



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
www.deperewi.gov

Agenda

Monday, February 9, 2026

7:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statute 19.84, Notice is hereby given to the public that a meeting of the **Board of Public Works** of the City of De Pere will be held on **February 9, 2026** at **7:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

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

OR

You can also dial in using your phone.
United States (Toll Free): [1 866 899 4679](tel:18668994679)
United States: [+1 \(312\) 757-3117](tel:+13127573117)
Access Code: 154-883-285

This meeting may also be rebroadcast on TV throughout the week and available on demand at <https://deperewi.portal.civicclerk.com/>.

- I. Call to Order
 1. Roll Call
- II. Public Comment on Matters not on the Agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Board of Public Works. §6-3(f) DPMC
- III. Items
 1. Approval of the January 12, 2026 Board of Public Works Meeting Minutes
 2. Unified School District of De Pere high school traffic impact analysis
 3. Consideration and possible action on City Engineer Parking and Traffic Recommendations*
 4. Discuss City Engineer Recommendations on No Action Parking and Traffic Discussion Items
 5. MSC Rubbish Drop off hours during construction
 6. Consider and Possible Action on Water Volume Charges for PSC Rate Case*
 7. Consider and Possible Action on Resolution Establishing Tax Equivalent Payable to the City by the Water Utility*
 8. Consideration and possible action on DOT –Revised State/Municipal Financial Agreement

(SMFA) for Southbridge Interchange*

9. Consideration and possible action on Special Charge Rates for 2026 Sidewalk Repair Orders and Gap Sidewalk Orders*
10. Discussion on the Main Avenue Alley Dumpster Location
11. Consideration and possible action on award of Contract 25-04 American Boulevard Utility Extension*
12. Consideration and possible action on award of Contract 26-03 Sewer Lining*
13. Consideration and possible action on award of Contract 26-05 Sidewalk and Curb Repairs*
14. Consideration and possible action on award of Contract 26-13 Crackfilling*
15. Consideration and possible action on award of Contract 26-15 Sewer Televising*
16. Consideration and possible action on award of Project 26-19 Mudjacking - Request for Proposal*

IV. Future Agenda Items

V. Adjournment

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Public Works Department at 920-339-4060 by noon on the previous day so that arrangements can be made.

Agenda Sent To:

Alderspersons
City Manager
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce
Definitely De Pere



City of De Pere, Wisconsin

III.1

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT:
FROM: Natalie Markelz, Administrative Assistant
SUBJECT: Approval of the January 12, 2026 Board of Public Works Meeting Minutes
RECOMMENDED ACTION: Approve the January 12, 2026 Board of Public Works Meeting Minutes

ATTACHMENTS:
2026 0112 Board of Public Works Minutes



Board of Public Works

Regular Meeting

Minutes

335 South Broadway
De Pere, WI 54115
www.deperewi.gov

Monday, January 12, 2026

7:30 PM

Council Chambers/Virtual

I. Call to Order

1. Roll Call

Mayor Boyd called the January 12, 2026 Board of Public Works meeting to order at 7:30 PM.

Present: James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina

Absent:

Excused: Mike Eserkalm

Also Present:

Scott Thoresen, Public Works Director

Eric Rakers, City Engineer

Carey Danen, City Clerk

Natalie Markelz, Administrative Assistant/Recording Secretary

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

None.

III. Items

1. Approval of the December 8, 2025 Board of Public Works Meeting Minutes

Aldersperson Carpenter moved to approve the December 8, 2025 Board of Public Works Meeting Minutes, seconded by Aldersperson Ledvina. Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	Dan Carpenter
SECONDER:	Shana Ledvina
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkalm

2. Consideration and possible action on DOT/Municipal – Maintenance Agreement for Southbridge Interchange*

Scott Thoresen, Public Works Director, reviewed the Maintenance Agreement with the Wisconsin Department of Transportation (DOT) for new the interchange off Highway 41 regarding who's responsible for which portion. He explained the City of De Pere is responsible for our existing roads, Innovation Court and French Road. The City and Town of Lawrence will be responsible for the colored stain on bridge. The City of De Pere is also responsible for the colored concrete and landscape in the

roundabout and street lighting for both side streets. Alderperson Carpenter questioned the staining of colored bridge and if the DOT regulates when we should complete. Mr. Thoresen explained that the City of De Pere and Town of Lawrence will be advised by the DOT when this needs maintenance. Alderperson Carpenter asked about how much this would cost and longevity of it. Mr. Thoresen explained it would be awhile as there are similar existing bridge locations such as Main Avenue and Scheuring Road which are 15+ years old & in good shape, so he believes it would at least another 20 to 25 years before anything would need to be done. He also commented on the stain on Claude Allouez Bridge, for example, which is just under 20 years old and hasn't been touched so he believes maintenance will be minimal. Alderperson Carpenter wanted to confirm per the Agreement that the DOT would maintain and charge the City of De Pere for repairs/maintenance. Mr. Thoresen confirmed that the City of De Pere would be responsible for the cost.

Alderperson Carpenter moved to approve the DOT/Municipal – Maintenance Agreement for Southbridge Interchange, seconded by Alderperson Ledvina. Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	Dan Carpenter
SECONDER:	Shana Ledvina
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkalm

3. Consideration and possible action on Approval of Project 4190-17-21 Transportation Plat*

Eric Rakers, City Engineer, discussed the Transportation Plat for the Reconstruction of Main Avenue and Reid Street scheduled for 2028. By terms of the agreement, the City of De Pere is required to acquire the Right of Way (ROW), then will be reimbursed for the ROW, similar to the agreement on 8th Street in 2016/2017 when it was reconstructed. The City has already hired Corre Inc. to do the ROW acquisition. The Board and Council is required to approve the plat. Once plat is approved, Corre will begin negotiating the ROW acquisition for the project.

Mayor Boyd moved to approve Project 4190-17-21 Transportation Plat, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	James Boyd
SECONDER:	Jonathon Hansen
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkalm

4. Consideration and possible action on Sidewalk Access to Marquette Square

Eric Rakers, City Engineer, advises this is a request from Alderperson Ledvina to look into possible pedestrian/sidewalk access to Marquette Square Parking Lot. Mr. Rakers stated that there are current developments in the area in progress north of James Street. This development will bring in more pedestrian traffic to this area once completed. Mr. Rakers describes various options to make access for pedestrians to Marquette Square. Option 1: extend the sidewalk on west side of Wisconsin Street going north. Option 2: put a mid-block crossing on Wisconsin Street south of James Street. Option 3: leave as is and do not take any action. He explains how there are pros & cons to each option. The first option (to

extend sidewalk on Wisconsin Street) would be best for long term access. This plan is best for pedestrians and mirrors development currently to the north on Wisconsin Street. He noted the cons for this as being the highest cost option as it utilizes more sidewalk, a formal curb ramp with concrete vs. current asphalt and we would lose parking stalls in Marquette Square and would impact Lee Building sign, however the new parking garage being constructed offers more parking in its place. Mr. Rakers discussed the second option as being quite a bit cheaper, however only in short term as in the long term we would end up adding sidewalks in the future. Mr. Rakers also advised that flashing crosswalk lights would not be included in this second option because they did not meet warrants at this time, yet both options meet the concerns for pedestrian access. As said previously, Mr. Rakers advised that there is the third option which is to do nothing, but reiterated that with the new developments the City anticipates more pedestrian traffic with both new businesses and housing. Staff is leaving these options open to the Board but overall recommends the first option to extend sidewalk to the north on Wisconsin Street. Either option could be included in 2027 budget, if we pick the first option, the intersection of James and Wisconsin could be set up in 2026 to have sidewalk on the west side of Wisconsin.

Mayor Boyd advised he is in favor of Option 1 as it makes sense, cost is doable and helps cost moving forward. Alderperson Ledvina agrees with Mayor, however asks if there will be improved accessibility in relation to ADA standards within the parking lot. Mr. Rakers stated he was not sure as they hadn't looked internally to the lot itself, but this is something that can be evaluated and brought back. Alderperson Ledvina & Mayor discuss the ramp/ADA accessibility up to the Lee Building. Mr. Rakers discusses how to possibly make it work as we would lose parking stalls and can look at it as an alternative to bring back for discussion. Scott Thoresen, Public Works Director, advised they can include these handicap accessibilities in the 2027 budget. Alderperson Carpenter questioned why the City would be putting sidewalk in when he believes the new developments should be doing this. Mr. Rakers answered that this is part of the agreement with the infrastructure costs. Mr. Rakers further explained sidewalk is going to be installed on both sides of Wisconsin from James Street up to Williams Street as part of this project which would result in having a gap in the sidewalk on the west side of Wisconsin Street south of James Street. Alderperson Hansen commented that he prefers to rip the band aid off and go with the long term, Option 1.

Alderperson Hansen moved to approve Option 1 for Sidewalk Access to Marquette Square, seconded by Alderperson Ledvina.

Mr. Thoresen wanted to confirm if motion included the handicap ramp in the parking lot would be included in the funding for 2027. Alderpersons confirmed.

Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	Jonathon Hansen
SECONDER:	Shana Ledvina
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkaln

5. Consideration and possible action on the 2026 Storm Lateral Assessment Charge for Existing Non-Residential Properties

Eric Rakers, City Engineer, explained the storm lateral assessment charge for non-residential properties and how it is calculated. Mr. Rakers shared the 2026 special assessment rates to be:

Storm main assessment: \$12.06 per foot of parcel frontage

6" storm lateral assessment: \$2,306.65 per each lateral

8" storm lateral assessment: \$3,228.48 per each lateral

12" storm lateral assessment: \$3,607.32 per each lateral

Mr. Rakers explained that the 2026 special assessment rates are lower than 2025 rates and explained why.

Mayor Boyd moved to approve the 2026 Storm Lateral Assessment Charge for Existing Non-Residential Properties, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	James Boyd
SECONDER:	Jonathon Hansen
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkalm

6. Consideration and possible action on the 2026 Storm Lateral Assessment Charge for Existing Residential Properties

Eric Rakers, City Engineer, explained the annual storm lateral assessment charge for residential properties and how it is calculated. Mr. Rakers shared the 2026 special assessment rates to be:

Storm lateral assessment: \$2,008.81 per each lateral

Storm main assessment: \$586.08 per parcel

Both lateral and main assessment: \$2,594.89

Mr. Rakers explained that the 2026 special assessment rates are lower than 2025 rates and explained why.

Alderperson Ledvina moved to approve the 2026 Storm Lateral Assessment Charge for Existing Residential Properties, seconded by Alderperson Carpenter. Upon vote, the motion passed unanimously.

RESULT:	Passed (UNANIMOUS)
MOVER:	Shana Ledvina
SECONDER:	Dan Carpenter
AYES:	James Boyd, Dan Carpenter, Jonathon Hansen, Shana Ledvina
EXCUSED:	Mike Eserkalm

IV. Future Agenda Items

None.

V. Adjournment

Mayor Boyd moved to adjourn the meeting at 7:55 pm, seconded by Alderperson Hansen. Upon vote, the motion passed unanimously.

Respectfully submitted,
Natalie Markelz



City of De Pere, Wisconsin

III.2

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Scott Thoresen, Public Works Director
SUBJECT: Unified School District of De Pere high school traffic impact analysis
RECOMMENDED ACTION: No action required. Presentation only.

ATTACHMENTS:
DePere High School TIA Exec Summary

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

A new high school building is being proposed to be located within the athletic fields immediately west of the existing high school and east of Dickinson Elementary School. As part of the new high school, the existing middle school student population is planned to move to the existing high school building, and the existing middle school building will be utilized as a new intermediate school (grades 5 & 6). The existing intermediate school building will be repurposed as an administrative building or be utilized for some other school district use. The new high school is proposed to be located between Chicago Street and Merrill Street, immediately south of Crestview Lane in the City of De Pere, Brown County, Wisconsin. As part of the development, the City of De Pere, Town of Ledgeview and Brown County have required a traffic impact analysis be conducted to determine the additional traffic expected to be generated by the school development and to identify roadway and intersection modifications, if any, attributed to the new school development for the opening year build and design (+20) year build traffic scenarios. This study does not include an analysis or recommendations for an expansion of the schools with an increased enrollment and with the schools operating at their current sites.

This report documents the procedures, findings, and conclusions of the traffic impact analysis. The analysis identifies recommended modifications based on existing intersection geometrics, background traffic volumes, and additional traffic expected to be generated by the potential increases in the future student populations with a new school building located within the athletic fields immediately west of the existing high school.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the development and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

A high school development is being proposed to be located on the athletic fields between the current High School and Dickinson Elementary School, as shown in [Exhibit 1-1](#). The study area for the proposed development includes the following intersections:

- Chicago Street with Merrill Street/Intermediate School Driveway (two-way stop control)
- Merrill Street with Michigan Street (three-way stop control)
- Chicago Street with Michigan Street (all-way stop control)
- Erie Street with Chicago Street (all-way stop control)
- Erie Street with Merrill Street (all-way stop control)
- Merrill Street with Ontario Street with Jordan Road (all-way stop control)
- Chicago Street with Webster Avenue (all-way stop control)
- DPHS West Parking Lot with Chicago Street (no control)
- DPHS East Parking Lot Entry with Chicago Street (no control)
- Lone Oak Road with Merrill Street (three-way stop control)
- Libal Street/High School Road with Chicago Street/Dickinson Road (roundabout control)

- DPHS Entry-Exit with Libal Street/High School Road (gated, no control)
- Swan Road with Dickinson Road (roundabout control)
- East River Road with Dickinson Road (roundabout control)
- DPMS Entry with Swan Road (no control)

Based on information provided by the City of De Pere, Town of Ledgeview, and Brown County, one improvement project was identified within the general study area. Brown County plans to construct the South Bridge Connector project as a new highway on new alignment between Packerland Drive and CTH F to the west and CTH GV/CTH X to the east over a seven-year (2025 to 2031) construction period. The project will provide a new bridge over the Fox River connecting the east and west sides of De Pere. Since the school district boundary is entirely east of the Fox River, any traffic redistribution during the peak school surge times is expected to be negligible with the South Bridge Connector constructed and operational.

B2. On-Site Development Description

As shown on the conceptual site plan in [Exhibit 1-2](#), a new high school is proposed to be located on the athletic fields between the current High School and Dickinson Elementary School. The high school building is proposed on the west side of the site with the main parking lot located to the east. A second smaller staff parking lot is anticipated in the southwest corner of the site. Based on information provided by the school district, the following land uses are assumed for the proposed high school site:

- High School – 2,000 students (maximum population)

The numbers of students listed is the anticipated maximum population at the proposed high school. The existing high school population at the time of the data collection for this project in early late September of 2025 was 1,478 students; therefore, the maximum capacity is an increase of 527 students.

The expected student populations for the middle school and the intermediate school were projected using the same percentage increase as the high school population increase. The high school population at maximum capacity is expected to increase by 36-percent. Therefore, the student populations for the other two aforementioned schools were increased by this same percentage.

- Middle School – 921 students (existing population of 678 at 36% increase)
- Intermediate School – 914 students (existing population of 673 at 36% increase)

With the expected increases listed above, the middle school and intermediate school are expected to increase by 243 students and 241 students, respectively.

It was assumed that the existing Foxview intermediate school would be utilized for administrative purposes and that no changes to the Dickinson student population were assumed for this study.

The timing for the construction of the school is unknown at this time. For traffic study purposes, the full build out of the development site was assumed in the year 2026 with a design year (+20) of 2046.

B3. Off-Site Development Description

Since the proposed site is located within a predominantly established residential area, no off-site developments have been identified within the limits of the study area.

B4. Site Generated Traffic

To address any potential future traffic impacts along study area roadways and at the intersections adjacent to the proposed high school and middle school, it is necessary to identify the hourly and daily volume of traffic generated by the projected school's student population. The traffic volumes expected to be generated by the proposed high school and middle school were calculated two ways. The first method calculated the rates based on the traffic counts that were conducted at the existing high school and middle school driveways. To provide a comparison, the rates were also calculated based on the trip rates for a high school (LU520) and a middle school (LU522) as published in the *Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition*. For both methods, the trip rates were calculated based the existing student population for the peak hour of generator instead of the peak hour of adjacent street traffic to account for the worst-case (highest volume) school traffic conditions. With both the existing and proposed high school being located in close proximity to a high density of residential neighborhoods, it was felt that a similar percentage of students will walk to the new school sites as previously walked to the existing school sites so no adjustments were made for these alternate methods of transportation to the schools. Since the local rate calculations for both schools were higher in most cases, it was determined to use the local rate calculations for this study as a worst-case (highest volume) and more realistic traffic condition. Trip rates were not calculated for the intermediate school since data was not collected to capture all traffic at this school; therefore, ITE rates were used for the intermediate school student population.

Using local trip generation rates as described above under maximum student population, the proposed high school development is expected to generate 375 additional new trips (270 in/105 out) in the AM peak hour and 225 additional new trips (80 in/145 out) in the PM peak hour. These trips are in addition to the existing student population trips which were redistributed onto the adjacent transportation network from the existing site to the new site as described below.

Using local trip generation rates as described above under anticipated maximum student population, the new middle school site is expected to generate 160 additional new trips (90 in/70 out) in the AM peak hour and 110 additional new trips (60 in/50 out) in the PM peak hour. These trips are in addition to the existing student population trips which were redistributed onto the adjacent transportation network from the existing site to the new site as described below.

For the new intermediate school, using ITE trip generation rates as described above under anticipated maximum student population, the new intermediate school site is expected to generate 685 new trips (370 in/315 out) in the AM peak hour and 410 new trips (190 in/220 out) in the PM peak hour. These trips are all new trips since the existing trips weren't redistributed.

B5. Proposed Access to the Developments

As part of the initial conceptual site plan and as shown in [Exhibits 1-2](#), three access driveway connections are anticipated for the school development site. The main enter only driveway is anticipated off of Chicago Street, in the northwest corner of the site. This access allows inbound (right-turn) movements from the west only. A second access, a cross-access driveway connecting with the existing high school site (proposed middle school site) is anticipated in the southeast corner of the site. This access provides access onto Merrill Street at Lone Oak Road as well as access to Chicago Street, via a connection at Libal Street. An additional full access driveway is

also anticipated off of Merrill Street at the southwest corner of the site, near Knoll Terrace. This access is anticipated to provide access to a smaller staff parking lot.

Per direction from the City of De Pere, Town of Ledgeview and Brown County, in addition to the current corridor configurations, two additional roadway configuration options were evaluated as part of the study including (1) extending Merrill Street between Lone Oak Road and Swan Road and (2) extending Webster Avenue between Chicago Street and Merrill Street. A third additional access was also considered which included (3) extending Merrill Street between Lone Oak Road and Libal Street.

