Common Council

Regular Meeting

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

Agenda

Tuesday, September 19, 2023 | **7:30 PM** | **Council Chambers and Virtual**

Pursuant to Wisconsin Statute 19.84, Notice is hereby given to the public that a meeting of the **Common Council** of the City of De Pere will be held on **September 19, 2023** at **7:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET. DE PERE.**

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

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

OR

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

This meeting may also be rebroadcast on TV throughout the week and available on demand at http://deperecitywi.iqm2.com/.

I. Call to Order

1. Roll Call
2. Pledge of Allegiance to the Flag.
3. Approval of the minutes of the September 5, 2023 Common Council meeting.
4. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Common Council. §6-3(f) DPMC.
5. Presentation from the De Pere Beautification Committee.
6. Recommendation from Finance/Personnel Committee to Approve Community Policing Proposal.
7. Recommendation from the Sustainability Commission for a Stormwater Art Project.
8. Recommendation from the License Committee on the application for a Class "B" Fermented Malt Beverage License and "Class B" Intoxicating Liquor License for La Catrina Restaurant & Tortilleria (DBA La Catrina), 310 N. Wisconsin St. Suite F. Submitted by La Catrina Restaurant & Tortilleria. Agent: Samuel Eason, Green Bay, WI.
9. Recommendation from the License Committee on the application for a Class "B" Fermented Malt Beverage License and "Class B" Intoxicating Liquor License for De Pere Cultural Foundation, Inc. (DBA Mulva Cultural Center), 221 S. Broadway. Submitted by the De Pere Cultural Foundation, Inc. Agent: Justin Nagan, Appleton, WI.
10. Ordinance #23-12 Repealing and Reenacting Section 10-13 of the De Pere Municipal Code Regarding Sustainability Commission.

11. Ordinance #23-13 Amending Section 82.3(5) De Pere Municipal Code Regarding Storage of Polycarts.
12. Ordinance #23-14 Amending Chapter 150 of the De Pere Municipal Code Regarding Traffic Regulations (Section 150-23; Schedule B).
13. Resolution #23-98 Authorizing Agreement for Contractor Services Between the City of De Pere and Merjent, Inc. (Phragmites Mitigation).
14. Resolution #23-99 Authorizing Agreement for Services Between the City of De Pere and Onward Accounting & Consulting LLC (Water Utility Conventional Rate Case Application).
15. Resolution #23-100 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-15; Lawrence Drive to Lost Dauphin Road).
16. Resolution #23-101 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-16; Lost Dauphin Road to State Highway 57).
17. Resolution #23-102 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-17; State Highway 57 to County Highway PP).
18. Resolution #23-103 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-18; County Highway PP to County Highway X).
19. Resolution #23-104 Ratifying Fire Department Grant Application (Wisconsin Department of Health Services Emergency Medical Services Flex Grant).
20. Resolution #23-105 Approving the Proposed Project Plan Amendment to Modify the District Boundaries and Project Plan for Tax Incremental Financing District Number 11, City of De Pere, Wisconsin (Boundary Amendment #2, Project Plan Amendment #1).
21. Voucher approval.
22. Future agenda items.
23. Adjournment.

Carey Danen
City Clerk

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

Agenda Sent To:
Alderpersons
City Administrator
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce
Sue Walsh, De Pere Beautification Committee
Levi Koski, Merjent
Zachary Loftus, Merjent

Paul Fontecchio, Brown County
Michael Van Asten
Irma Morales

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Approval of the minutes of the September 5, 2023 Common Council meeting.**

ATTACHMENTS:

- 9-5-23 Common Council Minutes_Draft (PDF)

Common Council

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

Regular Meeting

Draft Minutes

Tuesday, September 5, 2023 | 7:30 PM | Council Chambers and Virtual

1. Call to Order. The meeting was called to order at 7:30 PM by Mayor James Boyd.

Attendee Name	Title	Status	Arrived
Dan Carpenter	Alderperson	Present	
Pamela Gantz	Alderperson	Present	
Jonathon Hansen	Alderperson	Present	
Amy Chandik Kundinger	Alderperson	Present	
Shana Defnet Ledvina	Alderperson	Present	
Devin Perock	Alderperson	Present	
John Quigley	Alderperson	Present	
Dean Raasch	Alderperson	Present	
James Boyd	Mayor	Present	

2. Pledge of Allegiance to the Flag.

3. Approval of the minutes of the August 15, 2023 Common Council meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Devin Perock, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

4. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Common Council. §6-3(f) DPMC.

   None.

5. Proclamation for National Rail Safety Week.

6. Recommendation from the Board of Public Works on approval of structure for the draft Foundation Drain Disconnection Program.

   Assistant City Engineer Chase Kuffel fielded questions from Council members, and confirmed that the cost share program will still be honored after 2024 if there aren't enough contractors available to respond within the initial timeframe.

   Discussion followed regarding the possibility of setting up payment plans for property owners. City Administrator Larry Delo said that once the funds have been spent, there would not be anything else available unless Council appropriates more money for the program.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

7. Recommendation from the Board of Park Commissioners to accept a $700 donation from BCCWC for Community Center facility needs & programs.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Amy Chandik Kundinger, Alderperson
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

8. Recommendation from the Board of Park Commissioners to accept $500 donation from Pink Flamingo Classic Inc. for the Summer Carnival.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Amy Chandik Kundinger, Alderperson
SECONDER:	John Quigley, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

9. Recommendation from the Board of Park Commissioners to accept a $250 donation from Pink Flamingo Classic, Inc. to the Recreation Scholarship Fund.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Amy Chandik Kundinger, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

10. Recommendation from the Board of Park Commissioners to approve bid for fall surfacing at Kelly Danen and Legion Playground projects from Bluemels in the amount of $73,335.

