	\$ 5,000.00	\$ 75,000.00
SS-05	Abandon Manhole	VF	210	\$ 114.00	\$ 23,940.00	\$ 86.00	\$ 18,060.00	\$ 114.46	\$ 24,036.60	\$ 107.00	\$ 22,470.00	\$ 300.00	\$ 63,000.00	\$ 360.00	\$ 75,600.00
SS-06	Access and Abandon 36" Sanitary Sewer in Meter Building	LS	1	\$ 6,159.00	\$ 6,159.00	\$ 19,000.00	\$ 19,000.00	\$ 4,545.00	\$ 4,545.00	\$ 9,000.00	\$ 9,000.00	\$ 20,000.00	\$ 20,000.00	\$ 35,000.00	\$ 35,000.00
SS-07	Excavate 36" Sanitary Sewer West of Manhole SA-2	LS	1	\$ 7,690.00	\$ 7,690.00	\$ 20,000.00	\$ 20,000.00	\$ 29,037.50	\$ 29,037.50	\$ 27,000.00	\$ 27,000.00	\$ 50,000.00	\$ 50,000.00	\$ 140,000.00	\$ 140,000.00
SS-08	Excavate 36" and 21" Sanitary Sewer at DMC-001 (Near Manhole ASC-008)	LS	1	\$ 10,539.00	\$ 10,539.00	\$ 32,000.00	\$ 32,000.00	\$ 18,180.00	\$ 18,180.00	\$ 11,000.00	\$ 11,000.00	\$ 40,000.00	\$ 40,000.00	\$ 38,000.00	\$ 38,000.00
SS-09	Excavate 21" Sanitary Sewer at Manhole ASC-011	LS	1	\$ 14,080.00	\$ 14,080.00	\$ 15,000.00	\$ 15,000.00	\$ 18,180.00	\$ 18,180.00	\$ 14,000.00	\$ 14,000.00	\$ 35,000.00	\$ 35,000.00	\$ 40,000.00	\$ 40,000.00
SS-10	Excavate 21" Sanitary Sewer (Between SA-13 and SA-14)	LS	1	\$ 4,379.00	\$ 4,379.00	\$ 28,000.00	\$ 28,000.00	\$ 9,595.00	\$ 9,595.00	\$ 11,000.00	\$ 11,000.00	\$ 30,000.00	\$ 30,000.00	\$ 39,000.00	\$ 39,000.00
SS-11	Excavate 21" Sanitary Sewer at Glory Road	LS	1	\$ 5,534.00	\$ 5,534.00	\$ 15,000.00	\$ 15,000.00	\$ 9,595.00	\$ 9,595.00	\$ 17,000.00	\$ 17,000.00	\$ 20,000.00	\$ 20,000.00	\$ 37,000.00	\$ 37,000.00
SS-12	Locate Manhole SA-14	LS	1	\$ 2,926.00	\$ 2,926.00	\$ 3,500.00	\$ 3,500.00	\$ 5,555.00	\$ 5,555.00	\$ 2,000.00	\$ 2,000.00	\$ 20,000.00	\$ 20,000.00	\$ 22,500.00	\$ 22,500.00
STREET AND DRAINAGE															
SD-01	Provide Asphaltic Concrete Pavement Type 4 LT 58-28 S, 1 3/4" Upper Layer	SY	40	\$ 23.00	\$ 920.00	\$ 100.00	\$ 4,000.00	\$ 45.45	\$ 1,818.00	\$ 24.00	\$ 960.00	\$ 52.00	\$ 2,080.00	\$ 105.00	\$ 4,200.00
SD-02	Provide Asphaltic Concrete Pavement Type 3 LT 58-28 S, 2 1/4" Lower Layer	SY	40	\$ 23.00	\$ 920.00	\$ 100.00	\$ 4,000.00	\$ 55.55	\$ 2,222.00	\$ 24.00	\$ 960.00	\$ 70.00	\$ 2,800.00	\$ 105.00	\$ 4,200.00
SPECIAL CONSTRUCTION															
SC-01	Provide Silt Fence	LF	650	\$ 6.00	\$ 3,900.00	\$ 3.50	\$ 2,275.00	\$ 6.06	\$ 3,939.00	\$ 3.00	\$ 1,950.00	\$ 4.00	\$ 2,600.00	\$ 5.00	\$ 3,250.00
SC-02	Inlet Protection Type D	EA	4	\$ 133.00	\$ 532.00	\$ 200.00	\$ 800.00	\$ 151.50	\$ 606.00	\$ 100.00	\$ 400.00	\$ 120.00	\$ 480.00	\$ 250.00	\$ 1,000.00
SC-03	Provide Sediment Logs	LF	200	\$ 23.00	\$ 4,600.00	\$ 6.00	\$ 1,200.00	\$ 20.20	\$ 4,040.00	\$ 12.00	\$ 2,400.00	\$ 10.00	\$ 2,000.00	\$ 10.00	\$ 2,000.00
SC-04	Traffic Control	LS	1	\$ 14,231.00	\$ 14,231.00	\$ 12,000.00	\$ 12,000.00	\$ 4,545.00	\$ 4,545.00	\$ 4,000.00	\$ 4,000.00	\$ 50,000.00	\$ 50,000.00	\$ 10,000.00	\$ 10,000.00
BID TOTALS					\$ 293,785.00		\$ 393,495.00		\$ 449,906.50		\$ 452,610.00		\$ 712,760.00		\$ 765,950.00

Attachment: 2019 1205 CE_19-14 Bid Tab (8991 : Consideration and possible action on award of Contract 19-14 Ashwaub Creek Intercept



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Eric Rakers

SUBJECT: Consideration and possible action on Charles Street Interceptor Upgrade Agreement between the City of De Pere, Town of Ledgeview, Ledgeview Sanitary District No. 2, and the Green Bay Metropolitan Sewerage District*

ATTACHMENTS:

- GBMSD Charles Street Interceptor Agreement (PDF)
- Complete Agreement 12-2-2019 (PDF)

CITY OF DE PERE MEMO



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

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

Date: December 9, 2019

RE: **Consideration and possible action on Charles Street Interceptor Upgrade Agreement between the City of De Pere, Town of Ledgeview, Ledgeview Sanitary District No. 2, and the Green Bay Metropolitan Sewerage District***

De Pere and Ledgeview have allocated capacity in the Charles Street Interceptor (CSI) which flows from Webster Street to the Green Bay Metropolitan Sewerage District (GBMSD) Northeast Interceptor along the Fox River. The CSI surcharged in December of 2015 due to a heavy rain event and inflow and infiltration into the City's and Town's sewer collection systems. Due to the surcharge event and proposed development in De Pere and Ledgeview, CSI had to be upgraded. GBMSD reconstructed the CSI in 2018. The City and Ledgeview are responsible to purchase the additional capacity only. The additional capacity was determined based on software models for future flow and higher inflow and infiltration than anticipated.

De Pere will pay GBMSD an Interceptor Cost Recovery Charge for new capacity they are allocated in the Charles Street Interceptor as a result of the upgrade as follows:

- De Pere cost for additional allocation at Interceptor segment CSI-019 to CSI-015: \$18,845.81
- De Pere cost for additional allocation at Interceptor segment CSI-015 to CSI-005: \$35,110.06
\$54,055.87

These costs are based on the City being allocated an additional flow of 1.18 cfs (cubic feet per second).

The costs for the Charles Street Interceptor were included in the 2018 budget along with the Swan Road Interceptor costs (\$535,000 total). These costs were carried over in the Sewage Revenue Fund.

Staff recommends approval of the agreement.

CHARLES STREET INTERCEPTOR UPGRADE AGREEMENT 2020

THIS CHARLES STREET INTERCEPTOR UPGRADE AGREEMENT 2020, is made and entered this ____ day of _____, 2020, by and among **THE GREEN BAY METROPOLITAN SEWERAGE DISTRICT** (“GBMSD”), **THE CITY OF DE PERE** (“De Pere”), **THE TOWN OF LEDGEVIEW**, and **LEDGEVIEW SANITARY DISTRICT NO. 2** (collectively, “Ledgeview”).

BACKGROUND OF THIS AGREEMENT

- A. GBMSD is a metropolitan sewerage district organized under Chapter 200, Wisconsin Statutes. De Pere and Ledgeview are municipalities who are members of GBMSD.
- B. De Pere and Ledgeview both have allocated capacity in the Swan Road Interceptor, which includes the East River lift station and associated forcemains, the Swan Road Extension, the Charles Street Interceptor, and the Northeast Interceptor, which are owned and operated by GBMSD.
- C. Development in De Pere, Ledgeview, and potentially other areas within GBMSD’s jurisdiction require an upgrade of the Charles Street Interceptor. The need for additional capacity in the Charles Street Interceptor is based on additional flow projections as stated in Donohue & Associates, Inc. Technical Memorandum No. 1 Alternatives Analysis Charles Street Interceptor Improvements dated November 20, 2017 and revised July 18, 2019.
- D. The parties previously agreed that GBMSD would construct an extension of the Swan Road Interceptor (“Swan Road Extension”) and that De Pere and Ledgeview would purchase additional capacity in the Swan Road Extension, from the Swan Road Interceptor and downstream interceptor segments from GBMSD upon completion of the Swan Road Extension and the upgrade of the Charles Street Interceptor.