B6. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual (HCM) 6th Edition*. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

This study includes an analysis of the adjacent transportation network with a new high school proposed to be located within the athletic fields immediately west of the existing high school and with relocation of the student populations between the other adjacent middle and intermediate schools. The study does not include an analysis or recommendations for an expansion of the schools with an increased enrollment and with the schools operating at their current sites. Modifications to address traffic impacts for the Background, Opening Year Build and Full Build traffic volume conditions are shown in [Exhibits 1-3 and 1-4A&B](#) and have been included for the following scenarios:

- “Existing Traffic” – These modifications are expected to be necessary to accommodate the Existing traffic volumes, which includes current traffic volume conditions.
- “Opening Year Build Traffic” – These modifications are expected to be necessary to accommodate the Opening Year Build traffic volumes, which includes the maximum capacity at the high school along with student population increases at the middle and intermediate schools using the same percentage increase as the high school population increase.
- “Design Year Background Traffic” – These modifications are expected to be necessary to accommodate the Design Year 2046 Background Traffic volumes which include only the increase in background growth rate with no changes to the student populations.
- “Design Year Build Traffic” – These modifications are expected to be necessary to accommodate the Design Year 2046 Build traffic volumes, which includes the maximum capacity at the high school along with student population increases at the middle and intermediate schools using the same percentage increase as the high school population increase.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications (highlighted in **red below**), as shown in [Exhibits 1-3 and 1-4A&B](#), are recommended to accommodate the Existing, Design Year Background, Opening Year Build and Design Year Build traffic volumes, respectively. *Modifications are for jurisdictional consideration and are not legally binding. Brown County, the City of De Pere and the Town of Ledgeview reserve the right to determine alternative solutions.*

General Considerations

- *Existing Traffic:*
 - At the existing High School – provide a designated parent drop-off/pick-up area adjacent to the school on the west edge of the existing parking lot.
 - At the existing High School – provide additional student areas/spaces above and beyond the current high school parking lot size.
 - Consider providing two exit lanes (a separate right-turn lane and a through lane) on the north approach of the Merrill Street intersection with Lone Oak Road.
 - Consider reconfiguring the internal intersection immediately north of the Merrill Street intersection with Lone Oak Road to provide a longer throat on the north approach.

General School Bus Considerations

- *Opening Year Build Traffic:*
 - At the new High School – provide a designated bus drop-off/pick-up area adjacent to the school and separate from the parent drop-off/pick-up area. Consider the bus area to be located along the north side of the school and the parent area along the east side of the school.
 - At the new Middle School – continue to utilize the bus drop-off/pick-up area adjacent to the school and reconfigure the western edge of the existing parking lot to provide a separate parent drop-off/pick-up lane, with adjacent sidewalk. Removing the parking spaces along the west edge of the lot with pavement marking for southbound traffic flow only should provide for safe operation.
 - At the new Intermediate School – no modifications are recommended within the parking lot or drop off area at the existing Middle School/new Intermediate School.

General Parking Considerations

- *Opening Year Build Traffic:*
 - At the new High School – provide a parking lot with about 200 additional student spaces above and beyond the current high school parking lot size to accommodate the increase in student population as well as many of the current vehicles that park in the adjacent neighborhoods.
 - Under current conditions without a new high school, provide additional student spaces above and beyond the current high school parking lot size.

Pedestrian Considerations

- *Opening Year Build Traffic:*
 - At the new High School – consider providing a raised median refuge island within Chicago Street, near the new high school access driveway.
 - At the new Intermediate School – with younger students now crossing Swan Road, consider a crossing guard and/or raised median refuge island within Swan Road, near the Intermediate School access driveway.

Node 100: Chicago Street & Merrill Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 200: Chicago Street & Michigan Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 300: Merrill Street & Michigan Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 400: Chicago Street & Erie Street

- Existing Traffic: No modifications.
 - Provide a dedicated left-turn lane and a shared through/right-turn lane on the east approach.
- Opening Year Build Traffic:
 - Provide a shared through/left-turn lane and a dedicated right-turn lane on the south approach.
- Design Year Background Traffic: No additional modifications.
- Design Year Build Traffic: No additional modifications.

Node 500: Merrill Street & Erie Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 600: Merrill Street & Jordan Road/Ontario Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 700: Chicago Street & Webster Avenue

- Existing Traffic: No modifications.
- Opening Year Build Traffic:
 - Provide a single lane roundabout or traffic signal control at this intersection.
- Design Year Background Traffic:
 - No additional modifications above and beyond a single lane roundabout or traffic signal control.
- Design Year Build Traffic: No additional modifications.

Node 800: Chicago Street & West High School Driveway

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 900: Chicago Street & East High School Driveway/Ohearn Lane

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 1000: Merrill Street & Lone Oak Road/High School Driveway

- Existing Traffic: No modifications.
- Opening Year Build Traffic:
 - Provide a dedicated left-turn lane and a dedicated through lane on the south approach.
 - Provide a dedicated through lane and a dedicated right-turn lane on the north approach.
 - Provide a dedicated left-turn lane and a dedicated right-turn lane on the west approach.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No additional modifications.

Node 1100: Chicago Street & Libal Street

- Existing Traffic: No modifications.
- Opening Year Build Traffic:
 - Provide a two-lane roundabout with dual lanes on all approaches.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No additional modifications.

Node 1200: Libal Street & School Driveways

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

Node 1300: Dickinson Street & Swan Road

- Existing Traffic: No modifications.
- Opening Year Build Traffic:
 - Provide a two-lane roundabout with dual lanes on east and west approaches.
- Design Year Background Traffic: No additional modifications.
- Design Year Build Traffic:
 - Provide a two-lane roundabout with dual lanes on all approaches.

Node 1400: Swan Road & School Driveway

- Existing Traffic:
 - Provide a dedicated right-turn lane and a dedicated through lane on the north approach.
- Opening Year Build Traffic: No additional modifications.
- Design Year Background Traffic: No additional modifications.
- Design Year Build Traffic: No additional modifications.

Node 1500: Dickinson Street & East River Road

- Existing Traffic: No modifications.
- Opening Year Build Traffic: No modifications.
- Design Year Background Traffic: No modifications.
- Design Year Build Traffic: No modifications.

As stated above, per direction from the City of De Pere, Town of Ledgeview and Brown County, in addition to the current corridor configurations, two additional roadway configuration options were evaluated as part of the study including (1) extending Merrill Street between Lone Oak Road and Swan Road and (2) extending Webster Avenue between Chicago Street and Merrill Street. A third additional access was also considered which included (3) extending Merrill Street between Lone Oak Road and Libal Street.

Under each of these options, the revised traffic patterns along the Merrill Street and Chicago Street corridors are expected to be significantly different which resulted in major operational issues (extremely high delays and queues) at the Merrill Street intersections with Lone Oak Road, Libal Street and Swan Street (at new Merrill intersection) under both the opening year operations and under the design year operations. Modifications at each of these intersections would be expected to require extensive expansion of the intersections (dual lane roundabouts) and corridor; noting that even with major modifications, high delays are expected for some movements at the intersections.

In addition to looking at the operations under the aforementioned revised corridor reconfiguration alternatives, a traffic scenario looking at a staggered school bell schedule under the current roadway configuration was considered. Under a staggered school bell schedule, where the middle and high school bell schedules would be offset by at least 30 minutes, operations are expected to be significantly improved with less impacts required to the corridors than those recommended in the bullet points above. Specifically, modifications at the two roundabouts would be significantly less and possibly not required at all depending on actual background growth in the area (background growth assumed at 1.0-percent increase in traffic per year along Chicago Street). It is noted that under the staggered school schedule, once the high school, middle school and intermediate schools determine their optimal bell schedules for arrival and dismissal times and once the concept is approved by the City and County, additional detailed analysis should be undertaken to analyze the specific peak periods.

Regardless of utilizing the current school bell schedule or a revised staggered school bell schedule, modifications to the traffic control at the Chicago Street intersection with Webster Street are expected to be required under all future traffic volume scenarios including the opening year build, design year background and design year build traffic volume scenarios. Either roundabout (single lane roundabout) or traffic signal control is recommended at this intersection to allow the intersection to operate acceptably from a delay perspective and safely.

Under the current concept, a frontage road/driveway connection between the new high school and the existing high school (new middle school) locations is proposed. However, this frontage road/driveway terminates into the existing high school parking lot at a pinch point where buses, parents and students traverse, thereby causing significant traffic congestion and queues. In addition, this pinch point (or internal intersection) is located immediately north of the Merrill Street intersection with Lone Oak Road, which negatively impacts the Lone Oak Road intersection with Merrill Street. Reconfiguring this internal intersection as well as providing a new access point onto Merrill Street from the new high school parking lot should be considered to allow this aforementioned internal intersection to operate with less congestion noting that higher delays would still be expected at this internal intersection even with the new access driveway onto Merrill at the new high school and with the reconfigured parking lot/internal intersection.

B7. Conclusion

Without providing for a staggered bell schedule between the three schools approved by both the City and County, significant operational issues are expected at many of the intersections adjacent to the existing and proposed schools, even with the recommended improvements. With a staggered bell schedule, operations are expected to be significantly improved with less impacts required to the corridors including possibly no modifications at the two existing adjacent roundabouts (Libal & Swan). However, higher delays would still be expected at the Merrill Street intersection with Lone Oak Road and at the internal intersection immediately north of this intersection, even with modifications.

Traffic estimates and impacts for schools are amongst the most difficult to estimate for traffic engineers, as most schools have operations and arrival/departure behaviors that are unique. The recommendations provided in this study maximize the use of on-site and off-site measures in an effort to maximize safety and efficiency while minimizing impacts to the livability of surrounding neighborhoods.

Except as noted, all movements at the study area intersections are expected to operate safely and efficiently with the development assumptions outlined in this TIA, a staggered bell schedule of at







least 30 minutes, and with the identified recommended modifications if properly designed and implemented through the design Year 2046.

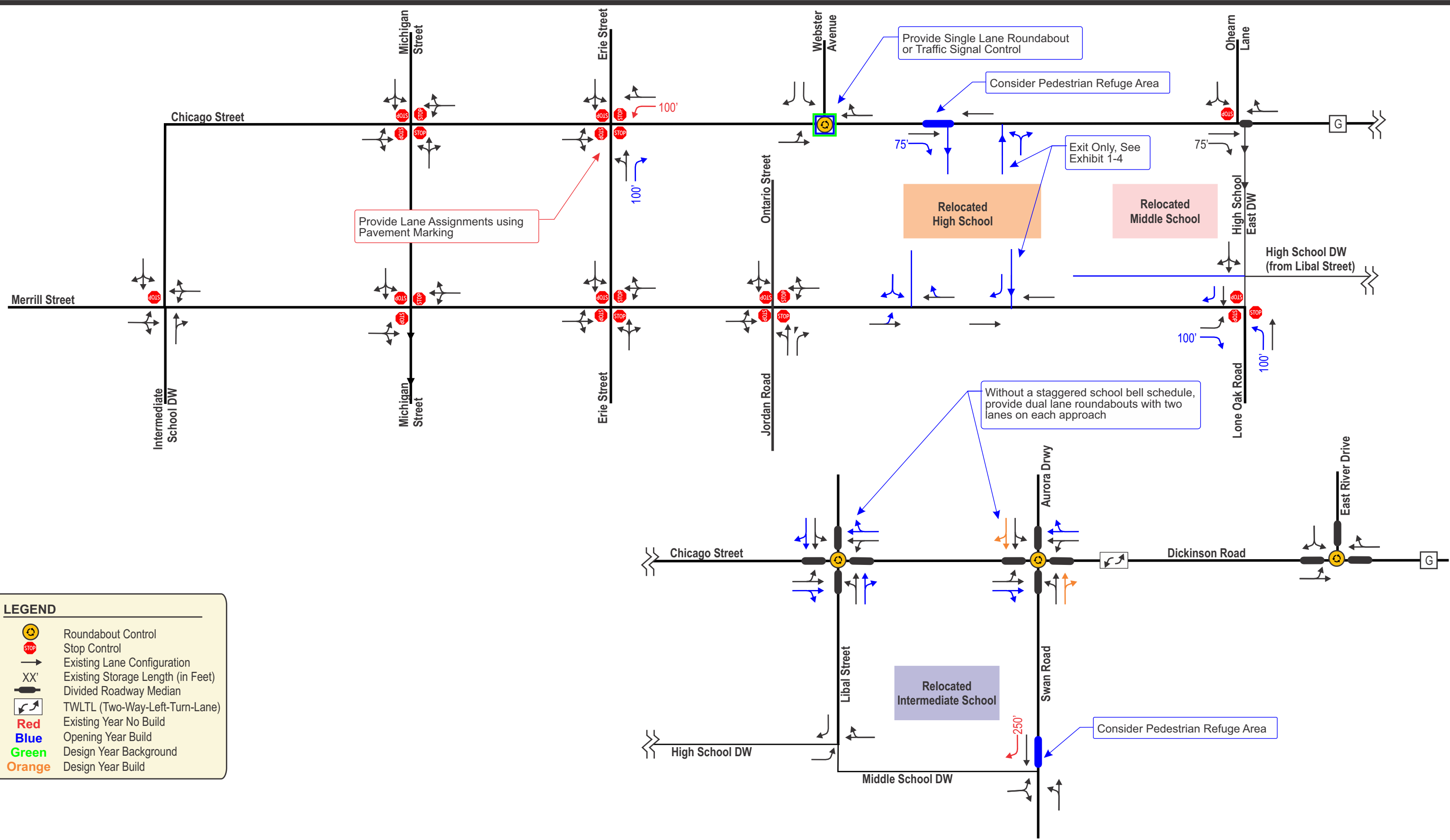
LEGEND

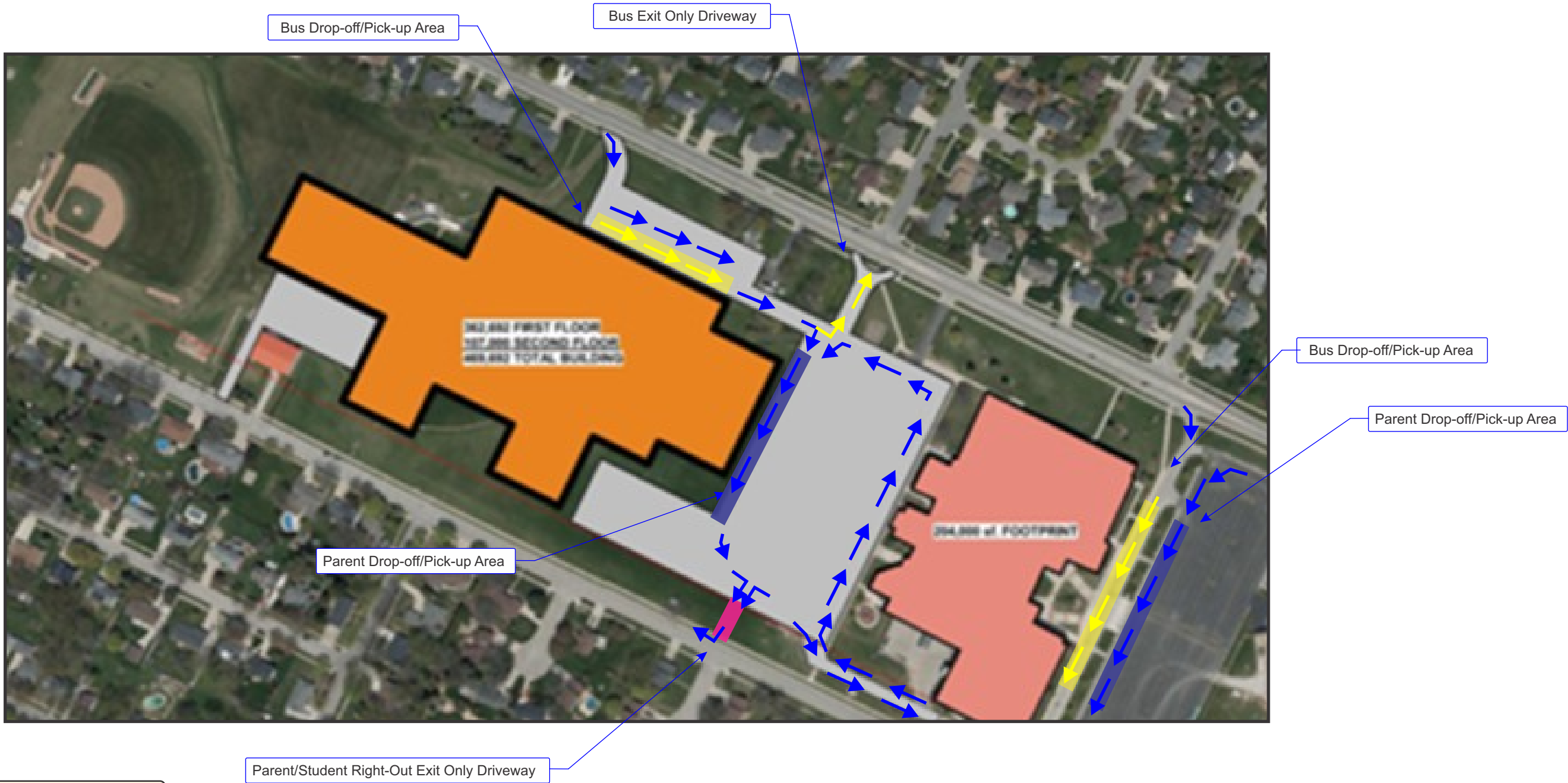
- Proposed High School Site
- Relocated Middle School Site
- Relocated Intermediate School Site