RESULT:	**APPROVED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Amy Chandik Kundinger, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

11. Recommendation from Board of Park Commissioners to approve Nelson Family Pavilion bid from IEI General Contractors.

    Council members expressed concern that the change in ceiling material might affect acoustics. Parks Director Marty Kosobucki agreed to investigate the question, and noted that staff could do a change order if they find out that it would negatively impact acoustics.

RESULT:	**APPROVED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Amy Chandik Kundinger, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

12. Consideration and Possible Action on approval of Nelson Pavilion change orders.

RESULT:	**APPROVED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

13. Recommendation from the License Committee on an application for a Class "B" Fermented Malt Beverage License and "Class B" Intoxicating Liquor License for Oakley's (DBA Oakley's), 310 N. Wisconsin St. Suite C. Submitted by Oakley's, Agent: Eric Hunsader, Pewaukee, WI.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

14. Recommendation from the License Committee on an application for temporary premises description change submitted by St. Norbert College, Inc., (DBA St. Norbert College), 100 Grant St.

RESULT:	**APPROVED [7 TO 0]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Devin Perock, Alderperson
AYES:	Carpenter, Gantz, Hansen, Ledvina, Perock, Quigley, Raasch
ABSTAIN:	Amy Chandik Kundinger

15. Recommendation from Plan Commission to approve a 21-lot and 2-outlot extraterritorial final plat of Lawrence Parkway First Addition at 2200-2300 BLK Little Rapids RD in Lawrence (Parcels L-458-6, L-2118, L-2117, L-2116, L-2115, L-2114, L-458, L-456, L-456-2, L-457-3).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

16. Recommendation from Plan Commission to approve a 35-lot and 2-outlot extraterritorial preliminary plat of Little Rapids Subdivision at 2700 BLK Lawrence DR in Lawrence (Parcel L-2184).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jonathon Hansen, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

17. Recommendation from Plan Commission to approve a 3-lot extraterritorial certified survey map at 2854 American BL in Lawrence (Parcel L-2186).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	John Quigley, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

18. Recommendation from Plan Commission to approve a 2-lot extraterritorial certified survey map at 2851 American BL in Lawrence (Parcel L-2191).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

19. Resolution #23-89 Authorizing Development Agreement Regarding Facility Expansion between the City of De Pere and Wolter Investment Company LLC (Parcel WD-364-D-505-8).

RESULT:	**ADOPTED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

20. Resolution #23-90 Authorizing Agreement for Consulting Services Between the City of De Pere and Camoin Associates (2023 Comprehensive Housing Study and Action Plan).

    Development Services Director Dan Lindstrom explained that the scope of work will include an affordable housing analysis, and the consultant will provide recommended strategies and policy suggestions.

RESULT:	**ADOPTED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Jonathon Hansen, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

21. Resolution #23-91 Authorizing First Amendment to Agreement for Consulting Services Between the City of De Pere and Duncan Associates (Zoning Code Rewrite).

RESULT:	**ADOPTED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

22. Resolution #23-92 Authorizing Utility Easement (1900 Block Venture Avenue; WD-D0079-A).

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	John Quigley, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

23. Resolution #23-93 Authorizing and Reaffirming Street Name Changes (Dogwood Road to Scotchwood Road and Weathered Wood Court to Hardwoods Court).

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Devin Perock, Alderperson
SECONDER:	Shana Defnet Ledvina, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

24. Resolution #23-94 Authorizing Intergovernmental Agreement Between the City of De Pere and the City of Menasha Regarding Mutual Assistance for Environmental Services.

RESULT:	**ADOPTED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Shana Defnet Ledvina, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

25. Resolution #23-95 Approving Memorandum of Agreement Between the City of De Pere and the City of Menasha for Cooperative Use of Equipment.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Shana Defnet Ledvina, Alderperson
SECONDER:	Devin Perock, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

26. Resolution #23-96 Approving Agreement Between Newcap, Inc. and the City of De Pere Health Department.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Devin Perock, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

27. Resolution #23-97 Authorizing Memorandum of Understanding with the Wisconsin Elections Commission regarding 2023 Absentee Ballot Envelope Subgrant Program.

RESULT:	**ADOPTED BY ROLL CALL VOTE [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Pamela Gantz, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

28. Voucher approval.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Shana Defnet Ledvina, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Carpenter, Gantz, Hansen, Kundinger, Ledvina, Perock, Quigley, Raasch

29. Future agenda items.

Alderperson Hansen requested an update on the comprehensive plan for the west side of downtown, via the Friday Memo or at an upcoming Finance/Personnel Committee meeting.

30. Adjournment.

Alderperson Perock moved, seconded by Alderperson Gantz to adjourn the meeting at 8:01 PM. Upon vote, motion carried unanimously.

Respectfully submitted,
Carey Danen, City Clerk

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Common Council. §6-3(f) DPMC.**

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Presentation from the De Pere Beautification Committee.**

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Police**
FROM:	**Jeremy Muraski**
SUBJECT:	**Recommendation from Finance/Personnel Committee to Approve Community Policing Proposal.**

At its meeting on September 12, the Finance/Personnel Committee voted unanimously to approve the concept of the Community Policing proposal.