E. GBMSD upgraded the Charles Street Interceptor in 2018.

NOW, THEREFORE, the parties agree as follows:

1. Acknowledgment of Current Allocated Capacities. Based on previous agreements, including, but not limited to the De Pere/GBMSD East Side Sewer Improvement Agreement 1997 (“East Side Sewer Agreement”) and the Annexation and Consolidation Agreement between GBMSD and De Pere dated August 29, 2007, the parties acknowledge that the attached **Exhibit A** accurately summarizes the allocated capacities in the segments of the Charles Street Interceptor as of the date of this Agreement.
2. Construction of Upgrades to Charles Street Interceptor. GBMSD shall design and construct upgrades to the Charles Street Interceptor, which will increase capacity of the Charles Street Interceptor to accommodate development in De Pere, Ledgeview and potentially other areas within GBMSD’s jurisdiction (“Upgrade Project”). The Upgrade Project was completed in 2018.
3. Allocation of Capacity in the Charles Street Interceptor. Upon completion of the Upgrade Project, GBMSD shall allocate capacity in the Charles Street Interceptor to De Pere and Ledgeview as shown on attached **Exhibit B**. The Upgrade Project is based on additional flows projection as stated in Donohue & Associates, Inc. Technical Memorandum No. 1 Alternatives Analysis Charles Street Interceptor Improvements dated November 20, 2017 and revised July 18, 2019, which in turn is based on information provided by De Pere and Ledgeview for the area shown on attached **Exhibit C**. The mapped area in **Exhibit C** is strictly a projection of potential future development, which is subject to change based upon the actual future development needs in the area. Any changes to the projected development reflected in **Exhibit C** shall require GBMSD’s approval.

4. Payment by De Pere and Ledgeview for Interceptor Cost Recovery Charge.

Pursuant to Sec. 5.02 of GBMSD's Sewer Use Ordinance, De Pere and Ledgeview shall pay GBMSD an Interceptor Cost Recovery Charge for new capacity they are allocated in the Charles Street Interceptor as a result of the Upgrade Project as noted on **Exhibit B**. The amount of the payments shall be calculated and paid according to the provisions of GBMSD's Sewer Use Ordinance.

5. Allocation and Payment for Swan Road Extension and Downstream Segments of Swan Road Interceptor. Upon completion of the Upgrade Project, GBMSD shall allocate capacity in the Swan Road Extension and downstream segments of the Swan Road Interceptor to De Pere and Ledgeview as provided in paragraph 3 of the Swan Road Extension Agreement 2017. De Pere and Ledgeview shall pay GBMSD for the additional allocated capacity as provided by paragraphs 4 and 5 of the Swan Road Extension Agreement 2017 pursuant to terms provided by Section 5.02 of GBMSD's Sewer Use Ordinance.

6. Notice. Any notice required under this Agreement shall be delivered personally or sent by certified mail, return receipt requested, to the parties at their addresses set forth below. Any party may by written notice at any time designate a different address to which notices shall be subsequently sent. Notices given by certified mail, return receipt requested, shall be deemed received when mailed:

To GBMSD:

Executive Director
Green Bay Metropolitan Sewerage District
2231 North Quincy Street
Green Bay, WI 54302

To De Pere:

Mayor
City of De Pere
335 South Broadway
De Pere, WI 54115

To Ledgeview:

Town Chairman
Town of Ledgeview
3700 Dickinson Road
De Pere, WI 54115

7. Other Agreements. Except as provided herein, the terms and conditions of all other agreements among the parties shall remain in full force and effect.
8. Governing Law. This Agreement shall be construed and interpreted according to the laws of the State of Wisconsin.
9. Amendment and Modification. This Agreement may only be amended or modified by written agreements executed by all parties to the Agreement.
10. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

(Signatures Contained on Following Page)

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date set forth above.

THE GREEN BAY METROPOLITAN
SEWERAGE DISTRICT

By: _____
Its: _____
Name: _____

THE CITY OF DE PERE

By: _____
Its: _____
Name: _____

THE TOWN OF LEDGEVIEW

By: _____
Its: _____
Name: _____

LEDGEVIEW SANITARY DISTRICT NO. 2

By: _____
Its: _____
Name: _____

Charles Street Interceptor Upgrades Projects

Existing Allocations - March 14, 2018, Revised November 26, 2019

EXHIBIT A

Interceptor Segment		City of De Pere Existing Allocation (cfs)	Town of Ledgeview Existing Allocation (cfs)
Upstream MH	Downstream MH		
CSI-019	CSI-015	2.48 ¹	4.82 ³
CSI-015	CSI-005	2.66 ²	4.82 ³

- 1 2.00 cfs from ERLS (Exhibit B from SRI Extension Agreement 2017, Swan Road Interceptor - FM 2.58 cfs with 4.0 peaking factor, 2.00 cfs with 3.1 reduced peaking factor) + 96 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 2.48 cfs
- 2 2.48 cfs (from Note 1) + 36 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 2.66 cfs
- 3 4.82 cfs, with reduced peaking factor, allocated in Exhibit C from the Ledgeview/GBMSD East Side Sewer Improvement Agreement, 1997 and Exhibit B from the SRI Extension Agreement 2017

DRAFT

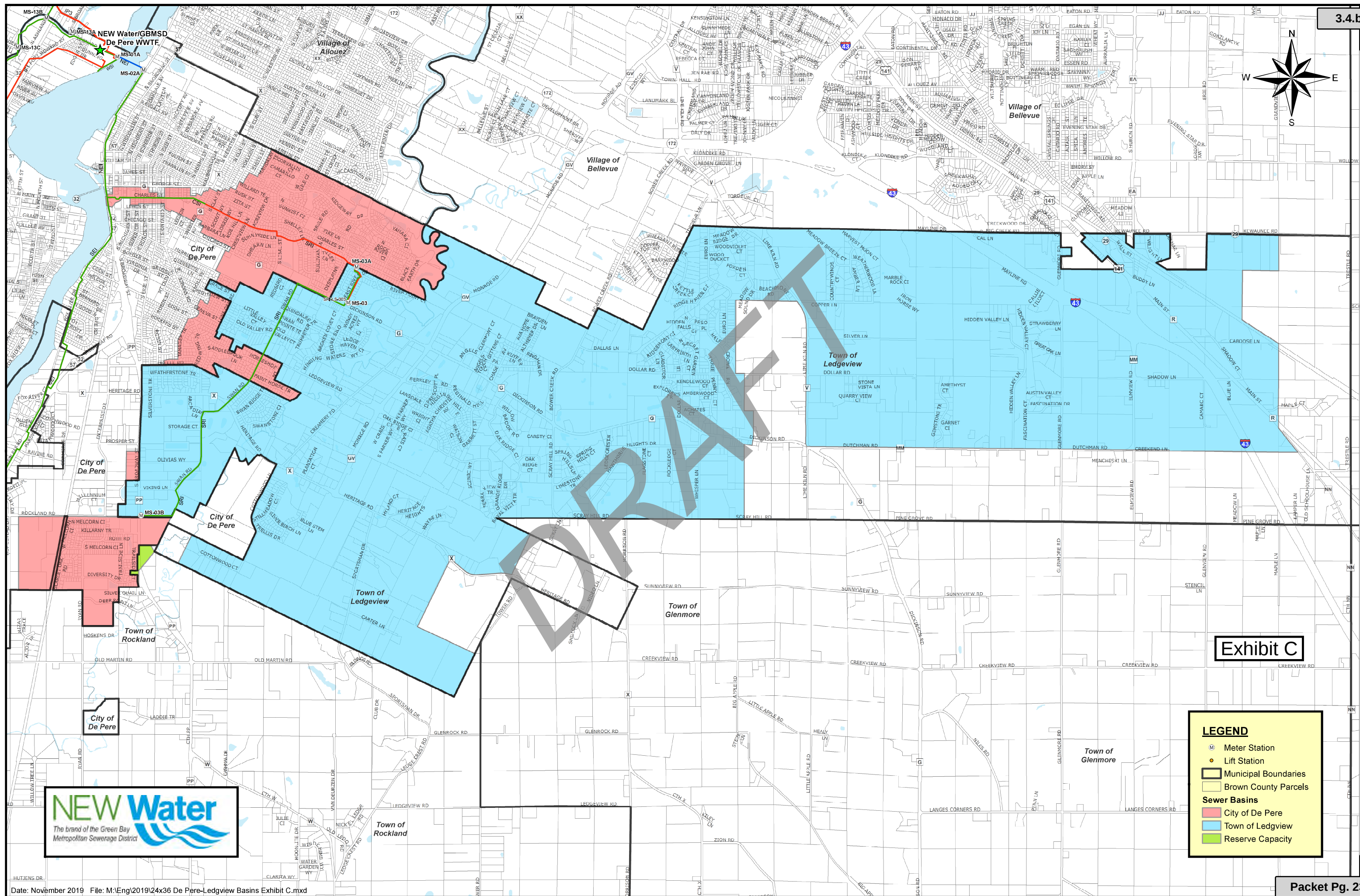
Charles Street Interceptor Upgrades Projects