LEGEND

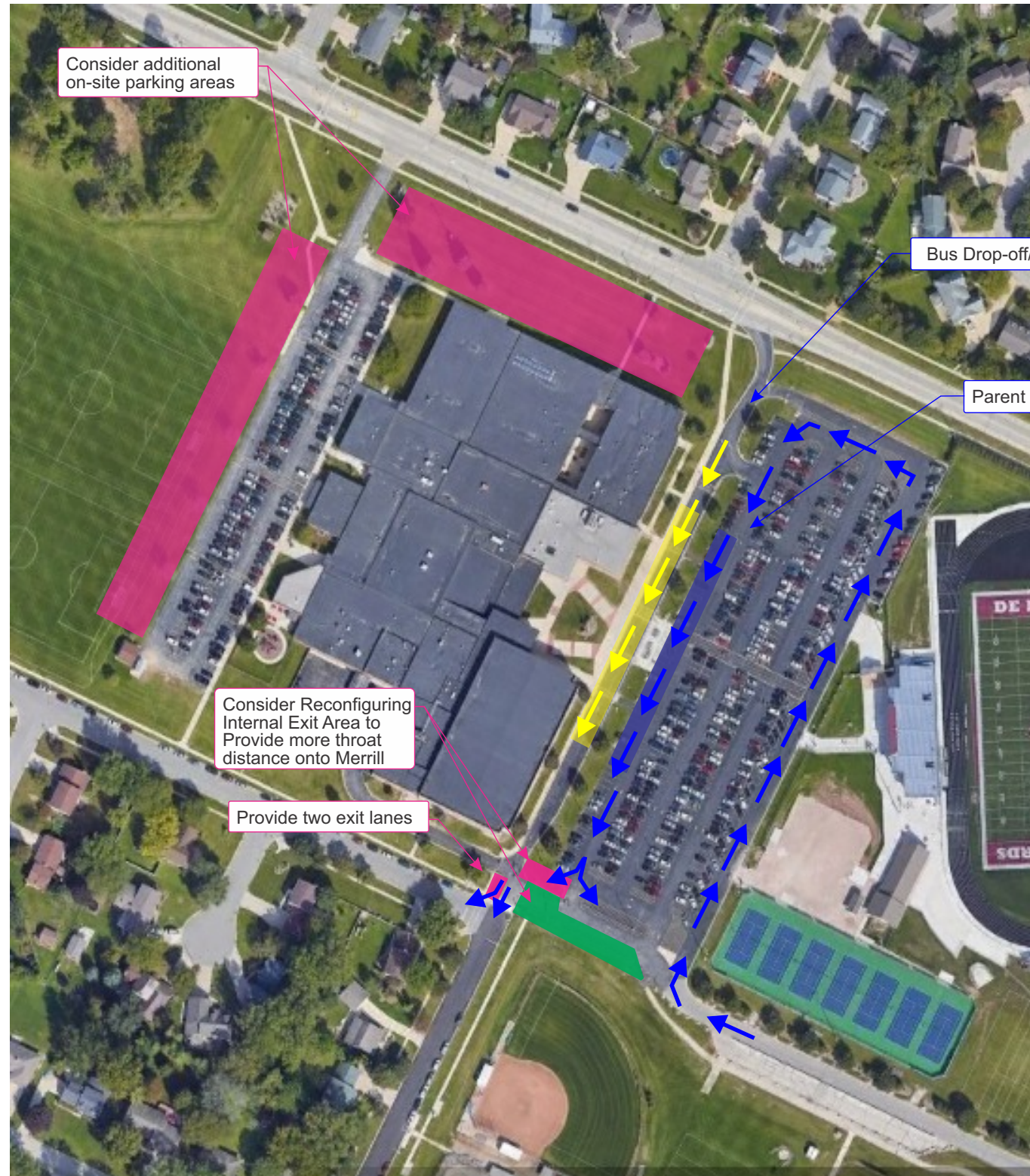
-  Roundabout Control
-  Stop Control
-  Existing Lane Configuration
-  Existing Storage Length (in Feet)
-  Divided Roadway Median
-  TWLTL (Two-Way-Left-Turn-Lane)
- Red** Existing Year No Build
- Blue** Opening Year Build
- Green** Design Year Background
- Orange** Design Year Build





LEGEND

- Bus Traffic Flow
- Student/Parent Traffic Flow
- Bus Drop-off/Pick-up Area
- Parent Drop-off/Pick-up Area
- New Pavement



LEGEND

- Bus Traffic Flow
- Student/Parent Traffic Flow
- Bus Drop-off/Pick-up Area
- Parent Drop-off/Pick-up Area
- New Pavement



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on City Engineer Parking and Traffic Recommendations*
RECOMMENDED ACTION: Staff recommends updating the ordinances.

ATTACHMENTS:
2026 0209-CI-BOPW-PTTeam-Recommendations (1), Ord26-XX Parking-Traffic 2-2-26-DRAFT for BOPW

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 February 2, 2026, Meeting

Parking and Parking Lot Items:

1. Consider updating the ordinance to match the signs in the field for Diversity Drive. Diversity Drive was constructed only 26 feet wide. The road is signed for No Standing, Stopping or Parking.



- With the narrower road and no driveways, two-way traffic will be obstructed if one side of the street is parked. The area is currently signed to restrict stopping and parking from Ryan Road until the road width increases east of the school.
- The ordinance restricts stopping and parking during school hours for the entire length of the side of Diversity Drive to the point where it widens (1368 feet east of Ryan Road), but only 100 feet of the north side immediately east of Ryan Road

Recommendation:

- Staff recommends updating the ordinance as shown on the attached draft in Section 2.

Speed and Speed Limit Signs

2. Update 45 mph speed limit on Southbridge to match GV-14 speed limit of 40 mph.

- Southbridge Road has a 45 mph speed limit. The section of Southbridge, from I41 interchange to Lawrence Drive, is being dedicated to Brown County as part of CTH GV. This section will have a 40 mph speed limit.

Recommendation:

- Staff recommends updating the ordinance to reduce the speed limit and match Brown County as shown on the attached draft in Section 1.

ORDINANCE #26-XX

AMENDING CHAPTER 150 OF THE DE PERE MUNICIPAL CODE
REGARDING TRAFFIC REGULATIONS

THE COMMON COUNCIL OF THE CITY OF DE PERE, WISCONSIN DOES ORDAIN AS

FOLLOWS:

Section 1: Section 150-23(1), Schedule A (Speed Limits), is hereby amended as follows:

DELETION:

Street	From	To
<i>45 Miles Per Hour</i>		
Southbridge Road	French Road	American Drive

INSERTION:

Street	From	To
<i>40 Miles Per Hour</i>		
Southbridge Road	French Road	American Drive

Section 2: Section 150-23(7), Schedule G (Parking), is hereby amended as follows:

DELETION:

No Stopping or Standing During School Hours 7:30 a.m. to 3:30 p.m.			
Street	Side of Street	From Curb line or Feet/Dir. of Curb line	To Curb line or Feet/Dir. of Start
Diversity Drive	S.	Ryan Road	1,368/E.
Diversity Drive	N.	Ryan Road	100/E.

INSERTIONS:

No, Standing, Stopping or Parking Between Signs			
Street	Side of Street	From Curb line or Feet/Dir. of Curb line	To Curb line or Feet/Dir. of Start
Diversity Drive	S.	Ryan Road	1,368/E.
Diversity Drive	N.	Ryan Road	1,368/E.

Section 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4: This ordinance shall take effect on and after its passage and publication.

Adopted by the Common Council of the City of De Pere, Wisconsin, this _____ day of _____, 2026.

APPROVED:

James G. Boyd, Mayor

ATTEST:

Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 02/09/2026
Publication Date: _____
Effective Date: _____



City of De Pere, Wisconsin

III.4

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Discuss City Engineer Recommendations on No Action Parking and Traffic Discussion Items
RECOMMENDED ACTION: No action necessary. Discussion item only.

ATTACHMENTS:
2026 0209-CI-BOPW-PTTeam-Discussion

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 February 2, 2026, Meeting

Pedestrian and Bicycle Items

1. Request for rapid rectangular flashing beacons (RRFB's) at Grant/Suburban/Allard Street intersection.
 - The criteria is a Multilane collector/arterial over 12,000 average daily traffic (ADT) and 20 pedestrian crossings in the peak hour.
 - Area upgrade with pedestrian bumpouts eliminating the ability for vehicles to bypass vehicles yielding to pedestrians.
 - There is a crossing guard at this location.
 - Only two lanes of traffic on Grant Street
 - RRFB's were not recommended in traffic impact analysis (TIA) completed for the West De Pere School District from 2019.
 - The ADT on Grant Street is between 7,900 and 8,000. base
2. Request for rapid rectangular flashing beacons (RRFB's) at Eighth and Cedar Street.
 - The criteria is a Multilane collector/arterial over 12,000 average daily traffic (ADT) and 20 pedestrian crossings in the peak hour.
 - Only two lanes of traffic on Eighth Street
 - ADT is 9500 between Oak Street and Main Avenue

Signs - Other

3. Request for yield sign at Adams and Irwin Street
 - Adams and Irwin Street are local streets with no control.
 - The Board has not been recommending yield signs for local streets unless there are special conditions.
 - There is a stop sign at the adjacent intersection of Adams and Franklin which varies from current practice.
 - There have been no recordable accidents at this intersection in the last 5-years.
4. Request for stop signs on Grant Street at Suburban Drive
 - Stop signs were not recommended in traffic impact analysis (TIA) completed for the West De Pere School District from 2019.
 - A three-way stop would create significant backups during am and pm peak hour.

Other

5. Request for centerline striping at the corner of Eighth and Reid Street due to sharp corner and vehicles traversing centerline.
 - Both Eighth and Reid Street are local streets with lower volume.
 - Speed limit is 25 mph.



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Tony Fietzer, Street Superintendent
SUBJECT: MSC Rubbish Drop off hours during construction
RECOMMENDED ACTION: Staff recommends MSC rubbish drop off hour change to Saturdays during construction.

ATTACHMENTS:
MSC Rubbish drop off

CITY OF DE PERE MEMO



To: Board of Public Works
From: Tony Fietzer, Street Superintendent
Date: January 28, 2026

RE: **MSC Rubbish Drop off hours during construction**

The City of De Pere Municipal Services Center (MSC) will be under construction beginning Spring 2026 for 1-2 years. The city currently operates a rubbish drop off site at the MSC on Wednesday's 3P-6P, Friday's 3P-6P and Saturday's 8A-2P from April thru November. With the construction, access to the MSC will be limited, and most likely be a hard hat required zone.

With the construction, the drop-off location may need to be moved to provide access. Additionally, the location may need to be moved more than once during the construction. The construction will create access and potential safety issues.

Staff is recommending MSC rubbish drop off hours change to Saturday's only during the construction project to avoid safety concerns and interrupt construction progress. Staff is also recommending the rubbish site drop off location to be moved within the MSC perimeter as necessary to accommodate construction.



Request for Board of Public Works Action

MEETING DATE:	February 9, 2026
DEPARTMENT:	Public Works
FROM:	Scott Thoresen, Public Works Director
SUBJECT:	Consider and Possible Action on Water Volume Charges for PSC Rate Case*
RECOMMENDED ACTION:	Staff recommends retaining the existing declining rate structure for water volume charges.

ATTACHMENTS:

Consider Water Volume Charges for PSC Rate Case 2-4-2026

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members
From: Scott J. Thoresen, Director of Public Works
Date: February 4, 2026
RE: Consider and Possible Action on Water Volume Charges for PSC Rate Case*

Background

As part of the Public Service Commission (PSC) water rate case application, the City must select a preferred water volume charge structure. The PSC provides three options:

Declining Rate Structure – Rates decrease as water usage increases per quarter.

Constant Rate Structure – A fixed rate regardless of usage.

Inclining Rate Structure – Rates increase as water usage increases per quarter.

Current Structure

The City's current structure is a declining rate, where the rate decreases after 50,000 gallons per quarter:

Tier 1: First 50,000 gallons – \$8.18 per 1,000 gallons

Tier 2: Next 450,000 gallons – \$7.60 per 1,000 gallons

Tier 3: Over 500,000 gallons – \$6.75 per 1,000 gallons

Customer Usage Summary (2024)

Residential: 99.55% Tier 1 (minimal impact from any change)

Commercial: 39% Tier 1, 48.72% Tier 2, 12.28% Tier 3

Industrial: 11.68% Tier 1, 26.49% Tier 2, 61.83% Tier 3

Public Authority: 43.26% Tier 1, 56.65% Tier 2, 3.26% Tier 3

Multi-Family: 39.66% Tier 1, 57.08% Tier 2, 3.26% Tier 3

Considerations

- The City has ample water supply and capacity; conservation pricing is not necessary.
- A change to constant or inclining rates would increase costs for major users, potentially

affecting economic development and creating customer dissatisfaction.

- The current declining rate structure aligns with PSC guidelines and supports local businesses and institutions.

Recommendation

Staff recommends retaining the existing declining rate structure for water volume charges. This approach:

- Reflects the City's abundant water capacity.
- Promotes economic development by maintaining affordability for high-volume users.



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Scott Thoresen, Public Works Director
SUBJECT: Consider and Possible Action on Resolution Establishing Tax Equivalent Payable to the City by the Water Utility*
RECOMMENDED ACTION: Staff recommend approving the attached resolution authorizing the City to request the PSC to set the PILOT at a fixed annual amount of \$500,000.

ATTACHMENTS:
Consider Water PILOT Resolution for PSC Rate Case 2-4-2026, Tax Equivalent Resolution for BOPW

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members

From: Scott J. Thoresen, Director of Public Works

Date: February 4, 2026

RE: Consider and Possible Action on Resolution Establishing Tax Equivalent Payable to the City by the Water Utility*

The City's Water Utility currently makes an annual Payment in Lieu of Taxes (PILOT) to the City. For 2026, the PILOT amount is \$475,000. As part of the City's PSC rate case application, staff is requesting that the PSC approve a fixed annual PILOT payment of \$500,000 to avoid additional increases in the future due to expense depreciation.

Staff recommend approving the attached resolution authorizing the City to request the PSC to set the PILOT at a fixed annual amount of \$500,000.

RESOLUTION #26-XX

ESTABLISHING THE TAX EQUIVALENT PAYABLE TO THE CITY OF DEPERE
BY THE DE PERE WATER UTILITY

WHEREAS, the City of De Pere owns and operates a Water Public Utility (the "Utility"), for the provision of public services; and

WHEREAS, pursuant to Wis. Stats. § 66.0811(2), the income of a municipal public utility must first be used to make payments to meet operation, maintenance, depreciation, interest and debt service fund requirements, and is required to pay to the City of De Pere local, county state and school tax equivalents; and

WHEREAS, Wisconsin Administrative Code PSC 109.02 establishes a methodology for calculating the local tax equivalent a water utility is required to pay a municipality and the Public Service Commission makes an allowance for a PILOT (payment in lieu of taxes) as a component of a water utility's total revenue requirement to determine appropriate rates; and

WHEREAS, Wis. Stats. § 66.0811(2) also authorizes municipalities to reduce the tax equivalent; and

WHEREAS, the City Council is willing to set the PILOT payment from the water utility at \$500,000.00 annually to avoid additional PILOT increases due to the expense depreciation; and

WHEREAS, the Board of Public Works has reviewed this matter and recommends approval thereof.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

That the tax equivalent payable by the De Pere Water Utility to the City of De Pere shall be set at \$500,000.00, effective as of January 1, 2027.

BE IT FURTHER RESOLVED:

That this payment shall be made in accordance with the provisions of Wis. Stats. § 66.0811(2) and relevant Public Service Commission regulations.

BE IT FURTHER RESOLVED:

That all City officials, officers, employees, and agents are authorized and directed to take such steps as are lawful and necessary in furtherance thereof.

Adopted by the Common Council of the City of De Pere, Wisconsin, this__ day of _____, 2026.

APPROVED:

James G. Boyd, Mayor

ATTEST:

Carey E. Danen, City Clerk

Ayes: _____

Nays: _____

Board/Committee Approval: 02/09/2026



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Scott Thoresen, Public Works Director
SUBJECT: Consideration and possible action on DOT –Revised State/Municipal Financial Agreement (SMFA) for Southbridge Interchange*
RECOMMENDED ACTION: Staff recommends the BOPW approve this agreement and forward to Council for approval.

ATTACHMENTS:
DOT Southbridge Interchange Revise SMFA - 2-4-2026, 11306877 C De Pere Southbridge Interchange SMFA - Revised

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Board of Public Works Members

From: Scott J. Thoresen, Director of Public Works

Date: February 4, 2026

RE: Consideration and possible action on DOT –Revised State/Municipal Financial Agreement (SMFA) for Southbridge Interchange*

The City received the attached revised State/Municipal Financial Agreement (SMFA) for the Southbridge Interchange (See attached). The revised agreement incorporates the actual bid costs from the Wisconsin Department of Transportation (DOT) recent project letting. The DOT has informed the City the project costs came in approximately \$1 million over the project estimate which included costs shared by the City. Without revising the SMFA the City would have been responsible for 100% of the costs over the previous agreement. The DOT's intent is to still cover the full cost share percentage for the amount that came in over the estimated costs so for most of these items the DOT will be paying for 80-90% of the additional cost. This does raise the City's participation from a total of \$3,631 to now \$10,648.08.

Staff recommends the BOPW approve this agreement and forward to Council for approval.



**STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

Date: September 19, 2025
 I.D.: 1130-68-77 (Design 1130-63-01)
 Road Name: I-41, Southbridge Rd
 Title: Appleton – De Pere
 Limits: SBC Interchange
 County: Brown
 Roadway Length: 0.677 MI

The signatory **City of De Pere** hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: The I-41 Project corridor, which has four travel lanes, two in each direction – is congested and sees a higher rate of crashes than similarly configured freeways in Wisconsin. By federal standards, the project area has multiple roadway design deficiencies, and much of its pavement and several bridges are nearing the end of their useful lives and must be replaced.

Much of the original pavement in the corridor was built in the 1960s and has reached the end of its useful life, meaning further rehabilitations are no longer cost-effective. The project corridor also has narrow road shoulders, outdated ramp designs, and interchanges spaced too closely to one another – deficiencies that can contribute to safety and operational problems.

Proposed Improvement - Nature of work: The I-41/Southbridge interchange is a new diamond interchange proposed to connect with the future Brown County Southbridge Connector project. WisDOT identified the diamond interchange with roundabouts as the preferred alternative for this location. At the new Southbridge interchange, the roundabout alternative is the safest interchange option, provided the best traffic operations, and has the support of Brown County, Town of Lawrence, and City of De Pere.

Work as part of the 1130-68-77 project will include completion of the new Southbridge interchange. Three multi-lane roundabouts will be installed along the new corridor (I-41 SB ramps, I-41 NB ramps, and French Road). Work will also include a new bridge over I-41 and auxiliary lanes between the new interchange and Scheuring Road to the north.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: Architectural surface treatment and staining will be added to the new I-41/Southbridge overpass along with a silhouette attached to the parapet fence. Stamped colored concrete will also be added to the center island of the three remaining roundabouts (I-41 SB, I-41 NB, and French Road). The municipality is responsible for the additional cost of stamping. Sanitary manhole and water valve adjustments are also included for matching final roadway grades.