The De Pere Police Department wishes to implement two community policing assignments. The assignments would be transitioned from two existing assignments within the department table of organization, rather than creating two new assignments. The attached memo describes the vision for the assignments and the department's desire to implement them in order to provide a higher level of service. The proposed job description is also attached for your reference.

ATTACHMENTS:

- CP Proposal Memo (DOCX)
- CP Job description (DOCX)

DE PERE
POLICE DEPARTMENT

325 S. Broadway
De Pere, WI 54115
920-339-4079

Jeremy A. Muraski
Chief of Police

DRAFT

Community Policing Proposal

Purpose: This proposal aims to alter two roles within the De Pere Police Department table of organization for the purposes of creating two Community Police Officers tasked with responding to issues and concerns within their assigned areas of the city. Community policing is a proactive law enforcement approach that emphasizes collaboration between police officers and the communities they serve. This strategy seeks to build strong relationships, enhance trust, and promote shared responsibility for public safety. It differs from traditional policing methods by placing a significant emphasis on engagement, problem-solving, and long-term crime prevention. True community policing is very difficult to achieve for patrol officers who must also respond to emergency calls for service. I believe that we can further enhance our community policing efforts and provide even better service to De Pere by implementing this change.

Assignments: There would be no change in the number of assignments within the table of organization, as these changes would be accomplished by reconfiguring the Traffic Enforcement Specialist assignment, and the Community Resource Officer assignment into the newly created role of Community Police Officers (CPs). The current traffic specialist spends much of the workday doing traffic enforcement and education. The current Community Resource Officer spends much of their time at the police department. Our goal is get both assignments to be more community and engagement oriented, to take on more challenges out in the community, not just having a focus solely on traffic enforcement or office related matters. The CP assignments will still perform many of the same functions of their previous two assignments, however, we are anticipating they will become more active in the community, taking a hands on approach to solving or mitigating community issues, including traffic complaints, drug sales investigations, nuisance abatement, and any other police-related problems identified that impact the quality of life in the City of De Pere.

Rationale: The City of De Pere is blessed with a relatively low rate of violent crimes and a good record of solving crimes that occur here. We are not, however, immune to crime, to illicit drugs, to public nuisances, to traffic challenges, or many other quality of life issues that concern our citizens or citizens' groups. Our patrol officers work hard to utilize community policing principles such as problem-solving, nuisance abatement, and work on trying to resolve longstanding quality of life problems in the community, but they are sometimes limited in their responses because they can be called away on higher priority calls for services or emergencies at any given time. This means that they cannot always make and keep appointments with citizens, citizens' groups such as neighborhood watch, landlords or property managers, or business owners. Our call volume, and the complexity level of those calls are trending upward. We believe these trends will continue to increase as the city grows and develops at a rapid pace,

leading patrol officers to have less time to devote to these concerns. Rather than just keep pace with emergency calls for service, we also want to improve our ability to respond to the emergency ***and*** proactively address quality of life needs of the community, and believe these two assignments are a vital part of that. With the influx of lethal narcotics in our area, we believe we need to be even more active when it comes to investigating illicit drug complaints and these assignments will be ideally suited to assist with those efforts.

One of the key benefits of a community policing strategy is early detection of emerging issues. Through constant engagement with the community, police officers gain a deep understanding of local dynamics and trends. This positions them to detect emerging issues, such as shifts in crime patterns or community needs, at an earlier stage. Swift action can then be taken to address these issues before they become more significant challenges.

For the above reasons, I am therefore proposing the creation of two CPs, one for each side of the river. There would be an "East Side Community Cop" and a "West Side Community Cop". They will be accessible to the residents and citizen groups such as neighborhood watch in their respective areas. Further, they would be expected as part of their duties to walk or ride bicycles in their assigned areas with the specific intent of engaging citizens, visitors, and business owners. They will be the designated go-to person for patterns of issues, public nuisances, traffic enforcement complaints, drug tip investigations in their neighborhoods, and other quality of life concerns that patrol officers may not have the time to resolve when being interrupted by other calls for service. Further, they will work closely with patrol officers on all shifts to ensure that there is a guided, concerted effort from the department and community partners to work on issues that we and the community identify.

Current Assignments' Responsibilities: These assignments are envisioned to continue to do much of the work that is already being performed by the two old assignments, but also act as a team or multiplier to enable more concentrated and effective action toward resolving identified concerns. For example, if there is a complaint of speeding on Lawrence Drive, both of the CPs could combine their efforts to do enhanced enforcement and/or education there, instead of just having one traffic specialist in the area periodically. A concentrated effort is more visible and more impactful in a shorter period of time. Similarly, if we develop information that an east side house is involved in selling drugs, both of the CPs can work together on the drug investigation, focusing and combining their efforts and pulling in other resources from Patrol or Detectives if needed. In other words, even though each is responsible for identifying and resolving issues on their side of the river, the two would team up to deal with any problems that arise. Further, by having a dedicated team member assigned to each side of the river, citizens would get to know ***their*** neighborhood officer and have a better, direct line of contact for any of these issues that are concerning to them. People are more willing to talk to police they see and know, and the best way to accomplish that is to get police out of cars, out of the office, and into the neighborhoods.