Estimated Allocations and Costs Based on Calibrated Model and Future Flows (Updated July 26, 2017, January 30, 2018, March 14, 2018, April 19, 2018, July 24, 2018, December 27, 2018, June 6, 2019, November 26, 2019)

Interceptor Segment		Pipe Information			City of De Pere			Town of Ledgeview					Estimated Costs			
Upstream MH	Downstream MH	Proposed Pipe Size (inches)	Proposed Design Flow (cfs) Peak Flow Method	Estimated Construction Costs	City of De Pere Existing Allocation (cfs)	City of De Pere Proposed Allocation (cfs) ⁸	City of De Pere Additional Allocation (cfs)	Town of Ledgeview Existing Allocation (cfs)	Town of Ledgeview Proposed Allocation (cfs) ⁸	Town of Ledgeview Additional Allocation (cfs)	Proposed NEW Water Reserve Capacity ⁴	Cost Per CFS	City of De Pere Cost for Additional Allocation	Town of Ledgeview Cost for Additional Allocation	NEW Water Cost for Reserve Capacity	NEW Water Cost for Previously Allocated Capacity
CSI-019	CSI-015	24	15.29	\$245,492.73	2.48 ¹	3.66 ⁵	1.18	4.82 ³	11.61 ⁷	6.79	0.02	\$16,055.77	\$18,945.81	\$109,018.68	\$321.12	\$117,207.1
CSI-015	CSI-005	24	15.47	\$460,298.87	2.66 ²	3.84 ⁶	1.18	4.82 ³	11.61 ⁷	6.79	0.02	\$29,754.29	\$35,110.06	\$202,031.63	\$595.09	\$222,562.0
Total Estimated Cost for CSI:				\$705,791.60	Subtotal:											
					Total:											
					\$705,791.60											

- 12.00 cfs from ERLS (Exhibit B from SRI Extension Agreement 2017, Swan Road Interceptor - FM, 2.58 cfs with 4.0 peaking factor, 2.00 cfs with 3.1 reduced peaking factor) + 96 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 2.48 cfs
- 22.48 cfs (from Note 1) + 36 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 2.66 cfs
- 34.82 cfs, with reduced peaking factor, allocated in Exhibit C from the Ledgeview/GBMSD East Side Sewer Improvement Agreement, 1997 and Exhibit B from the SRI Extension Agreement 2017
- 49 acres in Reserve Area x 0.0032 cfs/acre = 0.03 cfs x 3.28/4.0 (Reduced Peaking Factor) = 0.02 cfs The area for this was changed based on April 2018 City of De Pere annexation of a portion of the Town of Rockland
- 52.60 cfs existing peak flow according to model + 0.71 cfs future flow x 3.28/4.0 (reduced peaking factor) = 3.18 cfs + 96 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 3.66 cfs
- 63.66 cfs (from Note 5) +36 acres x 0.005 cfs/acre (no reduced peaking factor because older section of City) = 3.84 cfs
- 76.30 cfs existing peak flow according to model + 6.47 cfs future flow x 3.28/4.0 (reduced peaking factor) = 11.61 cfs
- 8The proposed allocations are based on Technical Memorandum No. 1 Alternatives Analysis Charles Street Interceptor Improvements dated November 20, 2017 and revised July 18, 2019. This flow is calculated differently than traditional area x flow rate methods. Based on the Tech Memo, higher flow rates for existing development were found using flow monitoring. The model was calibrated using flow monitoring information and was used to determine existing flows and project flows for the future. A map (Exhibit C) has been included to show the projected service areas.

Total Cost for CSI	\$114,890	Design Services and Service Area Study
	\$539,485	Construction Costs
+	\$51,417	Construction Services
	\$705,792	Project Total





City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Eric Rakers

SUBJECT: Consideration and possible action on updates to the 2020 General Conditions and Standard Specifications

ATTACHMENTS:

- 2019 1209 CE_BOPW_2020_Specification_Updates (PDF)
- 2020 Standard Specifications Updates (PDF)

CITY OF DE PERE MEMO



To: Honorable Mayor Walsh
Members of the Board of Public Works
From: Eric Rakers, P.E., City Engineer
Date: December 9, 2019

RE: **Consider Updates to 2020 General Conditions and Standard Specifications**

Listed in this memo are proposed updates to the City of De Pere's 2020 General Conditions and Standard Specifications. Specifications need to be updated on a regular basis to accommodate changes in the industry, as well as improving the clarity of the documents. The last update was completed in December 2018. There are several changes to the document. Listed below is a summary of the major changes to the specifications.

Section 31 05 10 – Soils and Aggregates for Earthwork

- 1) Under Section 2.2, Engineered Soils and Aggregates (Soil Class C) or Crushed Concrete
 - a. Under Section A, deleted items 9 and 10.
 - b. Under Section A, inserted:

"9. Crushed concrete shall meet the following requirements:

 - a. Be 90% free of steel reinforcement.
 - b. Contain less than 10% asphaltic pavement, surfacing, or base.
 - c. Be from a City project or a sourced approved by the Engineer."

Section 31 23 33 – Trenching, Backfilling & Compacting

- 1) Under Section 3.4, Trench Backfilling and Compaction
 - a. Under Section F, item 2, replace 93% with 95%.
- 2) Under Section 3.5, Surface Restoration
 - a. Under Section B, item 2, replace 93% with 95%.

Section 32 01 17 – Crack and Joint Sealing

- 1) Under Section 2.1, Materials
 - a. Rewrite Section B to specify, "The Material shall be as manufactured by HI-SPEC, CRAFTCO, or equal."

Section 32 13 13 – Portland Cement Concrete Pavement

- 1) Under section 1.3, Submittals
 - a. Rewrite Item 3 to specify, "Provide delivery tickets for each truck at the time of pour."

Section 33 11 00 – Water Distribution Systems

- 1) Under Section 2.2, Fire Hydrants
 - a. Under Section M, Delete item 1 and insert: “1. Class AA – Blue Caps M4137 Hydrant National Blue.”
 - b. Delete Item P and insert, “Hydrant markers shall consist of a five (5) foot long 3/8 inch diameter fiberglass shaft attached to a heavy duty MIL SPEC zinc plated carbon steel spring mount with a flat bracket. The shaft shall be completely wrapped with alternating six (6) inch wide reflective tape strips so that there will be no exposed fiberglass. The reflective tape color shall match the hydrant cap color. Complete assembly shall be corrosion and UV resistant. Flat mounting bracket shall fit onto the 5/8-inch hydrant bolt.”
- 2) Under Section 2.3, Valves
 - a. Under Section C, item 11, delete “Waterous” and insert “ American Flow Control/Waterous”
- 3) Under Section 2.6, Water Services
 - a. Under Section E, Item 2, insert “with nut for tracer wire.”
 - b. Under Section E, Item 6, delete “56055” and insert “560SS”
 - c. Under Section E, Item 7, “with a 6-foot to 8-foot adjustment range” at the end of the sentence.
- 4) Under Section 2.12, Thrust Restraints
 - a. Under Section A, Item 2 , insert “C. Sigma One-Lok”
- 5) Under Section 3.2, Thrust Restraints
 - a. Under Section B, Item 1, delete the table and insert:

Restrained/Tied Pipe Length Chart Minimum Length Requiring Restraints					
Fitting Type	6 inch	8 inch	10 inch	12 inch	16 inch
11.25° Bend	10	10	10	10	10
22.5° Bend	10	10	10	10	10
30° Bend	10	10	10	10	10
45° Bend	10	10	10	10	10
60° Bend	10	20	20	20	20
90° Bend*	20	20	30	40	40

Restrained/Tied Pipe Length Chart Minimum Length Requiring Restraints					
Tee (Side Tied)	20	20	30	40	40
Stubs or Dead Ends	20	20	30	40	50
Cross with Plugged End	20	20	30	40	40
Valve at End of Line	20	20	30	40	40

*Use of 90° Bends Require Engineer's Approval

- 6) Under Section 3.3, Hydrants
 - a. Delete Section C and insert "C. Set to grade with breakaway flange not more than 2 inches above or below the grade established by the engineer."
- 7) Under Section 3.9, Water Services
 - a. Under Section D, Insert "7. Provide valve box adapter around curb box if located within concrete."

Standard Detail Updates

- 1) C-6 – Updated details to match WisDOT transverse joint details.
- 2) C-7 – Updated details to match WisDOT longitudinal joint details.
- 3) P-3 – Add the following notes:
 - "Notes:
 - 1. Install Reinforcement per Specifications."
- 4) S-7 – Updated detail to have services extended to the utility easement for new construction. Added the installation of 50 feet of coiled water service at end of the utility easement.
- 5) TW-2 – Updated the detail to show the 50 feet of coiled water service with tracer wire up to the utility easement for new construction.