Phase ¹	Total Est. Cost	Federal/State Funds	%	Other Funds	%	Municipal Funds	%
Design Engineering	N/A	N/A	100%	\$0	0%	\$0	0%
Real Estate Acquisition	N/A	N/A	100%	\$0	0%	\$0	0%

Municipal Utility Coordination:	N/A	N/A	100%	\$0	0%	\$0	0%
Construction ²: 1130-68-77							
Category 1000 – Roadway	\$13,287,109.40	\$13,287,109.40	100%	\$0	0%	\$0	0%
Category 1010 – Roadway Resiliency	\$823,950.41	\$823,950.41	100%	\$0	0%	\$0	0%
Category 1100 – Lighting	\$723,002.47	\$723,002.47	100%	\$0	0%	\$0	0%
Category 1200 – FTMS / ITS	\$442,407.38	\$442,407.38	100%	\$0	0%	\$0	0%
Category 1400 – CSD ³ (Architectural Surface Treatment & Staining)	\$57,838.42	\$46,270.74	80% MAX	\$5,783.84	10% +BAL	\$5,783.84	10% +BAL
Category 1410 - CSD ³ (Fence Silhouettes)	\$12,880.00	\$10,304.00	80% MAX	\$2,576.00	20% +BAL	\$0	0%
Category 1420 – CSD ³ (Stamping Colored Concrete – Town of Lawrence)	\$13,558.50	\$10,846.80	80% MAX	\$2,711.70	20% +BAL	\$0	0%
Category 1430 – CSD ³ (Stamping Colored Concrete – City of De Pere)	\$22,459.50	\$17,967.60	80% MAX	\$0	0%	\$4,491.90	20% +BAL
Category 1600 – 100% City of De Pere Funded	\$15.84	\$0	0%	\$0	0%	\$15.84	100%
Category 1610 – 100% Brown County Funded	\$15.84	\$0	0%	\$15.84	100%	\$0	0%
Category 1620 – 100% Town of Lawrence Funded	\$15.84	\$0	0%	\$15.84	100%	\$0	0%
Category 1700 – Utilities (Town of Lawrence)	\$3,565.00	\$3,208.50	90%	\$356.50	10%	\$0	0%
Category 1710 – Utilities (City of De Pere)	\$3,565.00	\$3,208.50	90%	\$0	0%	\$356.50	10%
Category 1800 – 100% State Funded	\$0.01	\$0.01	100%	\$0	0%	\$0	0%
Category 2000 – B-05-0696 I41/Southbridge	\$3,092,221.24	\$3,092,221.24	100%	\$0	0%	\$0	0%
Category 3000 – C-05-0800 I41 over Hemlock Creek	\$201,982.94	\$201,982.94	100%	\$0	0%	\$0	0%
Category 6000 – S-05-0423	\$135,700.00	\$135,700.00	100%	\$0	0%	\$0	0%
Category 6010 – S-05-0431	\$115,950.54	\$115,950.54	100%	\$0	0%	\$0	0%
Category 6020 – S-05-0432	\$100,115.04	\$100,115.04	100%	\$0	0%	\$0	0%
Category 6030 – S-05-0433	\$115,950.54	\$115,950.54	100%	\$0	0%	\$0	0%
Category 6040 – S-05-0438	\$40,790.50	\$40,790.50	100%	\$0	0%	\$0	0%
Category 6050 – S-05-0439	\$168,116.29	\$168,116.29	100%	\$0	0%	\$0	0%
Category 6060 – S-05-0440	\$257,789.75	\$257,789.75	100%	\$0	0%	\$0	0%
Category 6070 – S-05-0441	\$49,064.75	\$49,064.75	100%	\$0	0%	\$0	0%
Category 6080 – S-05-0442	\$104,358.54	\$104,358.54	100%	\$0	0%	\$0	0%
Category 6090 – S-05-0443	\$111,013.18	\$111,013.18	100%	\$0	0%	\$0	0%
Category 6100 – S-05-0446	\$45,390.50	\$45,390.50	100%	\$0	0%	\$0	0%
Subtotal	\$19,928,827.42	\$19,906,719.62		\$11,459.72		\$10,648.08	
Total Est. Cost Distribution	\$19,928,827.42	\$19,906,719.62		\$11,459.72		\$10,648.08	

¹ Costs shown are estimates only and may be updated as design progresses

² Estimates include construction engineering, estimated at 15%.

³ Community Sensitive Design (CSD) amenities considered to be the preference of the community are funded with 80% federal funding up to a maximum of \$56,000 for category 1400, \$12,000 for category 1410, \$12,000 for category 1420, and \$20,000 for category 1430.

This request is subject to the terms and conditions that follow (pages [3] – [8]); is made by the undersigned under proper authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. A review of the existing State Municipal Maintenance Agreement (SMMA) or creation of a new SMMA signed by the Municipality and the State shall be completed in conjunction with this agreement. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and on behalf of the City of De Pere	
Name	Title
Signature	Date
Signed for and on behalf of the State	
Name	Title
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality’s foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State’s Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it’s constructed in a location where it has not existed before.

- (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
 - (k) Eligible Community Sensitive Design (CSD) amenities considered to be the preference of the community, not to exceed CSD funding limit for the project.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
 - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered for city utility construction. All hazardous material cleanup work shall be performed in accordance with state and federal regulations.
 - (h) Conditioning, if required, and maintenance of detour routes.
 - (i) 20% of cost eligible Community Sensitive Design (CSD) amenities up to the CSD funding limit for the project plus 100% of the cost eligible CSD amenities in excess of the federal funding limit for the project.
 4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
 5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State on behalf of the project.
 6. The work will be administered by the State and may include items not eligible for federal/state participation.
 7. The Municipality shall, in cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 8. Basis for local participation:

Design Engineering, Real Estate Acquisition, Utility Coordination:

The State will pay 100% of the cost for design engineering, real estate acquisition, and utility coordination.

Costs for design engineering, real estate acquisition, and utility coordination are shown as not applicable (N/A) in the summary of costs table due to the complexities of isolating individual Let Project costs from the Appleton-Green Bay corridor wide design ID (1130-63-01) and this information is not relevant to the municipal

construction cost share.

Construction 1130-68-77:

The Project Agreement will be revised, if necessary, as the project progresses. All costs shown are approximate and subject to final audit. Estimates include construction engineering, estimated at 15%.

Category 1000 – Roadway items

The State will pay 100% of the construction costs under Category 1000 – Roadway Items unless otherwise noted.

Category 1010 – Roadway Resiliency

The State will pay 100% of the construction costs under Category 1000 – Roadway Items unless otherwise noted.

Category 1100 – Lighting

The State will pay 100% of the construction costs under Category 1100 – Lighting unless otherwise noted.

Category 1200 – FTMS/ITS

The State will pay 100% of the construction costs under Category 1200 – FTMS/ITS unless otherwise noted.

Category 1400 – CSD (Architectural Surface Treatment & Staining)

CSD amenities are funded with 80% federal funding up to a maximum of \$56,000 when the municipalities agree to provide the remaining 20% and any funds in excess of the CSD category funding limit. The town of Lawrence and the Municipality will split the local cost share at 10% each up to the CSD amenities category limit and split any costs in excess of the CSD category limit at 50% each. CSD amenities included in the project are:

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
517.1010.S	Concrete Staining (structure) 01. B-5-696	SF	9,108	\$2.49	\$22,678.92
517.1015.S	Concrete Staining Multi-Color (structure) 01. B-5-696	SF	1,514	\$5.24	\$7,933.36
517.1050.S	Architectural Surface Treatment (structure) 01. B-5-696	SF	1,514	\$13.00	\$19,682.00

1130-68-77 Construction Total: \$50,294.28
15% Construction Engineering: \$7,544.14
 1130-68-77 Project Total **\$57,838.42**

1130-68-77 - Category 1400 CSD amenities category limit = \$70,000

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify the town of Lawrence and the Municipality of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

Category 1410 – CSD (Fence Silhouettes)

CSD amenities are funded with 80% federal funding up to a maximum of \$12,000 when the municipalities agree to provide the remaining 20% and any funds in excess of the CSD category funding limit. Brown County and the town of Lawrence will split the local cost share at 10% each up to the CSD amenities category limit and split any costs in excess of the CSD category limit at 50% each. CSD amenities included in the project are:

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
SPV.0060	Decorative Silhouette	Each	2	\$5,600.00	\$11,200.00

1130-68-77 Construction Total: \$11,200.00
15% Construction Engineering: \$1,680.00
1130-68-77 Project Total: **\$12,880.00**

1130-68-77 - Category 1410 CSD amenities limit = \$15,000

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify Brown County and the town of Lawrence of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

Category 1420 – CSD (Stamping Colored Concrete – Town of Lawrence)

CSD amenities are funded with 80% federal funding up to a maximum of \$12,000 when the town of Lawrence agrees to provide the remaining 20% and any funds in excess of the CSD category funding limit. CSD amenities included in the project are:

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
SPV.0180	Concrete Stamping	SY	524	\$22.50	\$11,790.00

1130-68-77 Construction Total: \$11,790.00
15% Construction Engineering: \$1,768.50
1130-68-77 Project Total: **\$13,558.50**

1130-68-77 – Category 1420 CSD amenities limit = \$15,000

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify the town of Lawrence of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

Category 1430 – CSD (Stamping Colored Concrete – City of De Pere)

CSD amenities are funded with 80% federal funding up to a maximum of \$20,000 when the Municipality agrees to provide the remaining 20% and any funds in excess of the CSD category funding limit. CSD amenities included in the project are:

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
SPV.0180	Concrete Stamping	SY	868	\$22.50	\$19,530.00

1130-68-77 Construction Total: \$19,530.00
15% Construction Engineering: \$2,929.50
1130-68-77 Project Total: **\$22,459.50**

1130-68-77 – Category 1430 CSD amenities limit = \$25,000

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify the Municipality of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

Category 1600/1610/1620 – 100% City of De Pere/Brown County/Town of Lawrence Funded

In accordance with Local Participation Policy Section 3-25-5 of the State’s Program Management Manual, proposed improvements requested by the Municipality within the project limits, but outside the original project scope, are considered 100% the responsibility of the Municipality.

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
305.0120	Base Aggregate Dense 1 ¼-Inch	Ton	1	\$13.77	\$13.77

1130-68-77 Construction Total: \$13.77
15% Construction Engineering: \$2.07
 1130-68-77 Project Total: **\$15.84**

Category 1700 – Utilities (Town of Lawrence)

Wisconsin State Statute 84.295 (4m) Municipal Utility Relocation; Freeway Construction

(a) The state shall pay 90 percent of the eligible costs of the relocation or replacement of any municipal utility facilities required by the construction of any freeway undertaken by the department. The affected municipal utility shall pay the balance of such costs.

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
SPV.0060	Adjusting Sanitary Manhole Covers	Each	2	\$1,100.00	\$2,200.00
SPV.0060	Adjusting Water Valve Boxes	Each	3	\$300.00	\$900.00

1130-68-77 Construction Total: \$3,100.00
15% Construction Engineering: \$465.00
 1130-68-77 Project Total: **\$3,565.00**

Category 1710 – Utilities (City of De Pere)

Wisconsin State Statute 84.295 (4m) Municipal Utility Relocation; Freeway Construction

(a) The state shall pay 90 percent of the eligible costs of the relocation or replacement of any municipal utility facilities required by the construction of any freeway undertaken by the department. The affected municipal utility shall pay the balance of such costs.

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
SPV.0060	Adjusting Sanitary Manhole Covers	Each	2	\$1,100.00	\$2,200.00
SPV.0060	Adjusting Water Valve Boxes	Each	3	\$300.00	\$900.00

1130-68-77 Construction Total: \$3,100.00
15% Construction Engineering: \$465.00
 1130-68-77 Project Total: **\$3,565.00**

Category 1800 – State Funded

The State will pay 100% of the construction costs under Category 1800 – State Funded unless otherwise noted.

Category 2000 – B-05-0696 I41/Southbridge

The State will pay 100% of the construction costs under Category 2000 – B-05-0696 I41/Southbridge unless otherwise noted.

Category 3000 – C-05-0800 I41 over Hemlock Creek

The State will pay 100% of the construction costs under Category 3000 – C-05-0800 I41 over Hemlock Creek unless otherwise noted.

Category 6000 – S-05-0423

The State will pay 100% of the construction costs under Category 6000 – S-05-0423 unless otherwise noted.

Category 6010 – S-05-0431

The State will pay 100% of the construction costs under Category 6010 – S-05-0431 unless otherwise noted.

Category 6020 – S-05-0432

The State will pay 100% of the construction costs under Category 6020 – S-05-0432 unless otherwise noted.

Category 6030 – S-05-0433

The State will pay 100% of the construction costs under Category 6030 – S-05-0433 unless otherwise noted.

Category 6040 – S-05-0438

The State will pay 100% of the construction costs under Category 6040 – S-05-0438 unless otherwise noted.

Category 6050 – S-05-0439

The State will pay 100% of the construction costs under Category 6050 – S-05-0439 unless otherwise noted.

Category 6060 – S-05-0440

The State will pay 100% of the construction costs under Category 6060 – S-05-0440 unless otherwise noted.

Category 6070 – S-05-0441

The State will pay 100% of the construction costs under Category 6070 – S-05-0441 unless otherwise noted.

Category 6080 – S-05-0442

The State will pay 100% of the construction costs under Category 6080 – S-05-0442 unless otherwise noted.

Category 6090 – S-05-0443

The State will pay 100% of the construction costs under Category 6090 – S-05-0443 unless otherwise noted.

Category 6100 – S-05-0446

The State will pay 100% of the construction costs under Category 6100 – S-05-0446 unless otherwise noted.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on Special Charge Rates for 2026 Sidewalk Repair Orders and Gap Sidewalk Orders*
RECOMMENDED ACTION: Staff recommends approval of the sidewalk installation and replacement rates for 2026.

ATTACHMENTS:
2026 0209 CI_BOPW_2026_Sidewalk_Special_Charge_Rates, CE_Project_26-05_Yearly-Program, 2026 Estimated Sidewalk & Sidewalk Replacement Costs

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and Possible Action on Special Charge Rates for 2026 Sidewalk Repair Orders and Gap Sidewalk Orders***

The purpose for this item is to establish the special charge rate and consider a payback period for sidewalk replacement and new sidewalk installation completed under the 2026 Sidewalk Replacement Program.

Background

Each year staff inspects 1/8 of the City for required repairs to sidewalks. This year, the repair area is on the west side of the Fox River, west of the Canadian National Railroad tracks, south of Grant Street and north of Scheuring Road. Work will be completed under Project 26-05 Sidewalk and Curb Repairs. Sidewalks are inspected per the attached guidelines for “Defective Sidewalk and Acceptable Repairs” (*CE_Project_26-05_Yearly-Program.pdf*).

Once the repair work is completed under Project 26-05, the repairs are billed back to the abutting property owner via special charge. Prior to 2019, property owners had one year to pay back these special charges before the charge was applied to their property taxes. In recent years, sidewalk replacement costs have continued to increase and beginning in 2020, the Board established a 5-year payback option for invoices over \$1,000.

2026 Sidewalk Installation and Replacement Costs

The costs to provide or replace sidewalks are charged back to abutting property owners, except for those needed to repair sidewalks damaged due to city terrace trees or utility work. The repairs are charged back to the property owner as a special charge pursuant to Wisconsin State Statute 66.0627. Staff annually calculates the estimated special charge rates for new sidewalk installations (gap sidewalk orders) and sidewalk replacements (sidewalk repair orders) based off the unit prices provided with the given year’s project.

Included with this memo is the “2026 Estimated Sidewalk & Sidewalk Replacement Costs” calculations which break down how the per square foot prices are generated. The costs listed above are comprised of five parts:

1. The replacement/installation cost of the concrete based off the bid unit prices. This amount comprises nearly 3/4 of the special charge cost.
2. Any stone required to complete the work. This is used more for new sidewalk installations as existing sidewalks have stone bases already. This is an estimated quantity.
3. The cost for metal reinforcement to provide additional strength. This is an estimated quantity.
4. A 5% contingency factor based off the sum of items 1 thru 3 above. This cost is used to cover any overages for the stone and reinforcement. Any portion of this contingency that is not needed is removed for the final invoices.
5. A 20% engineering and administrative fee based off the sum of items 1 through 4 above. This is City policy for any invoice or charge.

A comparison of the 2026 estimated costs to the final sidewalk installation and replacement costs since 2018 is shown on Table 1. The estimated costs for 2026 sidewalk installations and replacements are as follows:

Table 1 – Sidewalk Special Charge Rates by Year

Year	Provide 4" Sidewalk (SF)	Provide 6" Sidewalk (SF)	Replace 4" Sidewalk (SF)	Replace 6" Sidewalk (SF)
2026 <i>(estimated)</i>	\$15.85	\$17.10	\$15.93	\$17.18
2025	None Completed	None Completed	\$16.51	\$17.71
2024	\$11.20	None Completed	\$13.06	\$15.19
2023	\$12.06	None Completed	\$12.76	\$14.09
2022	\$8.80	None Completed	\$10.93	\$11.27
2021	None Completed	None Completed	\$10.67	\$11.34
2020	None Completed	None Completed	\$10.63	\$11.57
2019	None Completed	None Completed	\$11.41	\$11.68
2018	\$7.95	None Completed	\$7.70	\$8.13

The City allows homeowners to complete their own sidewalk repairs or installation to avoid special charge for sidewalk replacement or installation. Repair methods such as mud jacking, crack filling, or sidewalk grinding are permitted. The cost for panel replacements completed by the City is shown on Table 2:

Table 2 - Estimated 2026 Sidewalk Panel Replacement Costs

Number of Panels (5'x5')	2026 4-inch Replacement Estimated Cost	2026 6-inch Replacement Estimated Cost
1 - (25 SF)	\$398.25	\$429.50
2 - (50 SF)	\$796.50	\$859.00
3 - (75 SF)	\$1,194.75	\$1,288.50
4 - (100 SF)	\$1,593.00	\$1,718.00
5 - (125 SF)	\$1,991.25	\$2,147.50

Lastly, a payback option was introduced in 2019 for special charges exceeding \$1,000. Since 2019, a 5-year payback period has been used.

Recommendation

Staff recommends approval of the following sidewalk installation and replacement rates for 2026 with a 5-year payback period for special charges exceeding \$1,000.

- Provide New 4" Concrete Sidewalk: \$15.85 per square foot
- Provide New 6" Concrete Sidewalk: \$17.10 per square foot
- Remove and Replace 4" Concrete Sidewalk: \$15.93 per square foot
- Remove and Replace 6" Concrete Sidewalk: \$17.18 per square foot

Attachments for this item include:

- CE_Project_25-06_yearly-Program
- 2026 Estimated Sidewalk and Sidewalk Replacement Costs

SIDEWALK REPAIR AND REPLACEMENT PROGRAM

<u>YEAR</u>	<u>DESCRIPTION OF AREA</u>
2026	West side of Fox River, west of RR tracks, Grant to Scheuring
2027	East side of Fox River, north of Charles, west of Webster
2028	East side of Fox River, north of Charles, east of Webster
2029	West side of Fox River, east of RR tracks, north of Scheuring
2030	West side of Fox River, south of Scheuring Road
2031	East side of Fox River, south of Charles Street, west of Jordan/Ontario
2032	East side of Fox River, south of Charles, east of Jordan/Ontario
2033	West side of Fox River, west of RR tracks, north of Grant Street

GUIDELINES

DEFECTIVE SIDEWALK AND ACCEPTABLE REPAIRS		
<u>CRITERIA</u>	<u>DEFECT</u>	<u>REPAIRS*</u>
Vertical Displacement	3/4" high or greater for 12" of joint	---Replace ---Mudjack ---Grinding up to 2" vertical
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

***Ramping of Vertical Displacement or Concrete Overlay of sidewalk are NOT acceptable repairs.**

CITY OF DE PERE

Public Works - Engineering Department



925 S. Sixth Street, De Pere, WI 54115 | 920-339-4061 | www.de-pere.org

2026

ESTIMATED COSTS FOR NEW & REPLACEMENT SIDEWALK

NEW 4-INCH SIDEWALK

Provide 4-inch Concrete Sidewalk	\$12.00	
Provide ¾-inch Crushed Aggregate Base Course	0.60	
<u>Drilled Tie Bars</u>	<u>0.08</u>	
Subtotal (Per Square Foot)	\$12.68	
5% Contingency	0.63	
<u>20% Engineering & Administration</u>	<u>2.54</u>	
Total (Per Square Foot)	\$15.85	(\$79.25 / LF)

NEW 6-INCH SIDEWALK

Provide 6-inch Concrete Sidewalk	\$13.00	
Provide ¾-inch Crushed Aggregate Base Course	0.60	
<u>Drilled Tie Bars</u>	<u>0.08</u>	
Subtotal (Per Square Foot)	\$13.68	
5% Contingency	0.68	
<u>20% Engineering & Administration</u>	<u>2.74</u>	
Total (Per Square Foot)	\$17.10	(\$85.50 / LF)

REPLACEMENT 4-INCH SIDEWALK

Remove and Replace 4-inch Concrete Sidewalk	\$12.00	
Provide ¾-inch Crushed Aggregate Base Course	0.05	
<u>Drilled Tie Bars</u>	<u>0.69</u>	
Subtotal (Per Square Foot)	\$12.74	
5% Contingency	0.64	
<u>20% Engineering & Administration</u>	<u>2.55</u>	
Total (Per Square Foot)	\$15.93	(\$79.65 / LF)

REPLACEMENT 6-INCH SIDEWALK

Provide 6-inch Concrete Sidewalk	\$13.00	
Provide ¾-inch Crushed Aggregate Base Course	0.05	
<u>Drilled Tie Bars</u>	<u>0.69</u>	
Subtotal (Per Square Foot)	\$13.74	
5% Contingency	0.69	
<u>20% Engineering & Administration</u>	<u>2.75</u>	
Total (Per Square Foot)	\$17.18	(\$85.90 / LF)



Request for Board of Public Works Action

MEETING DATE:	February 9, 2026
DEPARTMENT:	Public Works
FROM:	Eric Rakers, City Engineer
SUBJECT:	Discussion on the Main Avenue Alley Dumpster Location
RECOMMENDED ACTION:	Staff recommends location of the dumpsters on the east side of the alley, near the Fox Rover, in the Hicks Square Parking Lot.