The CPs would also act as a way to focus and coordinate other department resources on the problems that they identify. They can work with patrol officers on the various shifts to coordinate and update information, guide problem-solving efforts, ensure frequent follow up and request patrol assistance in monitoring those problems during those hours when the CP is off duty. Police working different shifts and in different areas of the city sometimes have a harder time sharing information or keeping continuity in addressing a problem, particularly because officers and sergeants are pulled away for other priorities. The CP in that area would not have those distractions thus being able to keep that problem on their radar and would work to alleviate or mitigate the issues every day, not just in broken up pieces of time between emergencies. That continuity, concentration, and tenacity is vital to problem-solving efforts.

SARA Model: when using the SARA model incorporated into Problem-Oriented Policing (POP). Officers and citizens scan to identify problems. Officers and staff then analyze the problems to see if they can determine a root cause or contributing factors. They respond based on what they have learned, and analyze the effectiveness of the response. Scan, Analyze, Respond, and Assess. The model continues looping as there are always new problems that crop up over time. Numerous studies on Intelligence-Led Policing, and Problem-Oriented Policing have demonstrated that these focused approaches on prolific offenders and problem locations can yield great results. Further, they tend to increase citizen satisfaction that they have someone to listen to their concerns and take action in an attempt to assist.

Old Structure vs. New Structure Areas of Responsibility

The proposed job description for the Community Policing Assignment is attached for your reference. It is designed to include many of the responsibilities of the two old positions within the new positions, while adding the community-oriented, problem-focused emphasis of highly visible, active officers in the community. A summary of the job duties being transitioned is included below, but the job description fully illustrates the vision for the assignment.

Assignment	Community Police Responsibilities
Traffic Enforcement Specialist • Respond to traffic complaints • Enforce traffic laws • Educate motorists about traffic laws • Keep trucks on truck routes to avoid damage to city streets • Inspect / weigh commercial motor vehicles • Assist with inspection/proper installation of child car seats. • Assist with motor vehicle accidents • Assist patrol on an emergency basis	• Community Policing with a problem-oriented approach. • Visible presence in the community to meet with citizens, business owners, civic groups, etc. • Partner with citizens, community groups, and other city departments to perform coordinated problem-solving efforts. • Investigate drug tips / houses • Respond to traffic complaints • Enforce traffic laws • Educate motorists about traffic laws • Keep trucks on truck routes to avoid damage to city streets • Inspect / weigh commercial motor vehicles
Community Resource Officer • Crime Prevention / Presentations	

• Neighborhood Watch Coordinator • Citizens' Academy Coordinator • Community Outreach Events • Special Events Coordinator (in conjunction with Support Services Captain)	• Assist with inspection/proper installation of child car seats. • Assist patrol on an emergency basis • Crime Prevention / Presentations • Neighborhood Watch Coordinator (East and West) • Citizens' Academy Coordinator (team) • Community Outreach Events (team) • Special Events Coordinator (in conjunction with Support Services Captain) • Investigate drug tips / houses • Coordinate and assist patrol response to nuisance abatement

Impact on Present Personnel / Labor Contract:

We would desire a Memorandum of Understanding (MOU) with the union as the two new positions would have some changes to their hours. We have spoken with the union at length and they are very supportive of the assignments. I do not believe it will be a lengthy or difficult process to come to an agreement on MOU language. The number of hours they work in a week or over the course of a year, their rate of pay, vacation and benefit accruals would all stay the same as any other position in Support Services with a Monday through Friday schedule (like the current Traffic Specialist and CRO positions currently have).

The main issue to negotiate is that we would seek the ability to have a flexible 40-hour work week schedule similar to the one that was implemented previously when the department had a Saint Norbert College Liaison. Ideally the two new CP assignments would have the "flexible 40" schedule that would allow them to work at different times of the day depending on the needs of the city and their duties. For example, being able to work later to attend a neighborhood watch meeting, or tavern checks, or work earlier in the morning to do a drug investigation would be key benefits of the flexible 40 schedule. In the interests of protecting both the city and the officers in these assignments, it would be preferable to set boundaries or limits to the flexing. For example, the officers would not be required to work a schedule that would result in them having a "short shift off" between work shifts without being compensated for short-shift overtime just like any other officer. If an officer worked until 10pm and they needed to come back in at 4am for a drug investigation, that would ordinarily result in short shift overtime. This should never occur because they could flex the shift ending at 10pm to start and end earlier the previous day to avoid the quick turnaround. The flexing of hours would need to be mutually agreed upon by the CPs and their supervisor, however, some evening hours and early morning hours would be expected as they would be a vital part of their function for community meetings, or early morning drug investigation activities. Lastly, we would propose a limit to the number of weekends or special event days that the positions would be required to work.

We have discussed the proposed schedule with the union board and they presented it to the union membership. They appear to be supportive of the concepts. Lastly, we wanted to work collaboratively with the union reference the transition. Relative to the incumbents currently in the two impacted positions, the union has asked that we simply post the new assignments open to all eligible, interested officers, which would include the incumbents from the old positions if they are interested in the community policing assignment.

Thank you for the opportunity to present this organizational change for your consideration. I believe it will further enhance our police department's ability to interact with citizens, businesses, and visitors, to provide an even higher level of service that is directly responsive to their needs.