CITY OF DE PERE



DEPARTMENT OF PUBLIC WORKS

2020 STANDARD SPECIFICATIONS

December 9, 2019

2020 Specifications

City of De Pere

2.2 ENGINEERED SOILS AND AGGREGATES (SOIL CLASS C) OR CRUSHED CONCRETE

A. General

1. Stone shall be hard, durable, granular material of uniform quality resulting from crushed rock or crushed bank run sand and gravel.
2. Material shall be free from clay lump, organic matter, shale, excess, elongated or flat pieces, and other deleterious substances.
3. Forty-five percent of the particles retained on a No. 4 sieve shall have at least fractured face.
4. Wear shall not exceed 50 percent.
5. Loss due to sulfate soundness test shall not exceed 18 percent by weight.
6. Total moisture content shall not exceed 7 percent unless approved by the Engineer to obtain the optimum moisture content for compaction. The optimum moisture content will be determined based on the soil testing.
7. Filler for blending shall have a maximum liquid limit of 25 percent and a maximum plasticity index of 6.
8. Material shall not be frozen.

9. Crushed concrete shall meet the following requirements:

a. ~~b~~Be 90% free of steel reinforcement.

b. Contain less than 10% asphaltic pavement, surfacing, or base.

~~9-c.~~ Be from a City project or a source approved by the Engineer.

~~10. Crushed concrete shall contain less than 10% asphaltic pavement, surfacing, or base.~~

B. Gradation

1. Soil Class C-1 (Crushed Stone or Concrete) – 1 ¼" Crushed Aggregate Base Course

Sieve Size	% Passing by Weight
1 ¼-inch	95-100
¾-inch	70-93
¾-inch	42-80
No. 4	25-63
No. 10	16-48
No. 40	8-28
No. 200	2-12

2. Soil Class C-2 (Crushed Stone or Concrete) – ¾" Crushed Aggregate Base Course

Sieve Size	% Passing by Weight
1-inch	100
¾-inch	95-100
¾-inch	50-90
No. 4	35-70
No. 10	15-55
No. 40	10-35

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2020 Specifications

City of De Pere

G. Portable Trench Shoe Shield (Shoe)

1. A shield may be used with the following restrictions.
 - a. Construct as required by State or Federal authority.
 - b. Do not exceed trench limits.
 - c. Do not disturb or alter pipe and bedding.

H. Rock Removal

1. Remove and dispose of rock in accordance to Section "Rock Removal".

3.4 TRENCH BACKFILLING AND COMPACTION

A. Provide pipe foundation material below the bedding as directed by the Engineer.

B. Notify Engineer of poor soils below the foundation and/or the pipe bedding.

C. Provide pipe embedment as required for the type of pipe installed per the appropriate Section.

D. Granular backfill shall be installed as follows unless specified otherwise on the Plans:

1. One foot beyond the limits of existing or proposed pavements, driveways, and sidewalks.
2. Ten feet beyond the limits of the railroad tracks.
3. The vertical limits shall be to the existing or proposed subgrade.

E. Native backfill may be used at locations not identified in D.

F. Backfill Compaction

1. Compact trenches using mechanical compaction methods.
2. Compact backfill in layers not exceeding 18 inches to the following densities:

Material Type	Density Requirement
Native Material	Equal to adjacent undisturbed material
Granular Backfill	Minimum of 93 95% of the Modified Proctor Density

G. Provide select backfill material as directed by the Engineer or as specified elsewhere.

H. Backfill trench to last pipe joint (not to exceed 10 feet) at the end of each work day.

1. Backfill during nights, weekends and when no work is in progress.
2. Take measures to protect work site.

3.5 SURFACE RESTORATION

2020 Specifications

City of De Pere

- A. Remove surplus material (earth, rubbish, construction material, etc.) and restore areas affected by construction activities.
- B. Restore roads, streets, and highways meeting the following provision:
 - 1. Shape subgrade and grade for installation of required base course and pavement.
 - 2. Install base course to final pavement grade, compacted to ~~93~~95% Modified Proctor density and fine graded.
 - 3. Maintain base course surface grade and control dust until paving is completed.
 - 4. If paving is by others, provide maintenance of the base course for the period of 6 months from the date of Substantial Completion.
- C. Restore the following surfaces to the thickness stated on the drawings or, if not stated on the drawings, then restored to the thickness of the existing surface or to the minimum thickness stated as follows, whichever is better.
 - 1. Portland Cement Concrete Pavement: 8 inch thickness
 - 2. Asphaltic Concrete Pavement: 4 inch thickness
 - 3. Base Course:
 - a. For a concrete street: 8 inch thickness
 - b. For an asphaltic concrete street: 15 inch thickness
 - 4. Unpaved Roads: 15-inch thickness
 - 5. Curb and Gutter:
 - a. Curb and gutter to match existing style and size
 - b. Minimum 6 inch aggregate base
 - 6. Sidewalk:
 - a. Minimum Sidewalk Thickness: 4 inches
 - b. Minimum alley thickness: 8 inches
 - c. Minimum 4 inch aggregate base
 - 7. Driveways and Parking Lots:
 - a. Concrete: thickness – 6 inches
 - b. Asphaltic Concrete: Minimum Thickness – 3 inches
 - c. Minimum 6 inch aggregate base
 - 8. Landscaping:
 - a. Perform as defined in section “Turf and Grasses”.
- D. Make restitution to the Owner of trees and shrubs damaged during construction.

END OF SECTION

SECTION 32 01 17

CRACK AND JOINT SEALING

PART 1 – GENERAL

1.1 SUMMARY

A. Section Includes

1. Base Preparation – Asphalt and Concrete Pavements
2. Placing and Finishing
3. Traffic Control
4. Clean-up

1.2 REFERENCES

A. American Society for Testing and Materials (ASTM):

1. D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

1.3 SUBMITTALS

- A. Submit manufacturer's certification that materials delivered comply with the requirements of this section and the referenced standard.
- B. Submit daily copy of the amount of material of joint sealant delivered and placed.
- C. Submit material manufacturer's recommended melting procedures.

PART 2 – PRODUCTS

2.1 MATERIALS

- A. The material shall be hot pour elastic type. This material shall conform to the requirements of the Specification of Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements, ASTM D6690.

- B. The material shall be as a manufactured by HI-SPEC, CRAFCO, or equal.

2020 Specifications

City of De Pere

3. Provide delivery tickets for each ~~truck at the time of pour, batch in accordance with ASTM C94.~~
 - a. Delivery tickets are not required for job-mixed concrete.

C. Samples

1. Provide all material samples needed for the required testing.
2. The Engineer will create and test concrete cylinders.

1.4 QUALITY ASSURANCE/QUALITY MANAGEMENT PLAN

A. General Requirements

1. Provide a Quality Management Plan (QMP) conforming to the WisDOT State Specifications based on the size of the project.
2. Small Quantity projects for class I is defined as follows:
 - a. Less than 150 cubic yards of structure concrete placed under a single bid item.
 - b. Less than 2500 cubic yards of slip-formed pavement placed using a single mix design.
 - c. Less than 1000 cubic yards of non-slipped formed pavement placed using a single mix design.

B. Small Quantity Project Requirements

1. Installation testing to be completed by the Owner includes the following:
 - a. Slump
 - b. Air-entrainment
 - c. Compressive strength test
2. Other testing per the WisDOT State Specification Sections 415 is to be completed by the Contractor including:
 - a. Probing method for depth on slipped form pavement per Section 415.3.16.4.2.
 - b. Surface Testing and Correction per 415.3.10.
3. Submit an abbreviated QMP per the WisDOT State Specification Sections 710.2.2 (2) and (3) and 710.2.
 - a. Eliminate sections regarding measurement and payment and incentive and disincentive based on the results.
4. Additional tests may be conducted by the Contractor for those conducted by the Owner.