ATTACHMENTS:

2026 0209 CI_BOPW_Main Avenue Alley Dumpster, Alley_FourthThirdMainTermini_P&P-C101, Alley_FourthThirdMainTermini_P&P-C102, Alley_FourthThirdMainTermini_Dumpsters-EX-1, Alley_FourthThirdMainTermini_Dumpsters-EX-2, Alley_FourthThirdMainTermini_Dumpsters-EX-3

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Discussion on the Main Avenue Alley Dumpster Location**

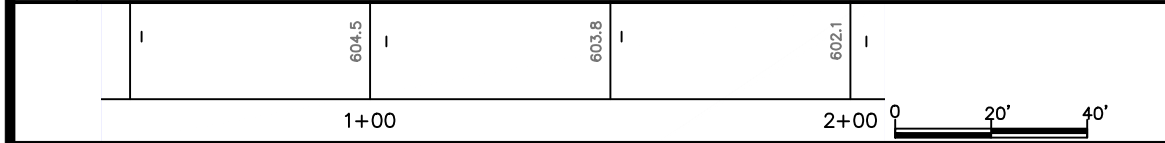
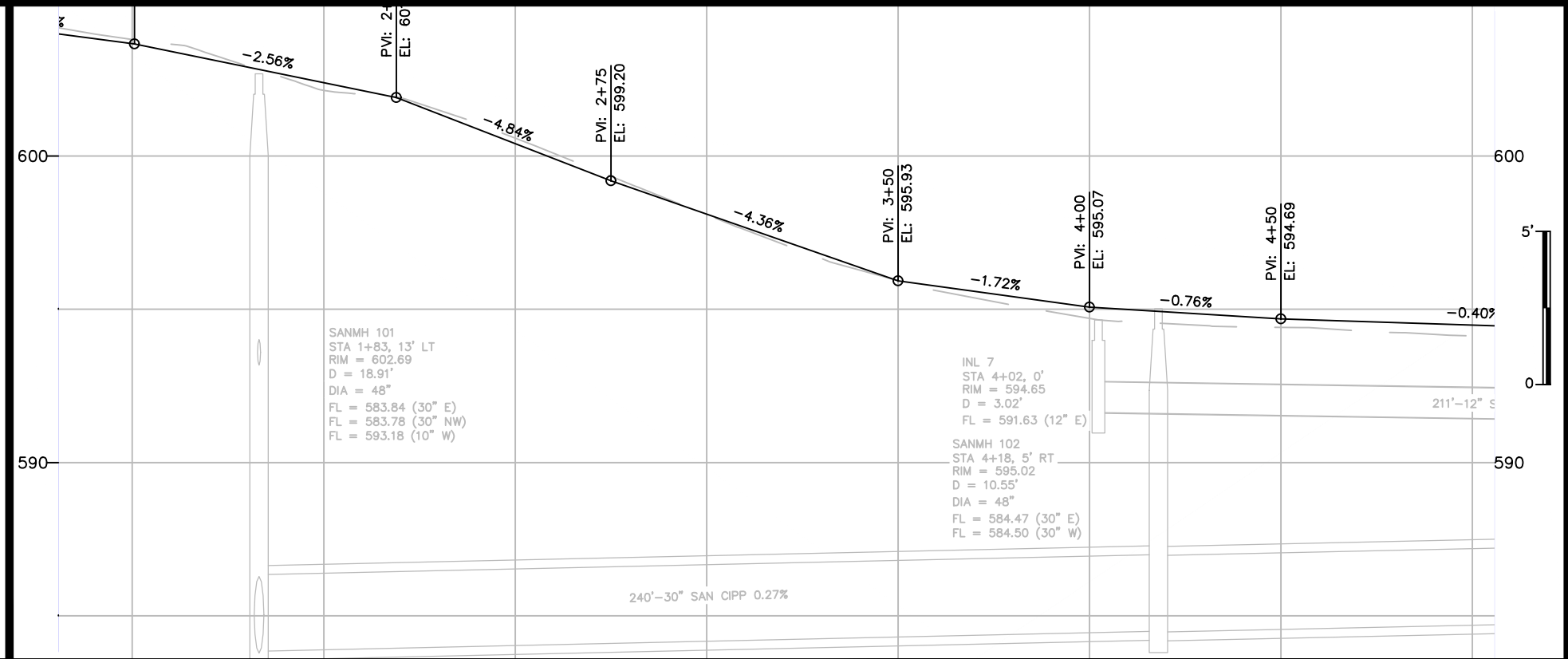
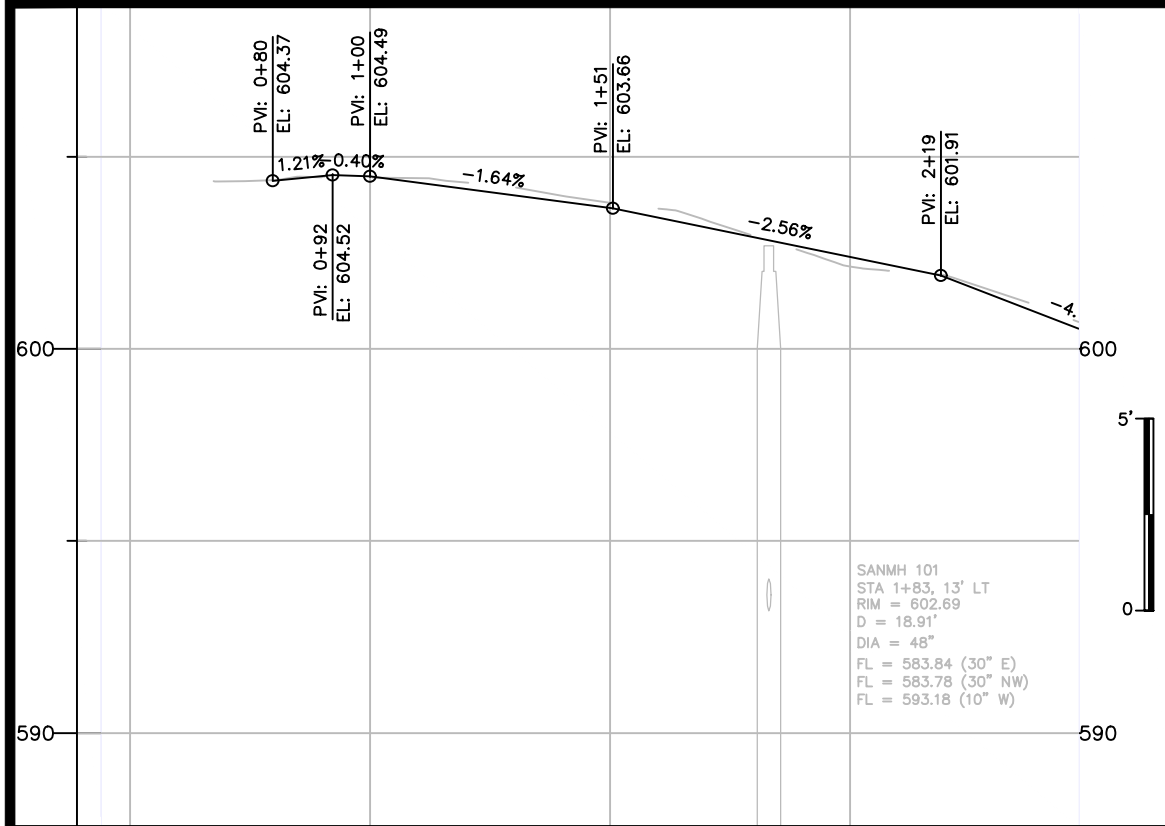
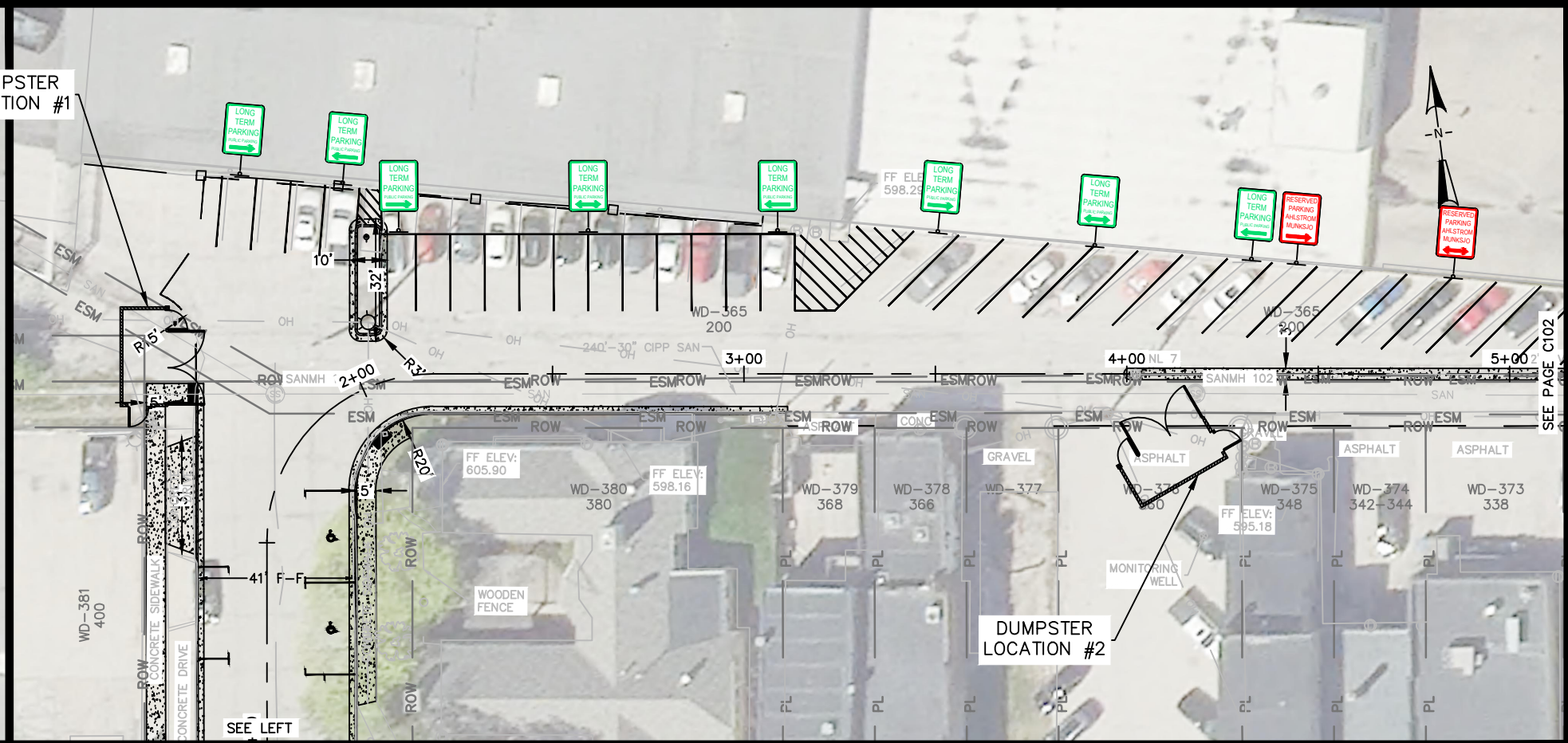
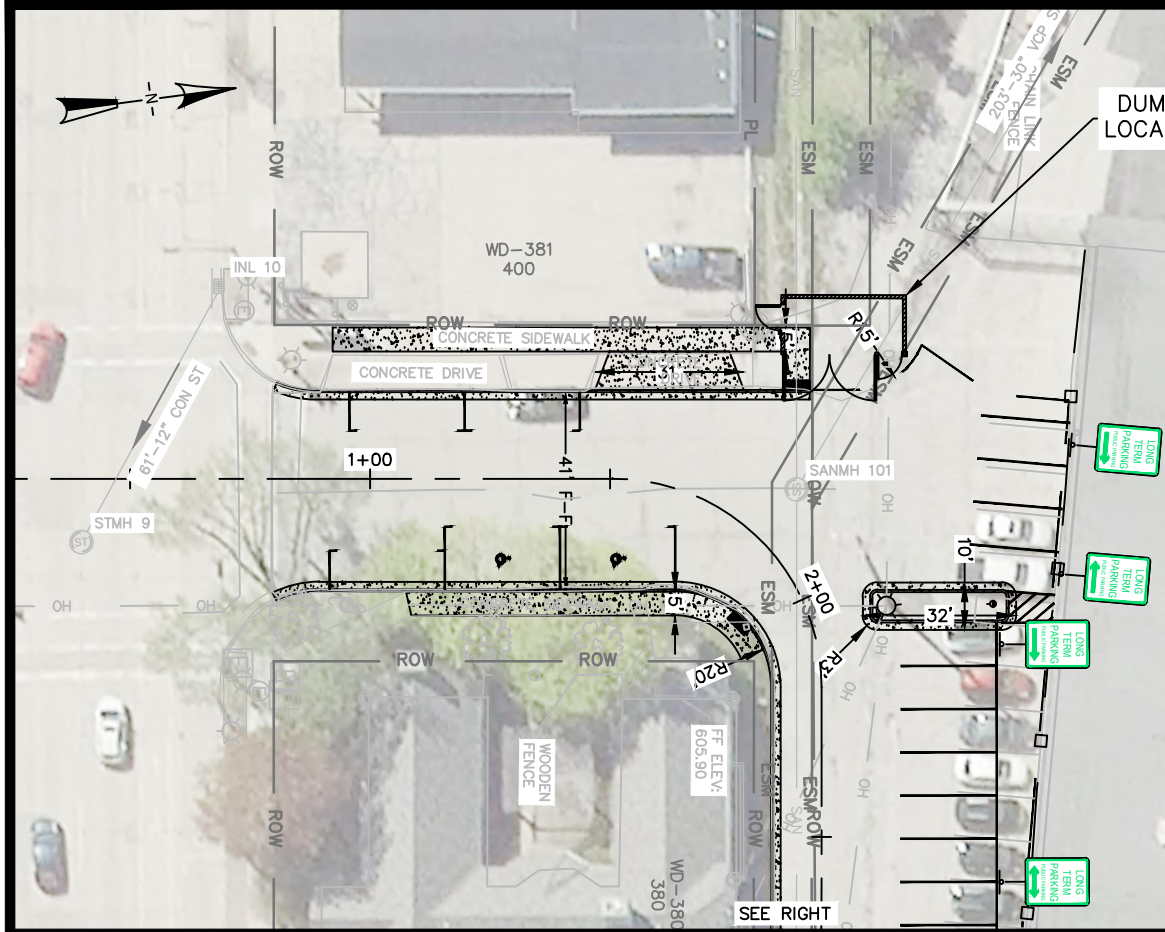
As part of the 2026 capital improvement program, the alley north of Main Avenue, between Third and Fourth Street will be reconstructed under Project 26-14 – Main Avenue Alley Reconstruction. In addition to the alley, the reconstruction includes Third Street north of Main Avenue (Hicks Square Parking Lot), and Fourth Street north of Main Avenue.

This area has been identified for the construction of a dumpster enclosure for businesses located north of Main Avenue between Third and Fourth Street. The dumpster enclosure is being included with Project 26-14.

Staff reviewed multiple dumpster locations within the project limits. There are many challenges with the dumpster including:

- Limited City right of way
- Utility conflicts including underground and overhead power lines
- Grade challenges
- Truck and semi access in the alley

The preferred location is on the east side of the alley, near the Fox River, in the Hicks Square Parking Lot (Sheet C102 Location #4). Staff will provide an overview of the locations reviewed and the reason for the proposed location.