Sincerely,

Jeremy A. Muraski

Chief of Police

CITY OF DE PERE
JOB DESCRIPTION

I. IDENTIFICATION:

Position Title:	Community Policing Officer
Dept. / Division:	Police
Reports To:	Captain/Support Services
Supervises:	None
FLSA Status:	Non-exempt
Job Summary:	The Community Policing Officer (CP) is responsible for various proactive programs such as problem-oriented policing (POP), community-oriented policing (COP), coordinating neighborhood watch, crime prevention efforts, and partnering with citizens, community organizations, and businesses to prevent crime, mitigate the seriousness of crime, and enhance the quality of life in the City of De Pere.

II. ESSENTIAL FUNCTIONS:

Act as a key liaison point between local communities and the De Pere Police Department. Publicly facing, they provide a visible, accessible, and approachable uniformed presence in the community to identify and solve problems, offer reassurance, defuse situations with potential for conflict, improve confidence and trust, gather information, and foster positive community relations.

Responsible for community policing efforts in their assigned area of the city. This includes utilizing the SARA Model and Crime Triangle Analyses for identifying and analyzing problems, prioritizing current community challenges, and coordinating the police response alongside community efforts toward eliminating the problem, minimizing its impact, and preventing it from happening again.

Responsible for assisting neighboring CPs in their assigned area of the city as needed to assist with their community policing efforts. Although assigned to a particular part of the city, it is anticipated CPs will often work as a team on identified problems.

Establish trust and harmony among the neighborhood residents and assigned police officers by establishing a positive, cooperative and productive relationship between them.

Responsible for assisting the Brown County Drug Task Force and De Pere Police Officers with lower level drug investigations.

Responsible for identifying and analyzing public nuisances and coordinating police and community efforts to abate them.

Responsible for traffic enforcement and education initiatives when traffic related complaints are identified or received from concerned citizens.

Facilitate the exchange of information between neighborhood residents and the police officer(s) in order to establish trust and enhance the safety and welfare of its residents.

Provide the neighborhoods with positive role model figures by building positive relationships between the youths of the neighborhood and the police officers.

Responsible for organizing and maintaining crime prevention efforts in the City including

Neighborhood Watch, Business Watch, and National Night Out.

Coordinate programs that promote community participation, such as Citizen's Academy, Shop with a Cop, Coffee with a Cop, Crime Stoppers, and Volunteers in Police Service.

Maintain, update and conduct business and residential security surveys. Provide written recommendations as to the need for additional security devices (locks, alarms) lighting needs and improvements through environmental design.

Provide presentations to community and civic organizations in areas relating to police service, crime prevention, traffic safety, pedestrian safety, and other related topics while promoting a positive partnership between the Police Department and the community.

Monitor and track current crime trends in the community and provide information to supervisor with a recommended course of action.

Conduct preventative traffic patrol in designated areas of the City or in direct response to citizen complaints. Initiate contacts with business operators, residents, citizens and drivers. Monitor traffic for unsafe or harmful practices such as overloaded vehicles, or heavy trucks off the truck route.

Investigate traffic complaints from citizens. Investigate traffic and hit and run crashes. Enforce traffic violations. Enforce state and local traffic laws and ordinances. Promote vehicle and pedestrian safety.

Attempt to maintain the peace and safety of the community.

Conduct criminal and non-criminal investigations. Perform surveillance. Conduct follow-up investigations.

Enforce laws and arrests lawbreakers. Make felony, misdemeanor, and ordinance arrests and issue state traffic or ordinance citations.

Research programs, methods and technologies that may benefit crime prevention efforts or promote a safer community. Provide research results to the supervisor along with the recommendations and implementation strategies.

Research and apply for grants that provide financial support towards the mission of the Police Department.

Perform any other duties of a sworn police officer.

Perform other duties as assigned.

III. KNOWLEDGE, SKILLS AND ABILITIES:

Considerable knowledge of police practices and methods and applicable federal, state and local laws and ordinances.

Skill in the operation of equipment needed to effectively perform the duties and responsibilities of the position, including modern office equipment. Proven skills planning, promoting, organizing, scheduling, and implementing programs, services and activities. Skill in the operation of motorized

vehicles under adverse conditions. Skill in the care and safe operation of a variety of firearms, impact weapons, electronic control devices and chemical agents.

Ability to speak and present effectively before groups or employees. Ability to work with and communicate effectively with juveniles. Ability to coordinate various community events which promote crime prevention and awareness. Ability to communicate effectively both orally and in writing with business representatives, elected officials, department heads, the general public, and other City employees with courtesy and tact. Ability to utilize a computer and required software.

May be required to demonstrate minimum competency by successfully passing approved tests.

IV. MINIMUM EDUCATION AND EXPERIENCE REQUIRED:

1. United States Citizen.
2. Associate Degree in Criminal Justice, or related field, from an accredited college. Bachelor's Degree in Criminal Justice, Political Science, Public Administration, or a relevant degree in the social sciences, from an accredited university.
3. Three years' experience as a sworn officer.
4. Wisconsin Law Enforcement Standards Board Certification, highly desirable.
5. Minimum 21 years of age.
6. Valid Wisconsin driver's license and good driving record.
7. Must not have convictions of any Federal felony or any offense, which if committed in Wisconsin could be punishable as a felony unless the individual has received an unconditional pardon.

A combination of education and experience may be considered.