2020 Specifications

City of De Pere

- G. Hydrant shall be designed to accept barrel extensions.
- H. Hydrant bolts and nuts shall be 304 stainless steel with anti-seize mechanism.
- I. Nozzles
 - 1. Provide three-way design with one 4 ½” NST pumper nozzle and two 2 1/2” NST hose nozzles.
 - 2. Provide nozzle caps with nut the same size as the operating nut and chain.
- J. Bury depth shall be 6.5 feet measured to the nearest ½ foot from the bottom of the connecting pipe to the ground line of the hydrant.
- K. Inlet connection shall be 6 inch mechanical joint with 304 stainless steel bolts and nuts with anti-seize mechanism.
- L. The hydrant top section shall be painted the color yellow, excluding the caps.
- M. The caps on the hydrant shall be painted per NFPA Standard 291, based on available fire flows as determined by the Engineer and shown on the plans.
 - 1. Class AA – ~~Light Blue~~ Caps M4137 Hydrant National Blue – Rated capacity of 1500 gpm or greater
 - 2. Class A –Green – Rated capacity of 1000-1499 gpm
 - 3. Class B –Orange – Rated capacity of 500-999 gpm
 - 4. Class C –Red – Rated capacity of less than 500 gpm
- N. Hydrant to have a 16” break-off section.
- O. 1 ½” pentagon operating nut to open left.
- P. Hydrant markers ~~will shall~~ consist of a five (5) ~~feet-foot~~ long 3/8 inch diameter fiberglass shaft attached to a heavy duty MIL SPEC zinc plated with chrome plated carbon steel spring mount ~~for flexibility with a flat bracket~~. The shaft ~~will shall be completely wrapped with have~~ alternating six (6) inch wide ~~red and white~~ reflective striping tape strips so that there will be no exposed fiberglass. The reflective tape color shall match the hydrant cap color. Complete assembly shall be corrosion and UV resistant. Flat mounting bracket shall fit onto the 5/8-inch hydrant bolt.
- Q. Acceptable Manufacturers:
 - 1. Mueller A-423
 - 2. Waterous WB67250

2.3 VALVES

- A. General
 - 1. Valves shall be for buried service.
 - 2. Valve ends shall be push-on or mechanical joint for buried service.

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2020 Specifications

City of De Pere

6. Tapping valves shall have one end flanged with alignment lip to attach tapping sleeve, and the other end with a special flange to attach the drilling machine and adaptor.
7. Test Plugs:
 - a. The valve bonnet shall be provided with a ½ or 3/8 inch diameter threaded, solid, malleable or cast iron test plug.
8. Stem Seal:
 - a. The valve stem seal shall be O-rings. The compound shall be of Buna N or NBR rubber and have a durometer hardness of 70 +/- 5 when tested in accordance with ASTM Designation D-2240.
9. Operating Nut:
 - a. The valve shall be equipped with a standard 2 inch square operating nut with cast-on directional arrow.
 - b. Valve to open counter clockwise.
10. Valves will be fitted with a three (3) foot long diversified fabricators extension stem or equal.
11. Acceptable Manufacturers:
 - a. Mueller
 - b. Kennedy
 - c. ~~Waterous~~ American Flow Control/Waterous
 - d. Clow

D. Valve Boxes

1. Cast iron, three-piece screw type, 5 ¼ inch shaft, round or oval base sized for valve.
2. Threads shall be cast into top and bottom sections.
3. Cover shall be anti-rattle type mark with the word "water" on top.
4. Acceptable Manufacturers:
 - a. Tyler 6860DD
 - b. Bingham Taylor

2.4 POLYETHYLENE ENCASEMENT FOR DUCTILE IRON PIPE AND FITTINGS

A. Conform to requirements of AWWA C105.

B. Type: I

C. Class: "A" (natural color) or "C" (black).

D. Grade: "E-1"

E. Thickness: 8 mils

2.5 WATER MAIN

A. Pipe material and size shall be stated in the Proposal and shown in the Drawings.

2020 Specifications

City of De Pere

D. Tapping or Service Saddles

1. Stainless steel double strap designed for ductile iron pipe.
2. Full circumference wide band stainless steel double bolt designed for PVC pipe.
3. Required for PVC service taps and taps over 1" in diameter for ductile iron pipe.
4. All taps shall be made with a Rockwell 372, Romac, or equal service saddle.

E. Curb Boxes

1. Minneapolis pattern.
2. Cast iron lid with a 1 ¼" threaded brass pentagon plug and the work "Water" on top in raised letters with nut for trace wire.
3. Upper section shall be a minimum 1 ¼" I.D. steel pipe.
4. Base section shall be a minimum 1 ¼" I.D. cast iron.
5. The casting shall be thoroughly coated with bituminous pitch varnish or pipe dip.
6. Provide a McDonald ~~566055~~ 5660SS 48 inch stationary Type 304 Stainless Steel curb box rod.
7. Length shall be 7 foot bury with a 6 to 8 foot adjustment range.
8. Acceptable Manufacturers:
 - a. Mueller H-10300
 - b. Ford EM2-60-57
 - c. McDonald 5614

2.7 TRACER WIRE

A. Wire for Water Main Construction.

1. #10 AWG solid, 21% conductivity annealed copper-clad high carbon steel extra high strength wire.
2. 1150 lbs. average tensile break load.
3. 30 mil high molecular weight high density blue polyethylene jacket, 30 volt rating.

2.8 TRACER WIRE ACCESS BOX

A. Provide access box device in accordance with the following:

1. The covered access device (tracer wire access box) shall have:
 - a. Two pieces to allow for telescoping action adjustment and for frost control.
 - b. Top piece to extend below ground a minimum of 12 inches.
 - c. 2 ½ inch minimum diameter extension from the top piece of the access box to the top of the sewer pipe.
 - d. Lid to be heavy cast iron manufactured in accordance with ASTM A48 Class 25. The top of the lid to be permanently engraved with "WATER" by the manufacturer. The lid is to be furnished with a means of locking the lid such as a standard lockable pentagonal bolt head. Lid to be furnished with connection holes where the tracer wire is to be connected with stainless steel terminal bolts.

2020 Specifications

City of De Pere

2.10 INSULATION BOARD

- A. Extruded polystyrene conforming to ASTM C578, Type IV.
- B. Each board shall be 2 inches thick x 4 feet wide x 8 feet long.

2.11 PIPE EMBEDMENT MATERIAL

- A. Soil Class A-7 - $\frac{3}{4}$ " or A-8- $\frac{3}{8}$ " crushed rock per section "Soils and Aggregates for Earthwork."
- B. Soil Class G-2 - "Clean earth fill per section "Soils and Aggregates for Earthwork."
- C. Sand or engineer approved material for steel casing void.

2.12 THRUST RESTRAINTS

A. Mechanical Restraints

- 1. Ductile Iron Pipe and Fittings:
 - a. Megalug Series 1100 follower gland or equal for mechanical joint restraints.
 - b. Clow "Super Lock," American "Lok-Ring" or U.S. Pipe "TR Flex" for push-on joint restraint.
- 2. Polyvinyl Chloride (PVC) Pipe:
 - a. Megalug Series 2000 PV restraint gland or equal for mechanical joint restraint.
 - b. EBAA Iron, Inc. Series 1600 for AWWA C-900 pipe push-on joint restraint and EBAA Iron, Inc. Series 2800 for AWWA C-905 pipe push-on joint restraint, or equal.
- 3. Alpha™ ends may be used in lieu of a mechanical restraint.
- 4. Polyvinyl Chloride (PVC) Pipe:
 - c. Megalug Series 2000 PV restraint gland or equal for mechanical joint restraint.
 - d. EBAA Iron, Inc. Series 1600 for AWWA C-900 pipe push-on joint restraint and EBAA Iron, Inc. Series 2800 for AWWA C-905 pipe push-on joint restraint, or equal.

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B. Concrete Thrust Blocks

- 1. Ready-mixed concrete conforming to the following:

Class	28-day Compressive Strength (PSI)	Max. Size Coarse Aggregate	Min. Cement Content (Bags/CY)	Air Content (%)	Slump
B	3000	1 ½ Inch	4.75	6 +/-1	3 to 4 Inch

- 2. Job-mixed concrete is permitted for amounts one cubic yard or less and shall meet the same material and strength requirements as ready-mixed concrete.

2020 Specifications

City of De Pere

Restrained/Tied Pipe Length Chart Minimum Length Requiring Restraints					
Fitting Type	6 inch	8 inch	10 inch	12 inch	<u>16 inch</u>
11.25° Bend	10	10	10	10	<u>10</u>
22.5° Bend	10	10	10	10	<u>10</u>
30° Bend	10	10	10	10	<u>10</u>
45° Bend	10	10	10	10	<u>10</u>
60° Bend	10	20	20	20	<u>20</u>
90° Bend*	20	20	30	40	<u>40</u>
Restrained/Tied Pipe Length Chart Minimum Length Requiring Restraints					
Tee (Side Tied)	20	20	30	40	<u>40</u>
Stubs or Dead Ends	20	20	30	40	<u>50</u>
Cross with Plugged End	20	20	30	40	<u>40</u>
Valve at End of Line	20	20	30	40	<u>40</u>
*Use of 90° Bends requires Engineer Approval					

2. Where grade changes are made in the line by means of bends, secure the top bends by mechanical restraints and secure the bottom bends by means of poured in-place concrete thrust blocks and provide mechanical restraints within a pipe length of 30' of the joint.

- C. Install mechanical restraints in accordance with the manufacturer's recommendations. Use a torque limiting twist off nut without the need for a torque wrench to insure proper actuation of the restraint wedge.
- D. Encase mechanical restraints, associated materials, and the restrained pipe with polyethylene. Encasements are to extend five (5) feet beyond restraint.
- E. Restrain hydrants with mechanical restraints or with tie rods connecting all joints between the hydrant and the main line.