CITY OF DE PERE

ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
OFFICE: 920-339-4061 EMAIL: DPPUBWRKS@DEPERE.WI.GOV

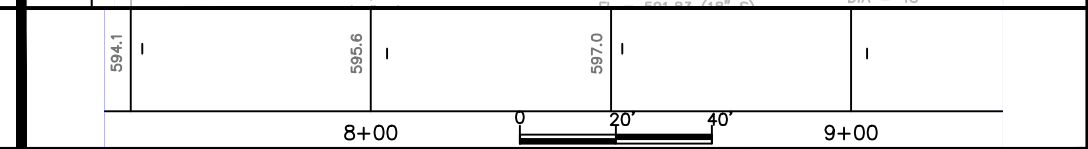
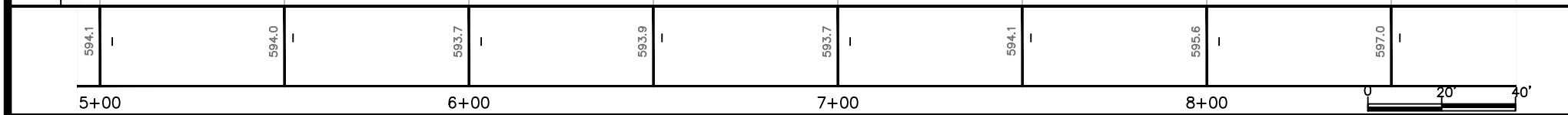
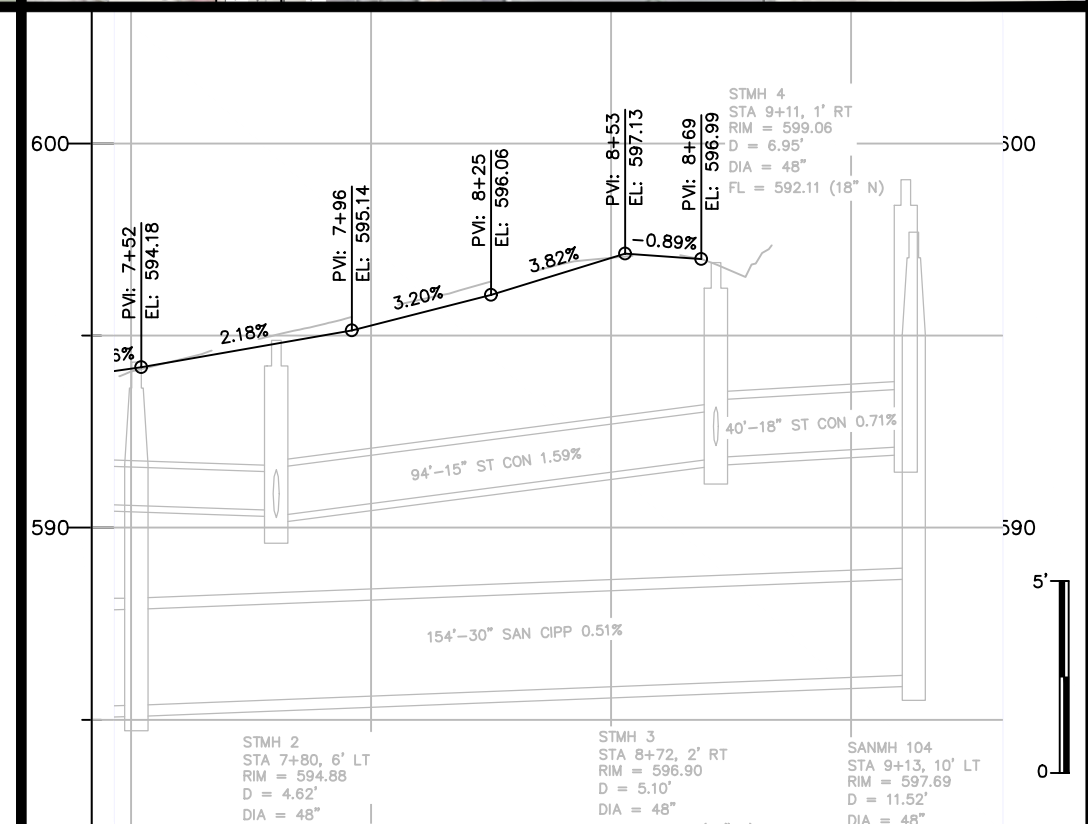
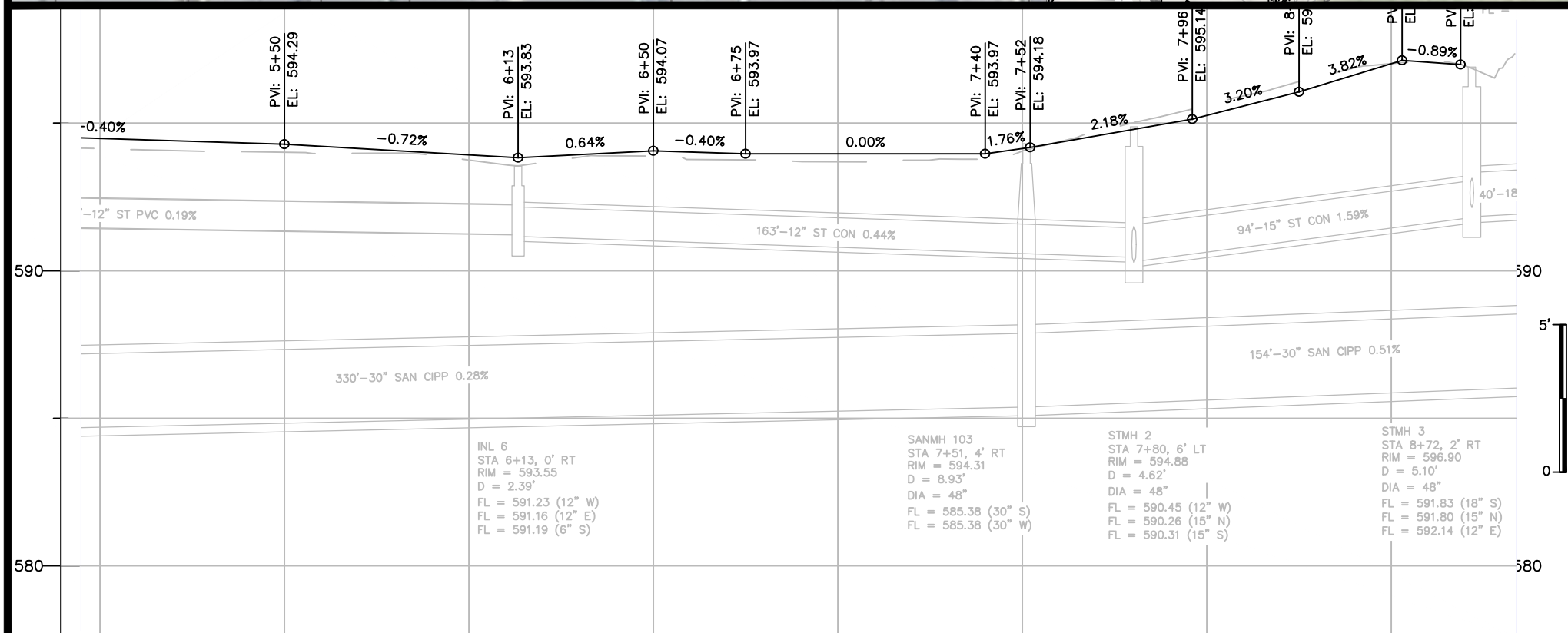
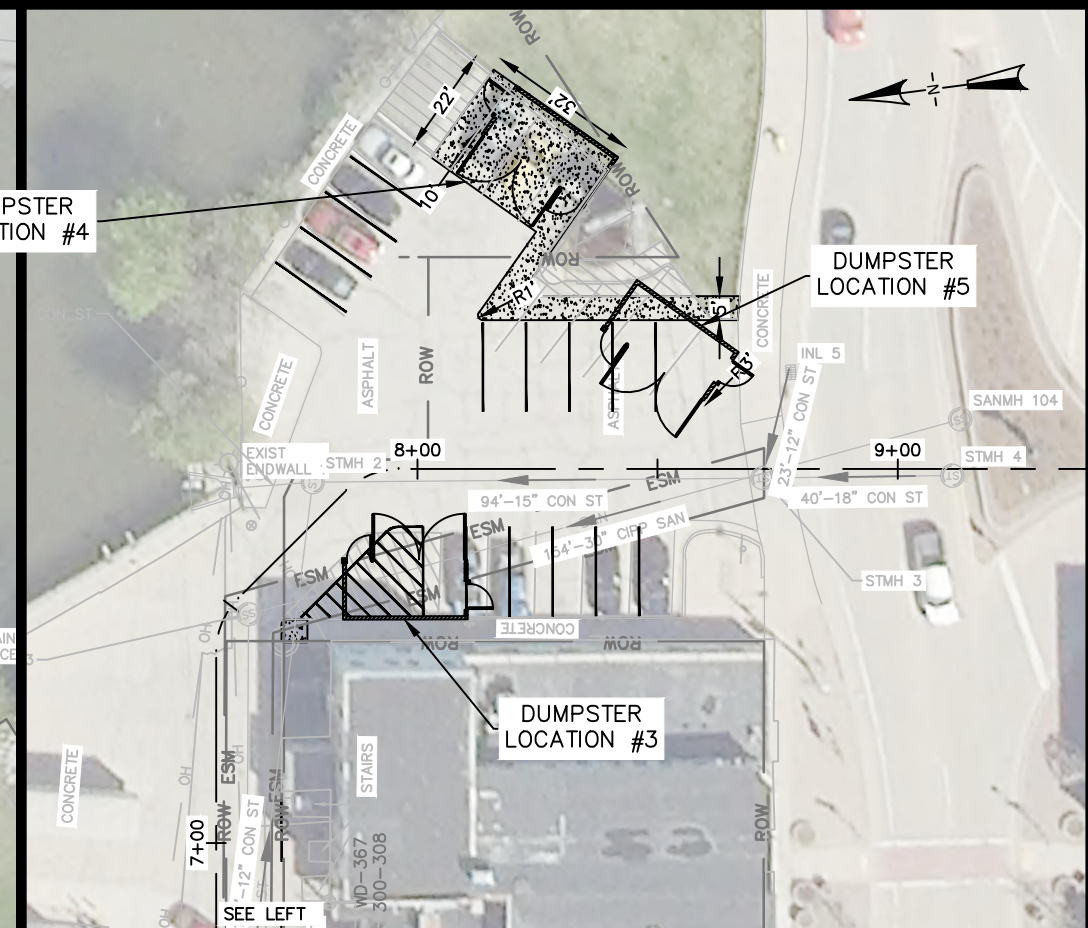
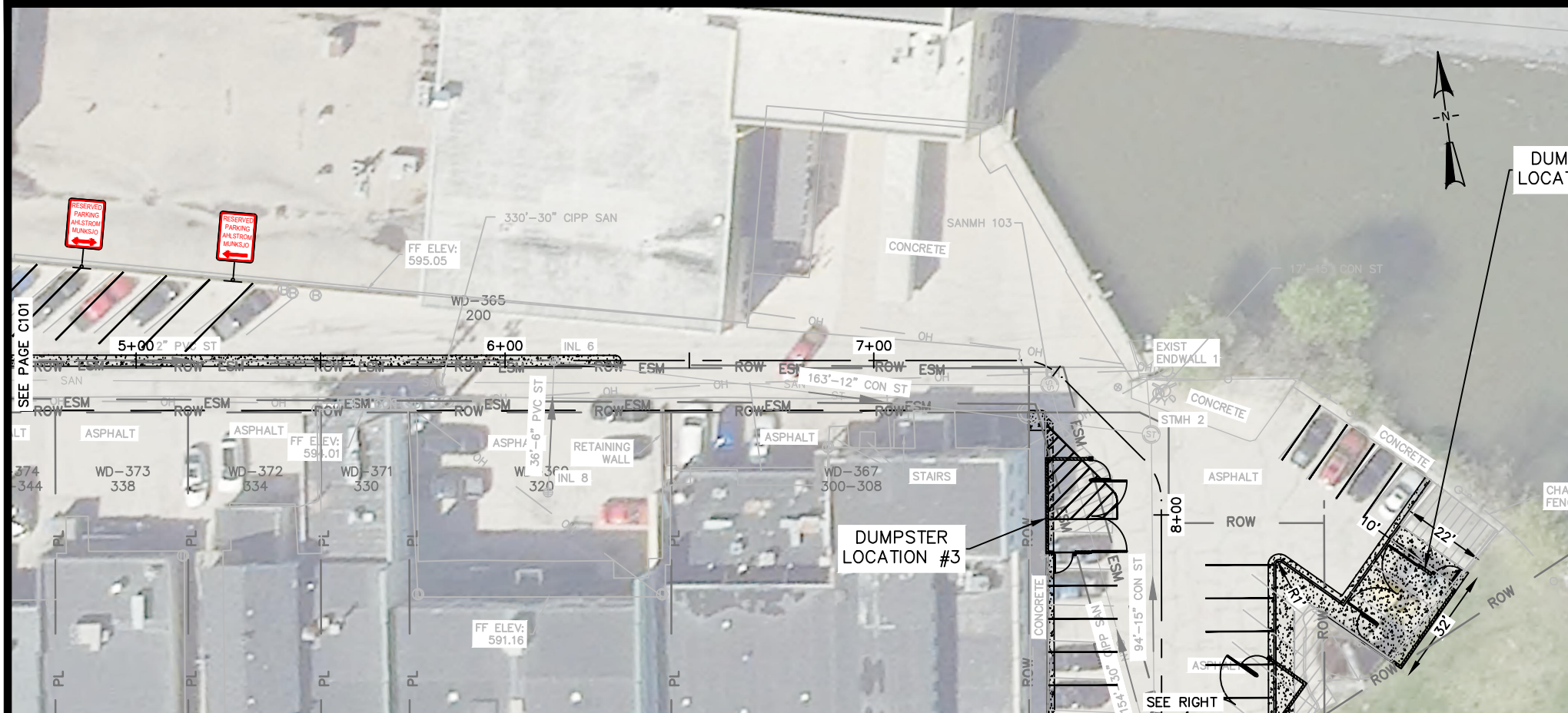
**ALLEY NORTH OF MAIN AVENUE
FOURTH STREET TO 300' E/O FOURTH STREET
STORM SEWER AND STREET**

NAME: ALLEY RECONSTRUCTION
PROJECT: 26-14

	BY	DATE
SURVEYED	APB	11-2025
DRAWN	APB	12-2025
DESIGNED	XXX	11-2010
CHECKED	XXX	11-2010

REVISIONS / ISSUES		
NO.	DATE	BY

PAGE NO. **C101**



CITY OF DE PERE

ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
OFFICE: 920-339-4061 EMAIL: DPPUBWRKS@DEPERE.WI.GOV

**ALLEY NORTH OF MAIN AVENUE
300' E/O FOURTH STREET TO THIRD STREET
STORM SEWER AND STREET**

NAME: ALLEY RECONSTRUCTION
PROJECT: 26-14

SURVEYED	BY	DATE	REVISIONS / ISSUES		
			NO.	DATE	REMARKS
APB	APB	11-2025			
APB	APB	12-2025			
XXX	XXX	11-2010			
XXX	XXX	11-2010			

PAGE NO.
C102



DE PERE

ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
OFFICE: 920-339-4061 EMAIL: DPPUBWRKS@DEPERE.WI.GOV