Additional State of Wisconsin Minimum Standards for Law Enforcement Officers

A. Shall not have been convicted of any misdemeanor crime of domestic violence.
B. The fingerprinting of the applicant, and with a search of local, state, and national finger-printing records.
C. A background investigation conducted by or on behalf of an employer.
D. The applicant shall complete a personal medical history.
E. A physical assessment shall be conducted within nine months prior to the applicant's first date of employment as an officer (i.e., pre-placement job related physical examination).
F. The applicant shall submit to and complete an oral interview (i.e., psychological evaluation).

Work is performed on patrol and in an office environment requiring good physical condition and requires ability to perform in dangerous situations under an inordinate amount of stress.

V. PHYSICAL REQUIREMENTS:

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential duties and responsibilities of this job:

The primary duties of this class are performed in a work environment in which the employee is subject to potential personal danger. Therefore, the following physical abilities are deemed essential:

The job may risk exposure to bright, dim light, dusts and pollen, extreme heat and cold, wet and humid conditions, extreme noise levels, animals, wildlife, fumes and noxious odors, traffic, moving machinery, heights, disease, pathogens, explosives, and violence. Requires sedentary to medium work.

As first responders, the position requires that individuals must be adaptable to perform under stress when confronted with situations that involve running, walking, standing, stooping, crawling, dragging, lifting, digging, climbing, pushing and raising objects and involves exerting between 10 to 30 pounds of force on a regular and recurring basis and 50 to 150 pounds of force on an occasional basis. Must be physically able to operate a variety of machinery and equipment including a motor vehicle, a variety of firearms and defense devices. Must have high levels of eye, hand, and foot coordination.

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

The above is not to be construed as an exhaustive statement of duties, responsibilities or requirements. This position description does not constitute an employment agreement between the Employer and Employee and is subject to change as the needs of the Employer and requirements of the position. I have read the above position description and understand the duties and responsibilities of the position.

_____ _____

Employee Name (Please Print) Date

_____

Employee Signature

Date last modified: September 6, 2023

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Sustainability Commission**
FROM:	**Scott Thoresen**
SUBJECT:	**Recommendation from the Sustainability Commission for a Stormwater Art Project.**

The Sustainability Commission at the September 12, 2023 meeting approved stormwater art project planning with supply funding in 2024 budget and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

Commissioner Henrigillis requested at the August 2023 meeting to discuss opportunities for schools and businesses to adopt storm drains and create murals and educate the public that many flow directly to the Fox River. Attached are the December 2019 Sustainability meeting minutes (Discuss Storm Water Education), March 2020 Sustainability meeting minutes (Consideration and possible action on Stormwater Art Project), and March 2020 Common Council meeting packet and minutes (Recommendation from the Sustainability Commission for a Stormwater Art Project) with regards to this topic.

ATTACHMENTS:

- 2019 1206 FINAL Minutes (PDF)
- 2020 0310 Final Minutes (PDF)
- 2020 0317 Council Agenda Packet_SW art project section (PDF)
- 3-17-20 Common Council Minutes (PDF)

Sustainability Commission

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

Regular Meeting

Final Minutes

Tuesday, December 10, 2019 5:30 PM De Pere City Hall Council Chambers

I. Call to Order

The meeting was called to order at 5:32 PM by Alderperson Casey Nelson

Attendee Name	Title	Status	Arrived
Eric Rakers	City Engineer	Present	
Casey Nelson	Alderperson	Present	
Renee Gasch	Commissioner	Present	
Rebecca McKean	Commissioner	Present	
Bill Niedzwiedz	Commissioner	Present	
Larry Garrison	Commissioner	Excused	
Randall Lawton	Commissioner	Present	

Others present:
Scott Thoresen, Director of Public Works
Betty Sellenheim, Public Works Administrative Assistant/Recording Secretary

2. Approval of Sustainability Commission September 10, 2019 Meeting Minutes

Commissioner McKean moved to approve the September 10, 2019 Sustainability Commission meeting minutes, seconded by Commissioner Gasch.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Rebecca McKean, Commissioner
SECONDER:	Renee Gasch, Commissioner
AYES:	Rakers, Nelson, Gasch, McKean, Niedzwiedz, Lawton
EXCUSED:	Larry Garrison

II. Public Portion

None

III. Action Items

1. Discuss Trex Plastic Bag Recycling Challenge

Scott Thoresen, Director of Public Works, explained this item was being brought forward at the request of Commissioner Gasch to present further information about the Trex plastic bag recycling program. Commissioner Gasch recapped some problems plastic bags cause for recycling facilities and pollution potential. Commissioner Gasch explained the positive outcomes of participating in this program, including: bags being properly disposed of and earning a sitting bench. Commissioner Gasch explained the bench is made from recycled milk and the plastic bags are recycled into patio furniture. A six month collection period would be determined for collection and the goal is to collect 500 pounds of bags (approximately 40,000) to receive a bench. Commissioner Gasch offered a few suggestions for locations to place plastic bag recycling containers and signage. Commissioner Gasch explained staff would need to be able to check the containers periodically, weigh the contents (self-reporting), and haul to Festival Food's in De Pere for transport to Trex. Once the goal is met, Trex would ship a bench for free (no shipping