3.3 HYDRANTS

- A. Install where shown on the Drawings in accordance with AWWA C600.
- B. Install hydrants plumb with the nozzles parallel with or at right angles to the road as determined by the Owner.
- C. Set to grade with breakaway flange not more than 2 inches above or below the ~~established~~ grade established by the Engineer.
- D. Provide drainage at the base of the hydrant placing crushed rock pipe bedding material.

2020 Specifications

City of De Pere

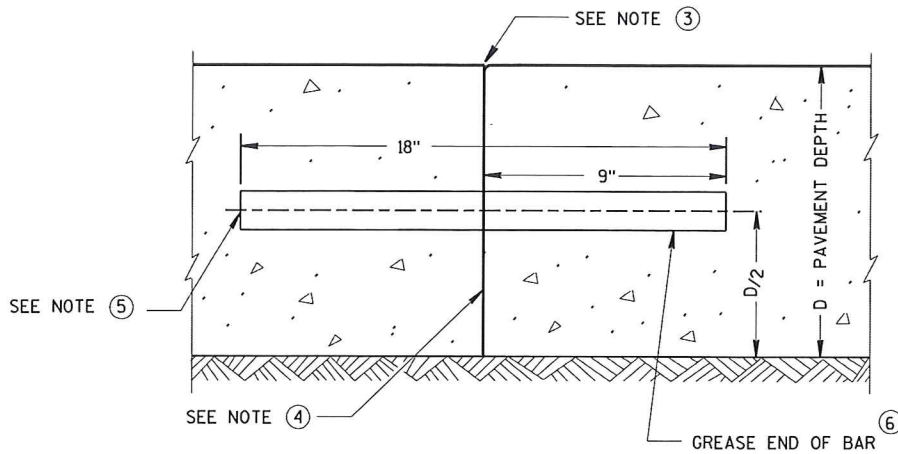
- C. Install service pipe with horizontal curve from the service connection back to the straight trench to the property line.
- D. Install curb stops at the property or as shown on the Drawings.
 - 1. Provide curb box centered over the operating nut of the valve.
 - 2. Provide shut-off extension rod on the curb stop valve operator.
 - 3. Provide a stainless steel bolt and locking nut to connect the curb stop to the stainless steel curb box rod.
 - 4. Top of the curb box shall be adjusted flush with the finished grade.
 - 5. Mark the location with a treated four by four (4"x4") board installed four (4) feet in the ground and four (4) feet out of ground. Water marker shall be painted blue.
 - 6. If an existing water service being replaced is shallow, the Engineer may direct the Contractor to replace the water service beyond the sidewalk.
 - ~~6-7.~~ Provide valve box adapter around curb box if located in concrete.
- E. Construct a clay dam around the lateral at the end of the new lateral, prior to the curb stop.
 - 1. Clay dam is to be 12" thick.
 - 2. Install in place of the bedding stone and initial backfill.
- F. Insulate water service if within 12" to the bottom of a sewer.
- G. Do not install water main above a storm sewer without approval from the Engineer.

3.10 FIELD QUALITY CONTROL

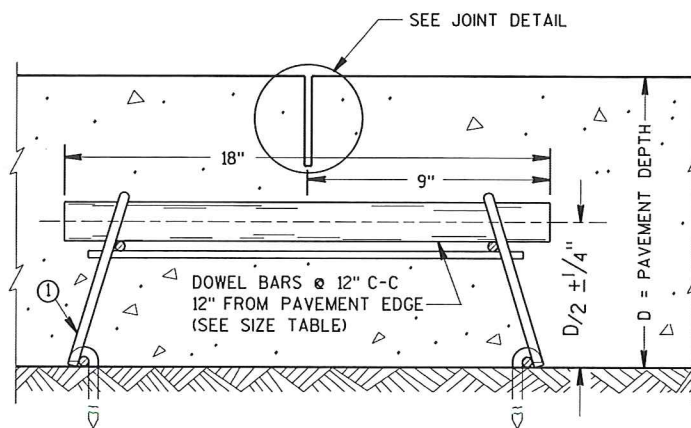
- A. Provide the following pipe tests:
 - 1. Perform pressure and leakage test for pressurized pipelines prior to connecting water services.
 - 2. Perform a secondary leakage test after all services and curb stops are installed.
 - a. Notify all residents of test.
 - b. Test shall be performed at water system pressure following the procedure identified in Section 01 45 23.
 - c. Close all curb stops in the section during the test.
 - 3. Continuity testing for tracer wire installed.

3.11 DISINFECTION AND BACTERIOLOGICAL TESTING

- A. Provide disinfection and bacteriological testing according to AWWA C651-14 and section NR 811.73, Wisconsin Administrative Code.
- B. If piping was contaminated during storage, construction, or repair, the pipe shall be flushed to remove any foreign material that may have entered the pipe prior to disinfection.



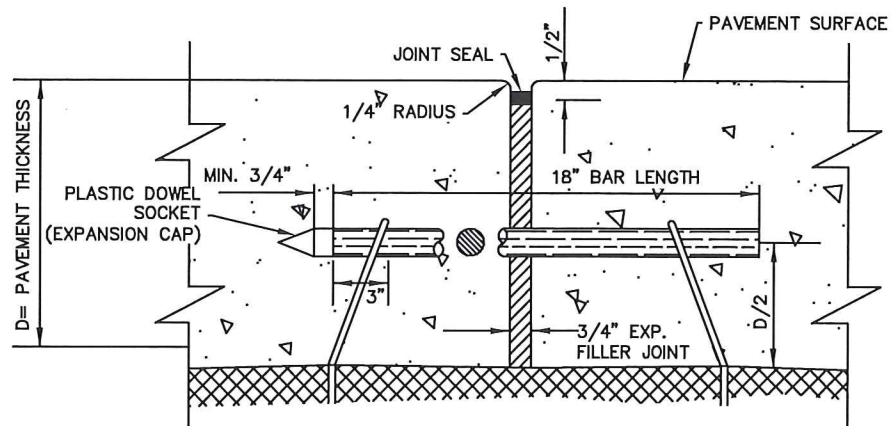
TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE
AND JOINT SACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	12'
7", 7 1/2"	1"	14'
8", 8 1/2"	1 1/4"	15'
9", 9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



EXPANSION JOINT

NOTES:

- OBTAIN ENGINEER'S APPROVAL FOR THE USE OF ALTERNATE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
- SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.
- PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO DRILLED DOWEL BAR CONSTRUCTION JOINT DETAIL.
- APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF THE DOWEL BARS TO PREVENT BONDING.



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

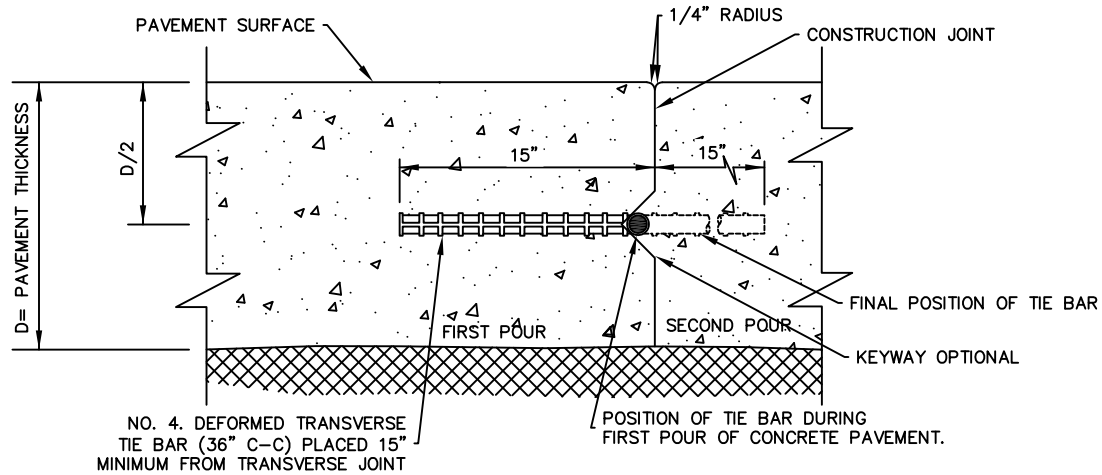
OFFICE 920-339-4061
FAX 920-339-4071

TITLE:
TRANSVERSE
JOINTS

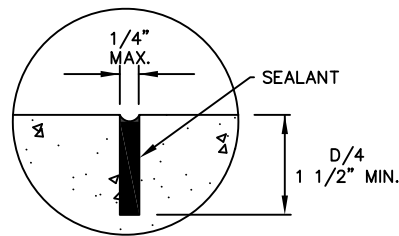
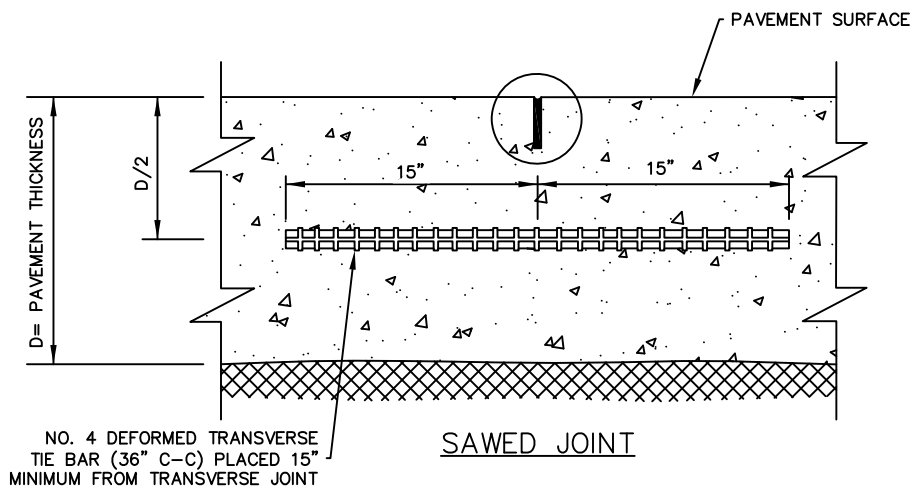
DIVISION: 32