CITY OF DE PERE

ALLEY NORTH OF MAIN AVENUE

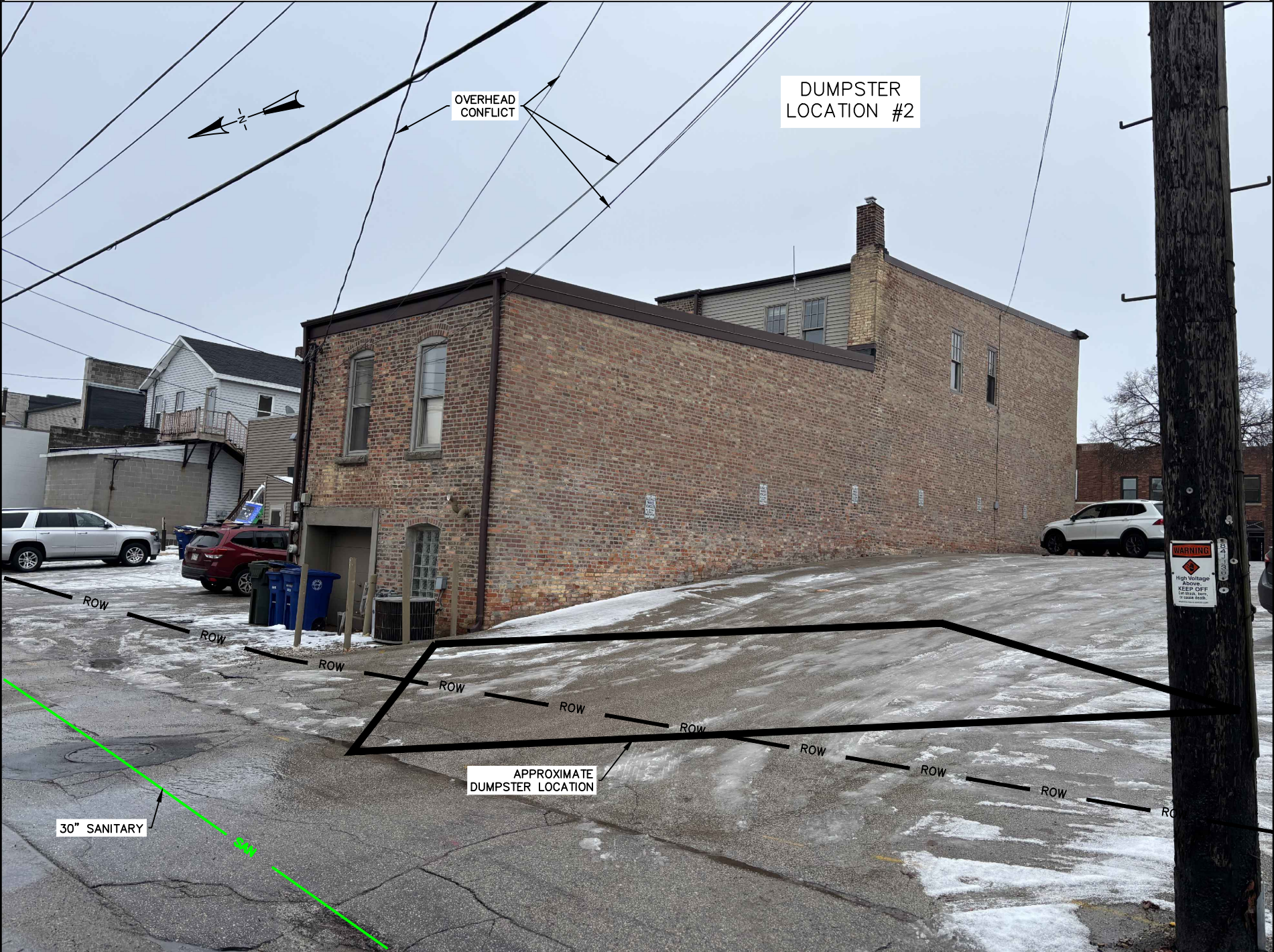
DUMPSTER LOCATIONS 1 & 2

NAME: ALLEY RECONSTRUCTION
PROJECT 26-14

SURVEYED	BY	DATE
XXX	XXX	10-2010
DESIGNED	BY	DATE
XXX	XXX	11-2010
CHECKED	BY	DATE
XXX	XXX	11-2010

NO.	DATE	REVISIONS / ISSUES

PAGE NO. EX-1



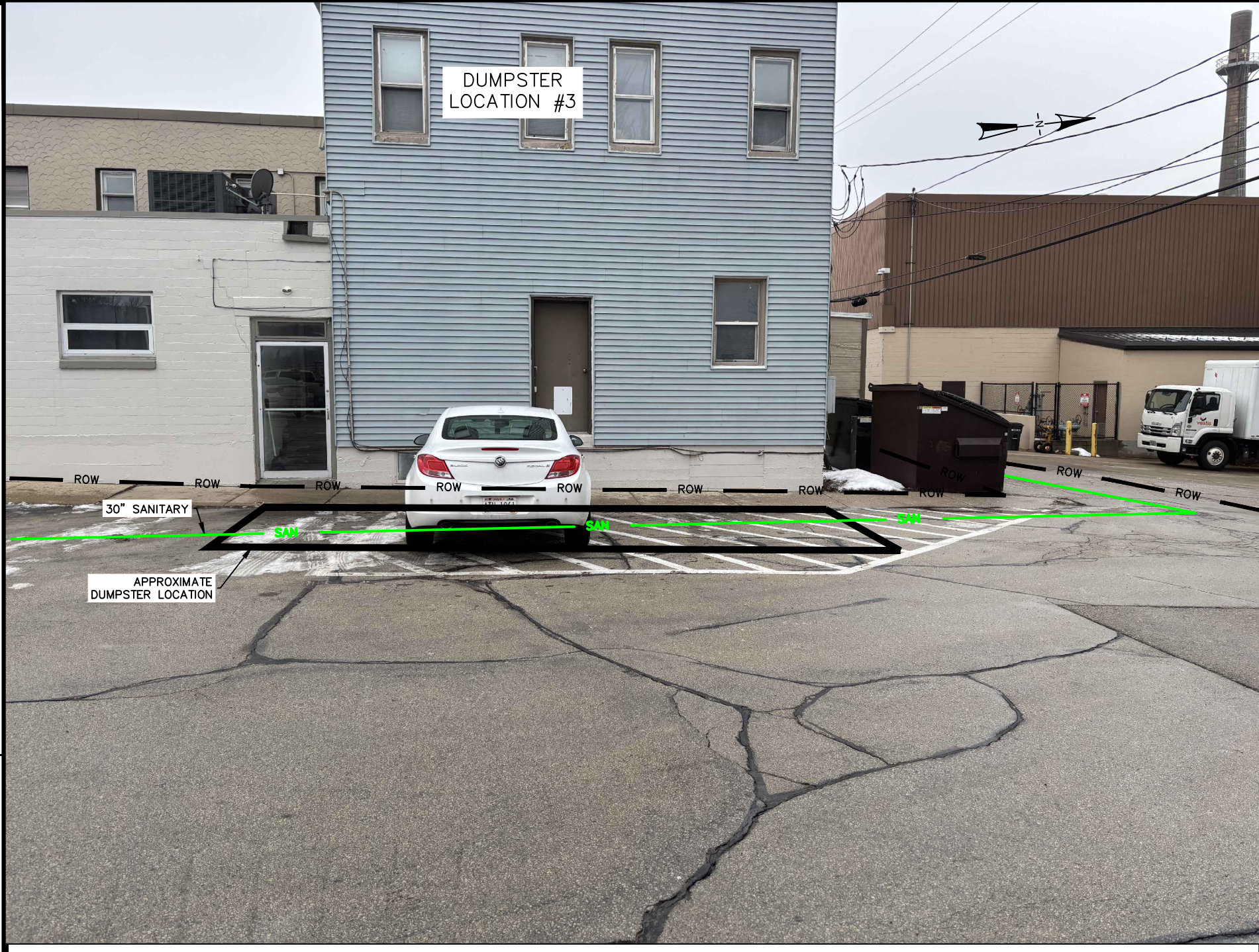


DE PERE
 CITY OF DE PERE
 ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
 OFFICE: 920-339-4061 EMAIL: DPPUBWRKS@DEPERE.WI.GOV

ALLEY NORTH OF MAIN AVENUE
 DUMPSTER LOCATIONS 3 & 4

PROJECT	26-14	NAME:	ALLEY RECONSTRUCTION
DESIGNED	XXX	BY	XXX
CHECKED	XXX	DATE	10-2010
		NO.	
		DATE	11-2010
		REVISIONS / ISSUES	
		BY	
		REMARKS	

PAGE NO. EX-2





DE PERE

ENGINEERING DIVISION 925 S. SIXTH ST DE PERE WI 54115
OFFICE: 920-339-4061 EMAIL: DPUBWRKS@DEPERE.WI.GOV

CITY OF DE PERE

ALLEY NORTH OF MAIN AVENUE
DUMPSTER LOCATIONS 5



DUMPSTER
LOCATION #5

APPROXIMATE
DUMPSTER LOCATION

NAME:
ALLEY RECONSTRUCTION
PROJECT 26-14

SURVEYED	BY	DATE
XXX	XXX	10-2010
DESIGNED	BY	DATE
XXX	XXX	11-2010
CHECKED	BY	DATE
XXX	XXX	11-2010

NO.	DATE	REVISIONS / ISSUES

PAGE NO. EX-3



City of De Pere, Wisconsin

III.11

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on award of Contract 25-04 American Boulevard Utility Extension*
RECOMMENDED ACTION: Accept the bid from PTS Contractors, Inc. in the amount of \$1,086,000.00

ATTACHMENTS:
2026 0209 CE_Project_25-04_Award, 2026 0122 CE_Project 25-04_Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Contract 25-04 American Boulevard Utility Extension***

The Engineering Department received bids for Project 25-04 American Boulevard Utility Extension on January 22, 2026. This project involves the construction of American Boulevard from 1,350 feet south of Garroman Drive to the southern City limits. The bids received are as follows:

Contractor	Total Bid
PTS Contractors, Inc.	\$1,086,000.00
Jossart Brothers, Inc.	\$1,095,000.00
Advance Construction, Inc.	\$1,166,732.40
David Tenor Corporation	\$1,209,582.80
Relyco Plus LLC	\$1,269,249.42
Michels Road and Stone, Inc.	\$1,358,066.52
Dorner, Inc.	\$1,474,411.00
Kruczek Construction, Inc.	\$1,509,000.00

The project is being funded through TID 12 with the ongoing development with a portion from the Green Bay Metropolitan Sewerage District (GBMSD) for the extension of the Ninth Street Interceptor. The agreement for the purchase of the interceptor is being reviewed by GBMSD and will be brought to the Board in March. The GBMSD amount below is an estimate and will be finalized in the agreement. The breakdown in funding is estimated as follows:

- GBMSD \$200,000
- TID 12: \$886,000

Staff's recommendation is to accept the bid from PTS Contractors, Inc. in the amount of \$1,086,000.

Attachments:

2026 0122 Project 25-04 Bid Tab (PDF)



Project 25-04
American Boulevard Utility Extension

ITEM	DESCRIPTION	UNIT	QTY	BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3		BIDDER NO. 4		BIDDER NO. 5		BIDDER NO. 6		BIDDER NO. 7		BIDDER NO. 8	
				UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID
SANITARY SEWER																			
SS-01	Provide 24" PVC (PS115) Sanitary Sewer (Natural Backfill)	LF	680	\$128.00	\$87,040.00	\$130.00	\$88,400.00	\$147.00	\$99,960.00	\$193.00	\$131,240.00	\$171.70	\$116,756.00	\$171.70	\$116,756.00	\$183.00	\$124,440.00	\$313.00	\$212,840.00
SS-02	Provide 24" PVC (PS115) Sanitary Sewer (Granular Backfill)	LF	495	\$237.00	\$117,315.00	\$310.00	\$153,450.00	\$263.00	\$130,185.00	\$280.00	\$138,600.00	\$375.92	\$186,080.40	\$375.92	\$186,080.40	\$490.00	\$242,550.00	\$750.00	\$371,250.00
SS-03	Provide 8" PVC Sanitary Sewer (Natural Backfill)	LF	75	\$70.00	\$5,250.00	\$55.00	\$4,125.00	\$68.00	\$5,100.00	\$85.00	\$6,375.00	\$109.69	\$8,226.75	\$109.69	\$8,226.75	\$47.00	\$3,525.00	\$150.00	\$11,250.00
SS-04	Provide 8" PVC Sanitary Sewer (Granular Backfill)	LF	95	\$125.00	\$11,875.00	\$118.00	\$11,210.00	\$134.00	\$12,730.00	\$125.00	\$11,875.00	\$299.48	\$28,450.60	\$299.48	\$28,450.60	\$152.00	\$14,440.00	\$170.00	\$16,150.00
SS-05	Provide 4" Diameter Outside Drop Sanitary Sewer Manhole (2 Drops)	LF	55	\$1,265.00	\$69,575.00	\$1,130.00	\$62,150.00	\$949.00	\$52,195.00	\$1,046.00	\$57,530.00	\$1,061.80	\$58,399.00	\$1,061.80	\$58,399.00	\$1,190.00	\$65,450.00	\$937.00	\$51,535.00
SS-06	Provide 4" Diameter Outside Drop Sanitary Sewer Manhole	VF	30	\$1,200.00	\$36,000.00	\$980.00	\$29,400.00	\$966.00	\$28,980.00	\$1,135.00	\$34,050.00	\$1,113.10	\$33,393.00	\$1,113.10	\$33,393.00	\$842.00	\$25,260.00	\$946.00	\$28,380.00
SS-07	Connect to Existing Sanitary Sewer Manhole	EA	1	\$5,795.00	\$5,795.00	\$10,655.00	\$10,655.00	\$5,000.00	\$5,000.00	\$1,000.00	\$1,000.00	\$2,398.50	\$2,398.50	\$2,398.50	\$2,398.50	\$5,000.00	\$5,000.00	\$14,500.00	\$14,500.00
STORM SEWER																			
ST-01	Provide 24" RCP Class IV Storm Sewer (Natural Backfill)	LF	155	\$98.00	\$15,190.00	\$94.00	\$13,020.00	\$106.00	\$16,430.00	\$109.00	\$16,895.00	\$114.73	\$17,783.15	\$114.73	\$17,783.15	\$102.00	\$15,810.00	\$102.50	\$15,887.50
ST-02	Provide 24" RCP Class IV Storm Sewer (Granular Backfill)	LF	95	\$109.00	\$10,355.00	\$125.00	\$11,875.00	\$125.00	\$11,875.00	\$132.00	\$12,635.00	\$124.72	\$11,848.40	\$124.72	\$11,848.40	\$133.00	\$12,635.00	\$118.50	\$11,257.50
ST-03	Provide 24" PVC, RCP Class III, or PP Storm Sewer (Natural Backfill)	LF	425	\$84.00	\$35,700.00	\$67.00	\$28,475.00	\$73.50	\$31,237.50	\$90.00	\$34,000.00	\$94.97	\$40,362.25	\$94.97	\$40,362.25	\$92.00	\$39,100.00	\$97.50	\$41,427.50
ST-04	Provide 24" PVC, RCP Class III, or PP Storm Sewer (Granular Backfill)	LF	75	\$104.00	\$7,800.00	\$108.00	\$8,100.00	\$112.00	\$8,400.00	\$99.00	\$7,425.00	\$110.50	\$8,287.50	\$110.50	\$8,287.50	\$120.00	\$9,000.00	\$111.50	\$8,362.50
ST-05	Provide 18" PVC, RCP Class III, or PP Storm Sewer (Natural Backfill)	LF	50	\$83.00	\$4,150.00	\$53.00	\$2,650.00	\$58.50	\$2,925.00	\$59.00	\$2,950.00	\$79.90	\$3,995.00	\$79.90	\$3,995.00	\$75.00	\$3,750.00	\$82.50	\$4,125.00
ST-06	Provide 15" RCP Class IV Storm Sewer (Granular Backfill)	LF	50	\$92.00	\$4,600.00	\$84.00	\$4,200.00	\$83.50	\$4,175.00	\$84.00	\$4,200.00	\$83.64	\$4,182.00	\$83.64	\$4,182.00	\$94.00	\$4,700.00	\$81.50	\$4,075.00
ST-07	Provide 15" PVC, RCP Class III, or PP Storm Sewer (Granular Backfill)	LF	10	\$113.00	\$1,130.00	\$74.00	\$740.00	\$76.00	\$760.00	\$67.00	\$670.00	\$78.36	\$783.60	\$78.36	\$783.60	\$85.00	\$850.00	\$101.00	\$1,010.00
ST-08	Provide 15" RCP Class IV Storm Sewer (Granular Backfill)	LF	50	\$87.00	\$4,350.00	\$82.00	\$4,100.00	\$88.00	\$4,400.00	\$77.00	\$3,850.00	\$76.72	\$3,836.00	\$76.72	\$3,836.00	\$81.00	\$4,050.00	\$91.50	\$4,575.00
ST-09	Provide 12" PVC, RCP Class III, or PP Storm Sewer (Natural Backfill)	LF	420	\$43.00	\$18,060.00	\$50.00	\$21,000.00	\$43.00	\$18,060.00	\$49.00	\$20,580.00	\$50.90	\$21,378.00	\$50.90	\$21,378.00	\$50.00	\$21,000.00	\$58.50	\$24,570.00
ST-10	Provide 12" PVC, RCP Class III, or PP Storm Sewer (Granular Backfill)	LF	75	\$54.00	\$4,050.00	\$68.00	\$5,100.00	\$69.00	\$5,175.00	\$65.00	\$4,875.00	\$70.22	\$5,266.50	\$70.22	\$5,266.50	\$55.00	\$4,125.00	\$75.50	\$5,662.50
ST-11	Provide 4" Diameter Storm Manhole	VF	20	\$675.00	\$13,500.00	\$670.00	\$13,400.00	\$693.00	\$11,860.00	\$750.00	\$15,000.00	\$792.41	\$15,848.20	\$792.41	\$15,848.20	\$963.00	\$19,260.00	\$625.00	\$12,500.00
ST-12	Provide Type B Inlet	EA	6	\$3,025.00	\$18,150.00	\$3,250.00	\$19,500.00	\$2,825.00	\$17,550.00	\$3,330.00	\$19,980.00	\$3,553.12	\$24,318.72	\$4,053.12	\$24,318.72	\$3,300.00	\$19,800.00	\$3,350.00	\$20,100.00
ST-13	Connect to Existing Storm Manhole	EA	1	\$4,050.00	\$4,050.00	\$1,000.00	\$1,000.00	\$3,000.00	\$3,000.00	\$1,800.00	\$1,800.00	\$533.75	\$533.75	\$533.75	\$533.75	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00
ST-14	Provide 24" RCP Endwall	EA	6	\$1,540.00	\$9,240.00	\$1,800.00	\$10,800.00	\$1,643.00	\$9,858.00	\$1,480.00	\$8,880.00	\$1,669.90	\$10,019.40	\$2,169.90	\$13,019.40	\$2,105.00	\$12,630.00	\$1,555.00	\$9,330.00
ST-15	Provide 18" RCP Endwall	EA	1	\$1,325.00	\$1,325.00	\$1,650.00	\$1,650.00	\$1,435.00	\$1,435.00	\$1,290.00	\$1,290.00	\$1,409.68	\$1,409.68	\$1,409.68	\$1,409.68	\$1,680.00	\$1,680.00	\$1,300.00	\$1,300.00
ST-16	Provide 12" RCP Endwall	EA	6	\$1,130.00	\$6,780.00	\$1,450.00	\$8,700.00	\$1,265.00	\$7,590.00	\$1,045.00	\$6,270.00	\$1,166.34	\$6,998.04	\$1,336.34	\$8,018.04	\$1,525.00	\$9,150.00	\$1,070.00	\$6,420.00
WATER MAIN																			
W-01	Provide 12" PVC Water Main (Natural Backfill)	LF	1060	\$76.00	\$80,560.00	\$70.00	\$74,200.00	\$68.00	\$72,080.00	\$83.00	\$87,980.00	\$95.32	\$101,039.20	\$95.32	\$101,039.20	\$75.00	\$79,500.00	\$81.75	\$86,655.00
W-02	Provide 12" PVC Water Main (Granular Backfill)	LF	50	\$89.00	\$4,450.00	\$100.00	\$5,000.00	\$86.50	\$4,325.00	\$99.00	\$4,950.00	\$125.41	\$6,270.50	\$125.41	\$6,270.50	\$105.00	\$5,250.00	\$107.50	\$5,375.00
W-03	Provide 8" PVC Water Main (Natural Backfill)	LF	20	\$95.00	\$1,900.00	\$50.00	\$1,000.00	\$72.00	\$1,440.00	\$85.00	\$1,700.00	\$109.71	\$2,194.20	\$109.71	\$2,194.20	\$1,878.00	\$37,560.00	\$144.00	\$2,880.00
W-04	Provide 12" Gate Valve	EA	2	\$4,830.00	\$9,660.00	\$5,350.00	\$10,700.00	\$4,768.00	\$9,536.00	\$4,875.00	\$9,750.00	\$5,258.94	\$10,517.88	\$5,258.94	\$10,517.88	\$5,425.00	\$10,850.00	\$5,470.00	\$10,940.00
W-05	Provide 6" Gate Valve	EA	3	\$1,900.00	\$5,700.00	\$2,075.00	\$6,225.00	\$1,845.00	\$5,535.00	\$1,900.00	\$5,700.00	\$2,142.09	\$6,426.27	\$2,142.09	\$6,426.27	\$2,195.00	\$6,585.00	\$2,100.00	\$6,300.00
W-06	Provide Connection to Existing Water Main	EA	1	\$2,580.00	\$2,580.00	\$2,000.00	\$2,000.00	\$3,335.00	\$3,335.00	\$1,500.00	\$1,500.00	\$4,649.90	\$4,649.90	\$4,649.90	\$4,649.90	\$3,000.00	\$3,000.00	\$2,500.00	\$2,500.00
W-07	Provide Hydrant (7.5" Bury)	EA	1	\$6,015.00	\$6,015.00	\$6,100.00	\$6,100.00	\$6,012.00	\$6,012.00	\$6,050.00	\$6,050.00	\$6,633.66	\$6,633.66	\$6,633.66	\$6,633.66	\$6,660.00	\$6,660.00	\$7,000.00	\$7,000.00
W-08	Provide Hydrant (7.5" Bury)	EA	2	\$5,825.00	\$11,650.00	\$6,000.00	\$12,000.00	\$5,885.00	\$11,770.00	\$5,960.00	\$11,920.00	\$6,244.41	\$12,488.82	\$6,244.41	\$12,488.82	\$6,550.00	\$13,100.00	\$6,800.00	\$13,600.00
W-09	Provide 6" PVC Hydrant Lead	LF	15	\$67.00	\$1,005.00	\$45.00	\$675.00	\$51.00	\$765.00	\$55.00	\$825.00	\$68.71	\$1,030.65	\$68.71	\$1,030.65	\$167.00	\$2,505.00	\$110.00	\$1,650.00
W-10	Abandon/Remove Water Main and Appurtenances	LS	1	\$995.00	\$995.00	\$200.00	\$200.00	\$11,000.00	\$11,000.00	\$4,500.00	\$4,500.00	\$11,350.00	\$11,350.00	\$11,350.00	\$11,350.00	\$500.00	\$500.00	\$929.00	\$929.00
STREET & DRAINAGE																			
SD-01	Unclassified Excavation (Pond)	CY	51800	\$3.20	\$165,760.00	\$2.42	\$125,356.00	\$4.21	\$218,078.00	\$3.33	\$172,494.00	\$4.50	\$233,100.00	\$4.78	\$247,604.00	\$5.00	\$259,000.00	\$3.30	\$170,940.00
SD-02	Unclassified Excavation (Street)	CY	1470	\$19.20	\$28,224.00	\$20.60	\$30,282.00	\$8.37	\$12,303.90	\$5.32	\$7,820.40	\$8.37	\$12,303.90	\$4.60	\$6,762.00	\$11.50	\$16,905.00	\$5.25	\$7,717.50
SD-03	Topsoil Stripping	SY	43600	\$0.30	\$13,080.00	\$0.52	\$22,672.00	\$0.63	\$27,468.00	\$0.52	\$22,672.00	\$0.63	\$27,468.00	\$1.00	\$43,600.00	\$0.90	\$39,240.00	\$0.51	\$22,236.00
SD-04	Backyard Swale Ditching	LF	780	\$5.60	\$4,368.00	\$20.60	\$16,068.00	\$2.70	\$2,106.00	\$3.78	\$2,944.40	\$2.70	\$2,106.00	\$0.90	\$702.00	\$8.20	\$6,396.00	\$3.75	\$2,925.00
SD-05	Permitted Wetland Fill	SY	1500	\$1.60	\$2,400.00	\$18.54	\$27,810.00	\$1.00	\$1,500.00	\$0.55	\$825.00	\$1.00	\$1,500.00	\$6.00	\$9,000.00	\$1.10	\$1,650.00	\$0.55	\$825.00
SD-06	Provide 1 1/4" Crushed Aggregate Base Course	TON	5000	\$17.50	\$87,500.00	\$23.18	\$115,900.00	\$15.53	\$77,650.00	\$16.12	\$80,600.00	\$17.90	\$89,500.00	\$18.90	\$94,500.00	\$17.25	\$86,250.00	\$16.00	\$80,000.00
SD-07	Landscape - Topsoil, Mesic Prairie Planting, Fertilizer and Mulch	SY	1700	\$2.70	\$4,590.00	\$1.48	\$2,516.00	\$3.95	\$6,715.00	\$2.78	\$4,726.00	\$2.59	\$4,403.00	\$2.99	\$5,083.00	\$2.70	\$4,590.00	\$3.10	\$5,270.00
SD-08	Landscape - Topsoil, Mesic Prairie Planting, Fertilizer and Erosion Mat Class I Urban	SY	19500	\$3.25	\$63,375.00	\$2.87	\$55,965.00	\$5.30	\$103,350.00	\$3.92	\$76,440.00	\$2.69	\$52,455.00	\$3.34	\$65,130.00	\$4.20	\$81,900.00	\$3.45	\$67,275.00
SD-09	Landscape - Topsoil, Seed, Fertilizer and Mulch	SY	7400	\$1.50	\$11,100.00	\$1.34	\$9,916.00	\$2.77	\$20,498.00	\$2.88	\$21,312.00	\$1.37	\$10,138.00	\$1.85	\$13,690.00	\$3.10	\$22,940.00	\$2.00	\$14,800.00
SD-10	Landscape - Topsoil, Temporary Nurse Crop and Mulch	SY	35000	\$0.86	\$30,100.00	\$0.31	\$10,850.00	\$0.97	\$33,950.00	\$1.97	\$68,950.00	\$0.72	\$25,200.00	\$1.20	\$42,000.00	\$2.20	\$77,000.00	\$1.35	\$47,250.00
SPECIAL CONSTRUCTION																			
SC-01	Provide Silt Fence	LF	3200	\$1.75	\$5,600.00	\$1.80	\$5,760.00	\$1.65	\$5,280.00	\$2.01	\$6,432.00	\$1.75	\$5,600.00	\$1.75	\$5,600.00	\$2.40	\$7,680.00	\$2.00	\$6,400.00
SC-02	Inlet Protection Type A	EA	3	\$101.00	\$303.00	\$105.00	\$315.00	\$215.00	\$645.00	\$108.00	\$324.00	\$100.00	\$300.00	\$100.00	\$300.00	\$200.00	\$600.00	\$100.00	\$300.00
SC-03	Inlet Protection Type D																		