fees). Commissioner Gasch commended staff on the plastic bag recycling video posted online.
Eric Rakers, City Engineer, asked what type of plastic was accepted. Commissioner Gasch explained there were certain types accepted that were pictured in the included handout. Commissioner Gasch explained the bags would need to be clean/rinsed out before placed in the recycling container. Commissioner McKean questioned if Festival Foods was willing to accept these extra items through the City collections. Commissioner Gasch explained they have already okayed the drop off and Trex is on their hauling locations for their own bags. Mr. Thoresen asked if staff would be expected to inspect the bags for cleanliness. Commissioner Gasch stated they would not need to do that. Alderperson Nelson asked if Festival Foods would be willing to assist the City's cause by adding their bags to ours to achieve the 500 pound goal. Commissioner Gasch was unsure but could ask. Mr. Thoresen asked what happens if we do not meet the goal within the selected six month period. Commissioner Gasch stated the bags could still be sent for recycling but the city would not earn the free bench. Commissioner McKean stated she spoke with facilities at St Norbert College and was told they have collection points on campus for plastic bags and send them to Festival Foods for hauling. Commissioner McKean stated she also spoke with Larry's Piggly Wiggly in De Pere and Piggly Wiggly Midwest in Sheboygan. The De Pere location can be listed as a drop off location for residents but per Piggly Wiggly Midwest, they do not accept from other entities because it costs them money to recycle the bags. Alderperson Nelson asked what Trex would provide. Commissioner Gasch stated they provide the containers and posters. Commissioner Lawton restated the purpose of the program to include how to significantly impact the level of recycling in the City of De Pere and questioned if the additional containers will be enough. Commissioner McKean suggested more education around the "use your own bag" option most grocery store offer with a discount. Commissioner Gasch stated this is a big educational effort and explained there are not many options because the state does not allow the ban of plastic bags. Mr. Thoresen outlined a bit of local plastic bag recycling history.

Commissioner Gasch moved to refer back to staff for recommendation at the next meeting of the Sustainability Commission seconded by Eric Rakers.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Renee Gasch, Commissioner
SECONDER:	Eric Rakers, City Engineer
AYES:	Rakers, Nelson, Gasch, McKean, Niedzwiedz, Lawton
EXCUSED:	Larry Garrison

2. Update on Prohibiting Coal Tar-Based Sealants

Eric Rakers, City Engineer, updated the Commission on the current status of the Coal Tar-based sealant restrictions. Upon further review of the draft ordinance presented to the Commission, staff found it also banned all sealants with 0.1% PAH or more. Staff reached out to Asphalt Seal & Repair, a local company that performs work in the City of De Pere, for information on their product and the proposed PAH ban limit. Asphalt Seal & Repair responded that they would be unable to meet the 0.1% but their product would meet 0.2% PAH with a longer life. Staff reached out to Clean Wisconsin and Asphalt Seal & Repair to justify the use of 0.1% over 0.2% PAH. Staff has not received solid

information to justify 0.1% or a longer life at 0.2% PAH, resulting in no action being taken on this ordinance since the initial discussion at the Commission meeting. Alderperson Nelson asked if there was a maximum amount of PAH in any single product. Mr. Rakers clarified the products in question are asphalt sealants with PAHs in them. Alderperson Nelson asked if a resolution is reached, if the ordinance will go to Council or back to Sustainability Commission. Mr. Rakers stated he would take it directly to Council.

3. Update on Baseline Assessment

Scott Thoresen, Director of Public Works, updated the Commission on the status of the DNR Green Tier Legacy program for sustainability through the baseline assessment process. The baseline assessment will determine where the City currently stands on sustainable practices. Annually the City submits a report of sustainable practices accomplished and sets action goals. Mr. Thoresen stated City of Appleton is a good source for research on sustainability programs, reports, and initiatives in our area. Commissioner Lawton offered to have Lawton Products Green Tier contact reach out to Mr. Thoresen.

4. Discuss City's Compost Facility

Scott Thoresen, Director of Public Works, outlined the compost facility operations, regulations, and changes through the years. Mr. Thoresen explained with the south bridge corridor in the future, the compost site will need to be relocated or regionalized. Mr. Thoresen offered a few options for regionalization (with Allouez) or relocated (by the Dog Park).
Commissioner Gasch commented that she requested further information in regards to having a food waste drop off site for businesses, such as Festival Foods. Eric Rakers, City Engineer, suggested checking with the DNR regarding food waste disposal and storage and rodents/pests. Commissioner Niedzwiedz asked for per capita compost numbers over time. Mr. Thoresen stated he didn't have that exact volume from the compost facility. Commissioner Gasch asked how often residents request curbside compost pick up. Mr. Thoresen stated only two or three times in almost fifteen years.

5. Discuss Storm Water Education

Scott Thoresen, Director of Public Works, outlined the city's storm water education programs and work with NEWSC (North East Wisconsin Stormwater Consortium). Mr. Thoresen shared a few of the resources available to residents and staff through NEWSC. Eric Rakers, City Engineer, outlined programs available through NEWSC for public and schools and additional educational opportunities used by staff.
Alderperson Nelson commented that there are dual benefits for actions such as mulching grass clippings and make good tips to pass along to residents. Commissioner Gasch proposed sidewalk murals around stormwater inlets in downtown areas and was supported by Alderperson Nelson, Mr. Rakers and Commissioner Niedzwiedz. Mr. Rakers stated it would be something that would need to be approved through the City Attorney's office. Commissioner Gasch mentioned the Public Art Commission has funds to support the murals/supplies.