DRAWING NO:
C-6

DATE: 12/2019
BY: KAD
CHECKED: EPR



CONSTRUCTION JOINT



NOTE:

1. ALL TIE BARS, PAVEMENT TIES AND DOWELS SHALL BE EPOXY COATED.



ENGINEERING DIVISION

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DE PERE, WI 54115

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

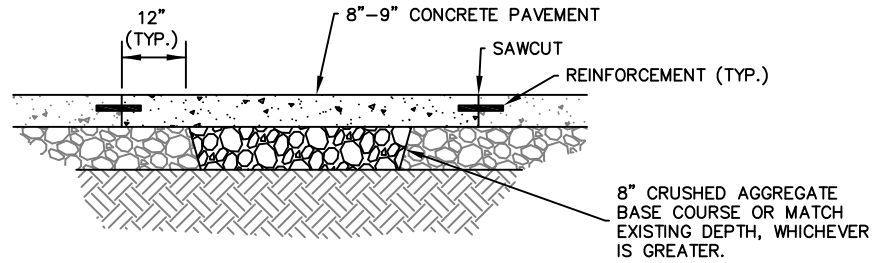
TITLE:
LONGITUDINAL
JOINTS

DIVISION: 32

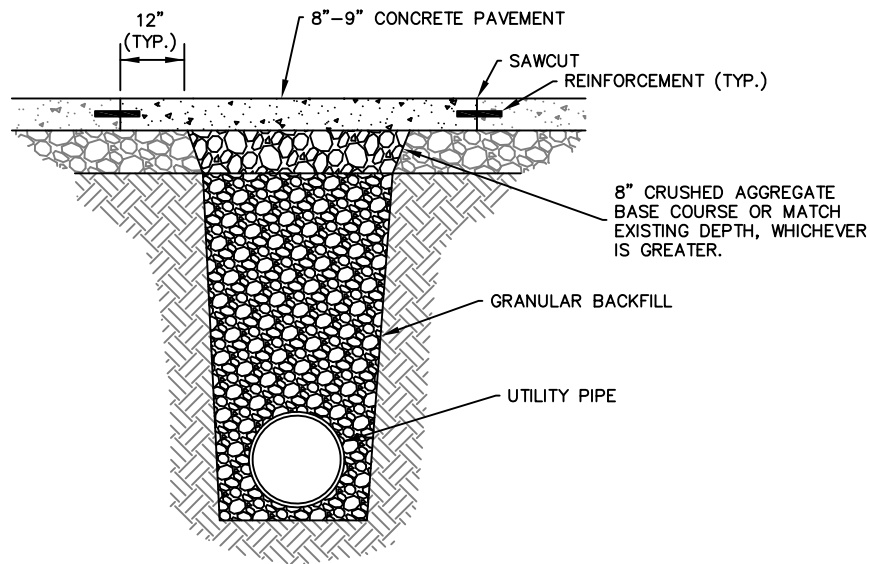
DRAWING NO:
C-7

DATE: 12/2019
BY: KAD
CHECKED:

Packet Pg. 41



WORK WITHIN CONCRETE AND AGGREGATE



EXCAVATION EXTENDS INTO THE SUBGRADE

NOTE:

1. INSTALL REINFORCEMENT PER SPECIFICATIONS.



ENGINEERING DIVISION

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

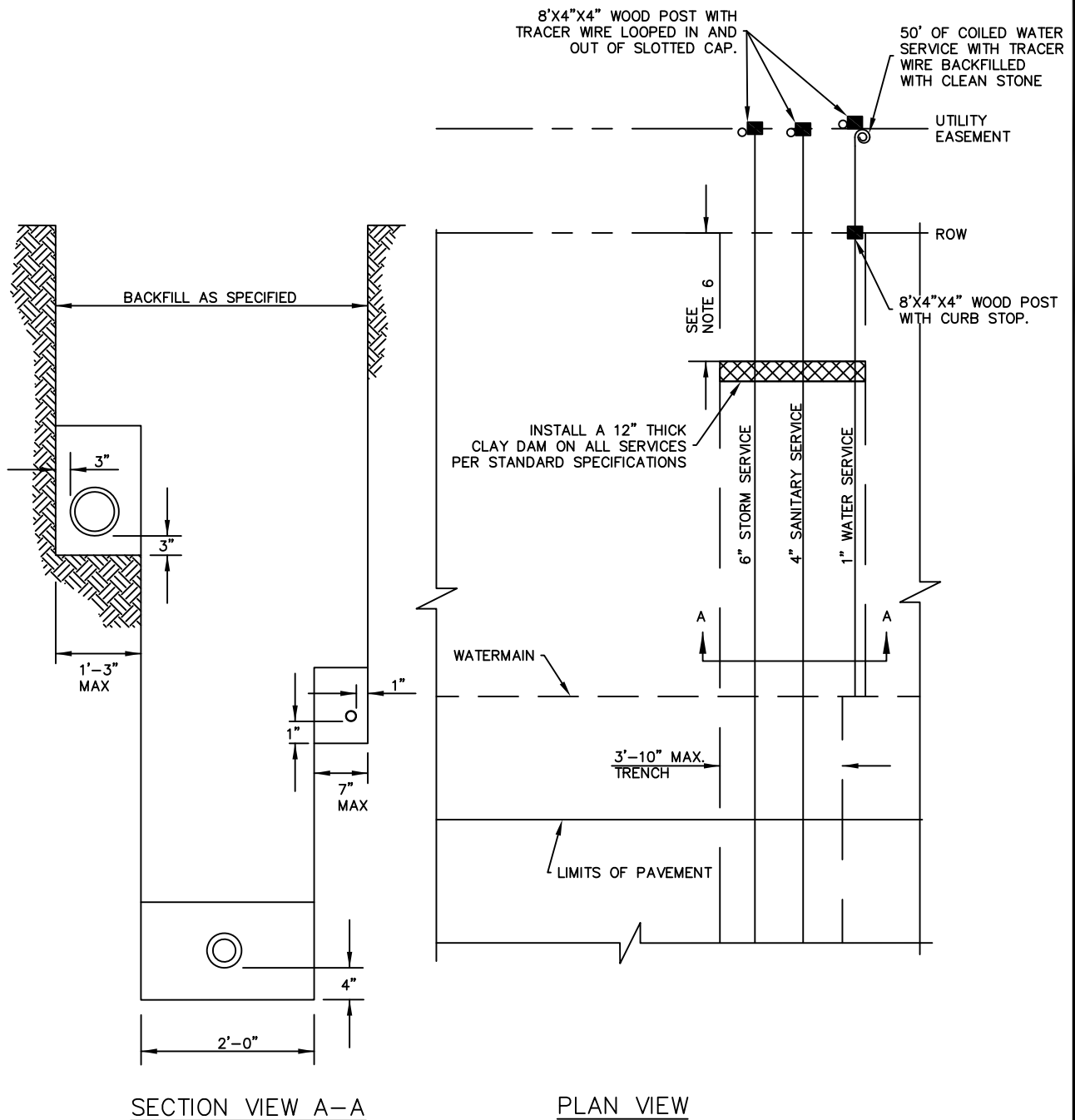
TITLE:
EXCAVATION IN
CONCRETE PAVEMENT

DIVISION: 32

DRAWING NO:
P-3

DATE: 12/2019
BY: KAD
CHECKED:

Packet Pg. 42



NOTES:

1. ON A NORTH-SOUTH STREET, STORM SERVICES SHALL BE PLACED ON THE NORTH SIDE OF TRENCH.
2. ON AN EAST-WEST STREET, STORM SERVICES SHALL BE PLACED ON THE WEST SIDE OF TRENCH.
3. STORM SERVICES SHALL BE PLACED TO A DEPTH OF 4 FEET AT THE PROPERTY LINE OR AS DIRECTED.
4. SANITARY SEWER SERVICES SHALL BE A MINIMUM OF 10 FEET OR A MAXIMUM OF 11 FEET OF DEPTH AT THE PROPERTY LINE.
5. GRANULAR BACKFILL SHALL BE PLACED A MINIMUM OF 6 INCHES OVER THE SERVICES.
6. LOCATION OF CLAY DAM TO BE DETERMINED BY ENGINEER BASED ON SIDEWALK AND OTHER PAVED SURFACES



ENGINEERING DIVISION

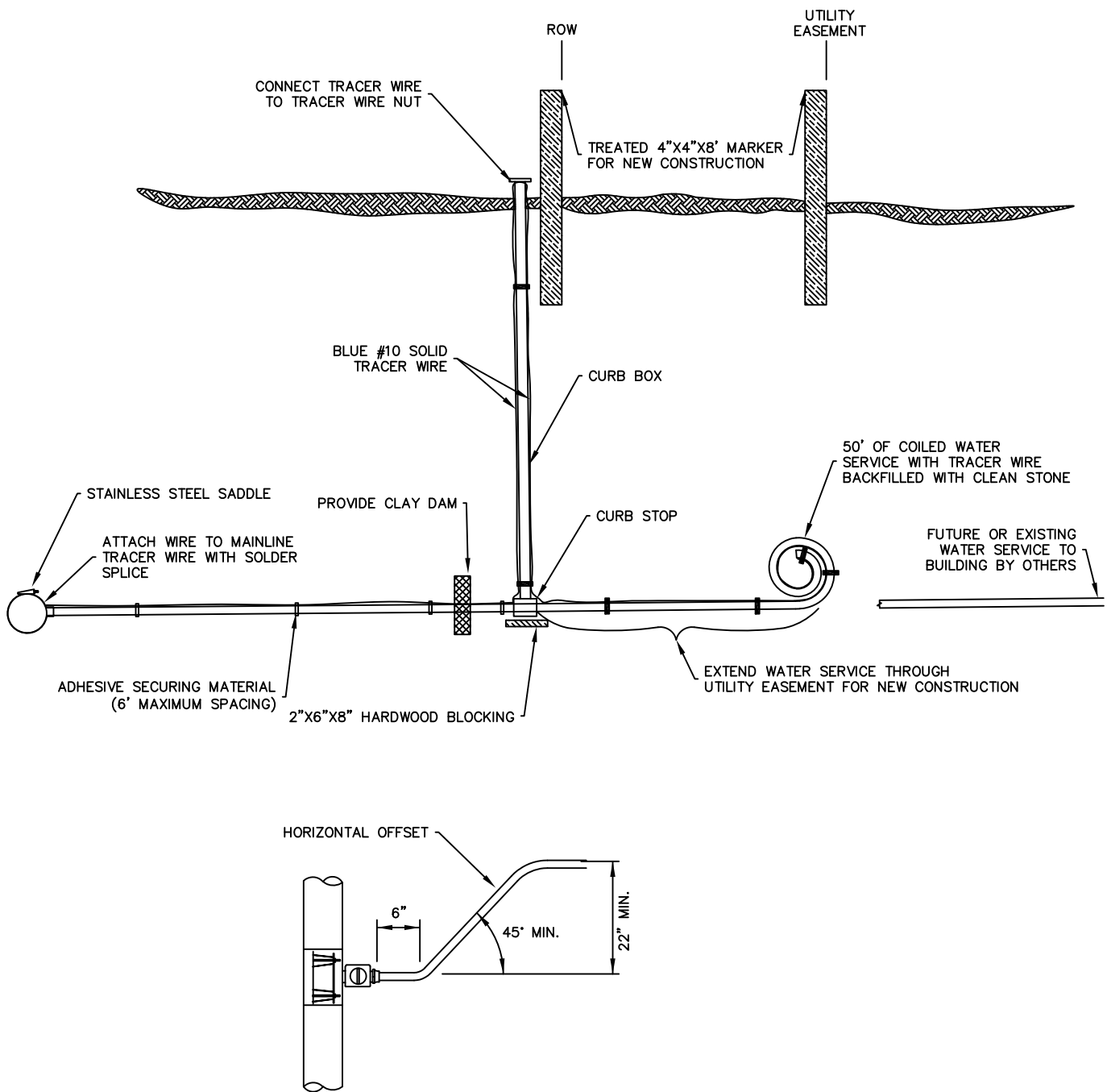
925 S. SIXTH ST
DE PERE, WI 54115OFFICE 920-339-4061
FAX 920-339-4071TITLE:
SANITARY, STORM
AND WATER
SERVICES

DIVISION: 33

DRAWING NO:
S-7DATE: 12/2019
BY: KAD

CHECKED:

Packet Pg. 43



ENGINEERING DIVISION

925 S. SIXTH ST
DE PERE, WI 54115

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

TITLE:
WATER TRACER WIRE

DIVISION: 33

DRAWING NO:
TW-2

DATE: 12/2019
BY: KAD
CHECKED:

Packet Pg. 44



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Eric Rakers

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

ATTACHMENTS:

- 2019 1209 CI-BOPW-PTTeam-Recommendations (DOCX)

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 November 13, 2019 Meeting

Parking and Parking Lot Items:

1. Update the ordinance to add handicap parking stalls at the new parking lot constructed at Optimist Park in 2019 off of Erie Street.

Recommendation:

- Staff recommends updating the ordinance for reserved parking as follows: change from "No Parking" to "Three-Hour Parking 7:00 am to 4:00 pm on School Days" as follows:

Reserved Parking

<i>Parking Lot</i>	<i>No. Stalls</i>	<i>No Parking Row/From Dir.</i>	<i>Located No. of Stalls From Dir.</i>
<i>Optimist Park – Erie Street Lot</i>	<i>2</i>	<i>1/E</i>	<i>1/S & 2/S</i>



City of De Pere, Wisconsin

Request For Board of Public Works Action

MEETING DATE: December 9, 2019

DEPARTMENT: Board of Public Works

FROM: Eric Rakers

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

ATTACHMENTS:

- 2019 1209 CI-BOPW-PTTeam-Discussion (DOCX)

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 Items November 13, 2019

Parking and Parking Lot Items:

1. Discuss parking restrictions on the east side of Tenth Street near Main Avenue.
 - Staff evaluated impacts at this location. There are periodic issues with traffic turning left from northbound Tenth to Starbucks. This creates an issue with traffic backing up to Main Avenue. Cars are parking along Tenth Street near Dunkin Donuts. Staff would prefer not to restrict parking near Dunkin Donuts for the benefit of their competitor, Starbucks. Staff will be sending a letter to Starbucks regarding their management of customers and the drive thru to prevent backup of traffic onto Tenth Street.

Staff will send a letter to Starbucks to address backup issues onto City Streets as a first step.

2. Request to restrict parking at the carriage walks for 108 S. Michigan. This facility is a senior building for residents 55 years old and older. There are issues with cars parking in front of the carriage walks.
 - Staff discussed several options including an ordinance change to restrict parking in front of carriage walks, add no parking signs, or painting the curb.

Staff will contact the requester and look at creating a Loading Zone in front of one of the carriage walks (there are two). This would then come back to the Board as an ordinance update.

3. Restrict parking on the curve on Red Tail Glen near 2234 Red Tail Glen. Resident concerned with speed and kids darting between cars.
 - Staff will place traffic counters to gather speed information. The resident was concerned with speeding cars and kids darting out between parked cars.
 - This street is 36 feet wide which is enough for parking on both sides. Staff is hesitant to restrict parking.

Staff will bring this back to the Board after the speed is reviewed.

4. Discuss the use of "When Children Are Present" in our ordinance on signs. In particular the use for the sign "No Stopping or Standing During School Hours When Children are Present, 7:30 AM to 3:30 PM".

- The “When Children are Present” has created some confusion for when to issue tickets.

Staff will evaluate the current parking restrictions around the City and evaluate if this should be changed. This will come back to the Board.

Policy

5. Amendment to crosswalk policy – Consider changes by schools.
 - Staff has been gathering information on crosswalk policy’s near schools in other areas. Some of the options reviewed include:
 - i. Place crosswalks at locations designated as Safe Routes to Schools (SRTS). This is something usually determined by school districts in conjunction with the municipality.
 - ii. Place within a block of the school.
 - iii. Modified pedestrian count numbers/weighted factors for crosswalk justification.
 - Staff has contacted the school districts. Neither district has SRTS plan. Staff will be working with Brown County Planning and the districts to facilitate discussion on creating a plan.

Staff will further evaluate.

Future Items

Below is a list of future items to be brought to the Board.

1. Parking modifications on Superior Street due to the new Notre Dame School.
2. Evaluation of crosswalk at Chicago and O’Hearn.
3. Crossing Guard Policy.
4. Parking near 815 Prosper Street.
5. Discuss Broadway and Williams Street signal operation.
6. Review pavement marking and signage near 1202 Red Maple.