City of De Pere, Wisconsin

III.12

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on award of Contract 26-03 Sewer Lining*
RECOMMENDED ACTION: Accept the bid from Visu-Sewer, LLC in the amount of \$339,997.00

ATTACHMENTS:
2026 0209 CI_BOPW_Award_26-03, 2026 0129 CE_Project 26-03 Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Contract 26-03 Sewer Lining***

The Engineering Department received bids on Project 26-03 Sewer Lining on January 29, 2026. The project consists of pipelining deteriorated sewers at locations around the City. The bids received are as follows:

Contractor	Amount
Visu-Sewer, LLC	\$339,997.00
Insituform Technologies USA, LLC	\$387,631.00
National Power Rodding Corp.	\$404,832.00

The budgeted amount from the capital improvement program is \$426,000 from the Sewage Revenue Fund.

Staff's recommendation is to accept the bid from Visu-Sewer, LLC in the amount of \$339,997.00.

Attachments:

2026 0129 CE_Project 26-03_Bid Tab (PDF)



Project 26-03
Sewer Lining

ITEM	DESCRIPTION	UNIT	QTY	BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
SP-01	Easement-4th/5th N/O Main - 10" Clay (I8-9SXDA A - I8-7SMDJK)	LF	262	\$42.00	\$11,004.00	\$64.00	\$16,768.00	\$50.00	\$13,100.00
SP-02	Easement-4th/North Termini - 30" Concrete (I8-8KGE8S - I8-9SXDA A)	LF	203	\$354.00	\$71,862.00	\$292.00	\$59,276.00	\$695.00	\$141,085.00
SP-03	Stine Way-8" Concrete (H7-9IKB3K - H7-EMREDS)	LF	1083	\$41.50	\$44,944.50	\$33.00	\$35,739.00	\$35.00	\$37,905.00
SP-04	Lawrence Drive-12" Concrete (G7-IVRH3B - G7-W72YKE)	LF	2878	\$45.75	\$131,668.50	\$58.00	\$166,924.00	\$49.00	\$141,022.00
SP-05	William Street-8" Concrete (I8-Q2TMH4 - I8-RK7MIJ)	LF	194	\$41.50	\$8,051.00	\$77.00	\$14,938.00	\$35.00	\$6,790.00
SP-06	Lost Dauphin-8" Clay (I7-1JYAKS - I7-2NKCMO)	LF	302	\$41.50	\$12,533.00	\$55.00	\$16,610.00	\$35.00	\$10,570.00
SP-07	Westwood Drive-8" Concrete (H7-QCOJJB - H7-SMHJJU)	LF	297	\$41.50	\$12,325.50	\$59.00	\$17,523.00	\$35.00	\$10,395.00
SP-08	Westwood Drive-8" Concrete (H7-ELGJHN - H7-JM9JIR)	LF	651	\$41.50	\$27,016.50	\$51.00	\$33,201.00	\$35.00	\$22,785.00
SP-09	Marsh Street-8" Clay (I7-EZSXX8-I7-HNKX6X)	LF	348	\$41.50	\$14,442.00	\$50.00	\$17,400.00	\$35.00	\$12,180.00
SP-10	Televising Sanitary Laterals	EA	6	\$1,025.00	\$6,150.00	\$1,542.00	\$9,252.00	\$1,500.00	\$9,000.00
TOTAL AMOUNT BID:					\$339,997.00		\$387,631.00		\$404,832.00



City of De Pere, Wisconsin

III.13

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on award of Contract 26-05 Sidewalk and Curb Repairs*
RECOMMENDED ACTION: Accept the bid from Al Dix Concrete, Inc. in the amount of \$395,215.00

ATTACHMENTS:
2026 0209 CI_BOPW_Award_26-05, 2026 0129 CE_Project 26-05_Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Contract 26-05 Sidewalk and Curb Repairs***

The Engineering Division received bids on Project 26-05 Sidewalk and Curb Repairs on January 29, 2026. This work is for the replacement of defective sidewalk and curb and gutter throughout the City. The bids received are as follows:

Contractor	Amount
Al Dix Concrete, Inc.	\$395,215.00
Highway Landscapers, Inc.	\$419,925.00

The budgeted amount from the capital improvement fund is \$450,000 from the following:

- Special Charges for Sidewalk Repairs: \$225,000
- General Obligation Debt: \$105,000
- Parks Department: \$120,000

Staff's recommendation is to accept the bid from Al Dix Concrete, Inc. in the amount of \$395,215.00.

Attachments

2026 0129 Project 26-05 Bid Tab (PDF)



**Project 26-05
Sidewalk and Curb Repair**

ITEM	DESCRIPTION	UNIT	QTY	BIDDER NO. 1		BIDDER NO. 2	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
STREET AND DRAINAGE (SIDEWALK REPAIR AREA)							
SD-01	Provide 3/4" Crushed Aggregate Base Course	TON	20	\$20.00	\$400.00	\$30.00	\$600.00
SD-02	Remove and Replace 8" Concrete Sidewalk and Driveway	SY	50	\$130.00	\$6,500.00	\$125.00	\$6,250.00
SD-03	Remove and Replace 6" Concrete Sidewalk, Ramp, and Driveway	SY	200	\$117.00	\$23,400.00	\$125.00	\$25,000.00
SD-04	Remove and Replace 4" Concrete Sidewalk	SY	1500	\$108.00	\$162,000.00	\$116.00	\$174,000.00
SD-05	Drilled Tie Bars	EA	1500	\$8.00	\$12,000.00	\$10.00	\$15,000.00
SD-06	Provide #4 Reinforcement Bars for Curb and Sidewalk	LF	100	\$3.00	\$300.00	\$4.00	\$400.00
SD-07	Provide Detectable Warning Field (Natural Patina)	EA	10	\$450.00	\$4,500.00	\$500.00	\$5,000.00
STREET AND DRAINAGE (VARIOUS LOCATIONS)							
SD-08	Unclassified Excavation (Nelson Family Pavilion)	CY	165	\$35.00	\$5,775.00	\$35.00	\$5,775.00
SD-09	Provide 3/4" Crushed Aggregate Base Course	TON	200	\$20.00	\$4,000.00	\$30.00	\$6,000.00
SD-10	Remove and Replace 24" Concrete Curb and Gutter	LF	150	\$100.00	\$15,000.00	\$120.00	\$18,000.00
SD-11	Provide Pedestrian Curb Head on Sidewalk	LF	10	\$65.00	\$650.00	\$35.00	\$350.00
SD-12	Remove and Replace 8" Concrete Sidewalk and Driveway	SY	10	\$144.00	\$1,440.00	\$125.00	\$1,250.00
SD-13	Remove and Replace 8" Concrete Sidewalk and Driveway (HES 3-Day)	SY	10	\$153.00	\$1,530.00	\$150.00	\$1,500.00
SD-14	Remove and Replace 6" Concrete Sidewalk, Ramp, and Driveway	SY	200	\$117.00	\$23,400.00	\$125.00	\$25,000.00
SD-15	Remove and Replace 4" Concrete Sidewalk	SY	200	\$108.00	\$21,600.00	\$116.00	\$23,200.00
SD-16	Remove and Replace 6" Concrete Sidewalk (DOT Red)	SY	10	\$225.00	\$2,250.00	\$250.00	\$2,500.00
SD-17	Remove and Replace 4" Concrete Sidewalk (DOT Red)	SY	10	\$198.00	\$1,980.00	\$250.00	\$2,500.00
SD-18	Provide 6" Concrete Sidewalk (Playgrounds – Excavation and Aggregate by Others)	SY	350	\$99.00	\$34,650.00	\$105.00	\$36,750.00
SD-19	Provide 6" Concrete Sidewalk (Nelson Pavilion)	SY	270	\$99.00	\$26,730.00	\$105.00	\$28,350.00
SD-20	Provide 6" Concrete Sidewalk	SY	80	\$117.00	\$9,360.00	\$105.00	\$8,400.00
SD-21	Provide 4" Concrete Sidewalk	SY	225	\$108.00	\$24,300.00	\$90.00	\$20,250.00
SD-22	Drilled Tie Bars	EA	225	\$8.00	\$1,800.00	\$10.00	\$2,250.00
SD-23	Provide #4 Reinforcement Bars for Curb and Sidewalk	LF	200	\$3.00	\$600.00	\$4.00	\$800.00
SD-24	Provide Detectable Warning Field (Natural Patina)	EA	5	\$450.00	\$2,250.00	\$500.00	\$2,500.00
SD-25	Adjust Manhole	EA	2	\$550.00	\$1,100.00	\$650.00	\$1,300.00
SD-26	Adjust Manhole and Provide New Casting	EA	2	\$1,550.00	\$3,100.00	\$1,250.00	\$2,500.00
SD-27	Adjust Inlet	EA	2	\$550.00	\$1,100.00	\$750.00	\$1,500.00
SD-28	Adjust Inlet and Provide New Casting	EA	2	\$1,750.00	\$3,500.00	\$1,500.00	\$3,000.00
TOTAL AMOUNT BID:					\$395,215.00		\$419,925.00



Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on award of Contract 26-13 Crackfilling*
RECOMMENDED ACTION: Accept the bid from Asphalt Seal & Repair, Inc. in the amount of \$91,850.00

ATTACHMENTS:
2026 0209 CI_BOPW_Award_26-13, 2026 0129_CE_Project 26-13_Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Contract 26-13 Crackfilling***

The Engineering Department received bids for Project 26-13 Crackfilling on January 29, 2026. This work is for the maintenance of streets and parking lots. The bids received are as follows:

Contractor	Amount
Asphalt Seal & Repair, Inc.	\$91,850.00
Thunder Road, LLC	\$104,500.00
American Pavement Solutions, Inc.	\$123,200.00
Fahrner Asphalt Sealers, LLC	\$145,200.00

The allocated amount from the capital improvement budget is \$145,000 from the following sources:

- General Obligation Debt \$120,000
- Parks Department \$25,000

Staff's recommendation is to accept the bid from Asphalt Seal & Repair, Inc. in the amount of \$91,850.00.

Attachments:

2026 0129 CE_Project 26-13_Bid Tab (PDF)



Project 26-13
Crackfilling

				BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3		BIDDER NO. 4	
				Asphalt Seal & Repair, Inc.		Thunder Road LLC		American Pavement Solutions Inc.		Fahrner Asphalt Sealers, LLC	
Item	Description	Unit	Qty	Unit Price	Amount Bid	Unit Price	Amount Bid	Unit Price	Amount Bid	Unit Price	Amount Bid
SPECIAL CONSTRUCTION											
SC-01	Crackfilling (HI-SPEC, Crafcoc, or Approved Equal)	LBS	55000	\$1.67	\$91,850.00	\$1.90	\$104,500.00	\$2.24	\$123,200.00	\$2.64	\$145,200.00
TOTAL AMOUNT BID:				\$91,850.00		\$104,500.00		\$123,200.00		\$145,200.00	



City of De Pere, Wisconsin

III.15

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM:
SUBJECT: Consideration and possible action on award of Contract 26-15
Sewer Televising*
RECOMMENDED ACTION: Staff's recommendation is to accept the bid from Green Bay Pipe & TV, LLC in the amount of \$38,958.00.

ATTACHMENTS:
2025 0209 CI_BOPW_Award_26-15, 2026 0205 CE_Project 26-15 Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Contract 26-15 Sewer Televising***

The Engineering Department received bids on Project 26-15 Sewer Televising on February 5, 2026. The bids received are as follows:

Contractor	Amount
Green Bay Pipe & TV, LLC	\$38,958.00
Speedy Clean, Inc.	\$39,420.00
Aqualis	\$41,503.00
National Power Rodding Corp.	\$182,900.00

The allocated amount from the capital improvement budget is \$80,000. Funding will be \$60,000 from the storm water utility fund and \$20,000 from the sewage revenue fund.

Staff's recommendation is to accept the bid from Green Bay Pipe & TV, LLC in the amount of \$38,958.00.

Attachments:

2026 0205 CE_Project 26-15_Bid Tab (PDF)



**Project 26-15
Sewer Televising**

				BIDDER NO. 1		BIDDER NO. 2		BIDDER NO. 3		BIDDER NO. 4	
				Green Bay Pipe & TV, LLC		Speedy Clean Drain & Sewer		AQUALIS		National Power Rodding Corp	
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID	UNIT PRICE	AMOUNT BID
SP-01	Storm Sewer Cleaning (8" to 48")	LF	49200	\$0.40	\$19,680.00	\$0.40	\$19,680.00	\$0.43	\$21,156.00	\$0.25	\$12,300.00
SP-02	Storm Sewer Heavy Cleaning (8" to 48")	LF	1000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.00	\$5,000.00
SP-03	Storm Sewer Televising (8" to 48")	LF	49200	\$0.39	\$19,188.00	\$0.40	\$19,680.00	\$0.41	\$20,172.00	\$3.00	\$147,600.00
SP-04	Root Cutting	LF	2000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.00	\$10,000.00
SP-05	Mineral Deposit Removal	LF	1000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5.00	\$5,000.00
SP-06	Televis Sanitary Sewer Lateral	EA	1	\$90.00	\$90.00	\$60.00	\$60.00	\$175.00	\$175.00	\$3,000.00	\$3,000.00
TOTAL AMOUNT BID:				\$38,958.00		\$39,420.00		\$41,503.00		\$182,900.00	



City of De Pere, Wisconsin

III.16

Request for Board of Public Works Action

MEETING DATE: February 9, 2026
DEPARTMENT: Public Works
FROM: Eric Rakers, City Engineer
SUBJECT: Consideration and possible action on award of Project 26-19
Mudjacking - Request for Proposal*
RECOMMENDED ACTION: Accept the bid from Badger Concrete Lifting, LLC in the
amount of \$4,062.50

ATTACHMENTS:
2026 0209 CI_BOPW_Award_26-19, 2026 0129_CE_Project 26-19_Bid Tab

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Board of Public Works
From: Eric P. Rakers, P.E., City Engineer
Date: February 9, 2026

RE: **Consideration and possible action on award of Project 26-19 Mudjacking – Request for Proposal***

The Engineering Department received proposals for Project 26-19 Mudjacking on January 29, 2026. This work is for repairs to City sidewalk. The proposals are as follows:

Contractor	Amount
Badger Concrete Lifting, LLC	\$4,062.50
J&S Concrete Services, LLC	\$6,300.00

The allocated budget amount for the project from the capital improvement fund is \$10,000. This is from the general obligation debt.

Staff's recommendation is to accept the proposal from Badger Concrete Lifting, LLC in the amount of \$4,062.50.

Attachments:

2026 0129 CE_26-19 Bid Tab (PDF)



**Project 26-19
Mudjacking - Curb & Gutter and Sidewalk**

Item	Description	Unit	Qty	BIDDER NO. 1		BIDDER NO. 2	
				Unit Price	Amount Bid	Unit Price	Amount Bid
				Badger Concrete Lifting LLC		J & S Concrete Services LLC	
SD-01	Mudjacking Curb & Gutter	LF	10	\$6.25	\$62.50	\$30.00	\$300.00
SD-02	Mudjacking Sidewalk	SF	1,000	\$4.00	\$4,000.00	\$6.00	\$6,000.00
TOTAL AMOUNT BID:					\$4,062.50		\$6,300.00