6. Discuss Educational Workshops

Alderperson Nelson asked for support of monthly or bi-monthly educational workshops for residents. Alderperson Nelson suggested topics such as heating and cooling efficiency

and rain barrel workshops, along with getting the word out on social media of programs and incentives available to residents through entities like Focus on Energy. Commissioner McKean asked about support through Green Tier webinars. Scott Thoresen, Director of Public Works, was unsure but would look into it. Eric Rakers, City Engineer, stated he was not opposed to the idea of educational workshops but suggested having a trial one and determine based on attendance. Mr. Rakers also suggested adding sustainability and money saving tips to the city newsletter and/or social media. Alderperson Nelson supported Mr. Rakers suggestions. Scott Thoresen, Director of Public Works, mentioned receiving content from WPS that may prove useful and having a good connection with the entity for potential assistance with programs regarding energy efficiency in homes. Staff will work with Alderperson Nelson regarding scheduling a trial program with WPS for energy efficiency.

IV. Future Agenda Items

None

V. Adjournment

Eric Rakers, City Engineer, moved to adjourn the meeting at 6:39 PM, seconded by Commissioner Lawton.
Upon vote, the motion passed unanimously.

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

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

Agenda Sent To:
Alderpersons
City Administrator
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce

Respectfully submitted,
Betty Sellenheim

Sustainability Commission

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

Regular Meeting

Final Minutes

Tuesday, March 10, 2020 5:30 PM

I. Call to Order

The meeting was called to order at 5:34 PM by Alderperson Casey Nelson

Attendee Name	Title	Status	Arrived
Eric Rakers	City Engineer	Excused	
Casey Nelson	Alderperson	Present	
Renee Gasch	Commissioner	Present	
Rebecca McKean	Commissioner	Present	
Bill Niedzwiedz	Commissioner	Present	
Larry Garrison	Commissioner	Absent	
Randall Lawton	Commissioner	Absent	

Others present:
Mayor Walsh
Scott Thoresen, Director of Public Works
Betty Sellenheim, Recording Secretary

2. Approval of Sustainability Commission December 10, 2019 Meeting Minutes

Commissioner McKean moved to approve the Sustainability Commission December 10, 2019 meeting minutes, seconded by Commissioner Niedzwiedz.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Rebecca McKean, Commissioner
SECONDER:	Bill Niedzwiedz, Commissioner
AYES:	Casey Nelson, Renee Gasch, Rebecca McKean, Bill Niedzwiedz
EXCUSED:	Eric Rakers, Larry Garrison, Randall Lawton

II. Public Comment

Alderperson Nelson shared regarding Wisconsin Conservation Northeast Climate Roundtable on March 24 at YWCA-Green Bay.

III. Action Items

1. Consideration and possible action on Trex Plastic Film Recycling Challenge*

Scott Thoresen, Director of Public Works, outlined the history of this program's discussion through Sustainability Commission. Mr. Thoresen stated staff further researched the logistics of participating in the Trex Plastic Film Recycling Challenge. Mr. Thoresen outlined the timeline, locations, acceptable items, and City responsibility. Mr. Thoresen stated once the City collects 500 pounds, Trex will send a bench. Staff recommends approving participation in the Trex Plastic Film Recycling Challenge and forwarding to Common Council for approval.
Commissioner McKean questioned dropping City bags off at Festival Foods. Mr. Thoresen stated that would be the intention. Commissioner McKean requested bringing in St. Norbert College and the Environmental Committee to spread the word on campus and participate in collection. Alderperson Nelson agreed with incorporating them in the

challenge. Mr. Thoresen stated staff could work with St Norbert building maintenance to collect to contribute to the challenge. Alderperson Nelson questioned dropping off at Festival and their collections toward City benches. Commissioner Gasch stated they would be a drop off location but the City would self-report the weight collected in City containers. Alderperson Nelson supported the program and requested getting the word out on social media after Council approval. Commissioner Niedzwiedz questioned the timeline for collection. Mr. Thoresen stated it is takes a little longer, the City would still earn a bench. Commissioner Niedzwiedz questioned if greenhouse plastic would be an acceptable material. Mr. Thoresen stated he did not think it would be included but offered to follow up with Trex. Commissioner Gasch suggested including the school districts, perhaps a challenge of east versus west or by grade. Alderperson Nelson questioned additional incentives from Trex for collections. Mr. Thoresen stated he did not know of any additional incentives but outlined some additional reasons behind the big box store collection sites.

Alderperson Nelson moved to approve the participation in the Trex Plastic Film Recycling Challenge, seconded by Commissioner Gasch.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Renee Gasch, Commissioner
AYES:	Casey Nelson, Renee Gasch, Rebecca McKean, Bill Niedzwiedz
EXCUSED:	Eric Rakers, Larry Garrison, Randall Lawton

2. Consideration and possible action on Farmer's Market Booth Proposal*

Scott Thoresen, Director of Public Works, summarized a request from Commissioner Gasch and asked her to present further details regarding her proposal for a booth at the Farmer's Market. Commissioner Gasch explained further her request and working with Definitely De Pere to reduce waste at the Farmer's Market. Definitely De Pere would provide a tent and table for Sustainability Commission at Farmer's Market and would arrange the donation of canvas bags to distribute. Commissioner Gasch explained the biggest part will be finding volunteers to staff the tent during events and discuss sustainable ideas. Mr. Thoresen agreed that finding volunteers would be the hardest part and stated the commission will need to take full charge and responsibility for that aspect. Mr. Thoresen stated that staff currently assists with the set up for Farmer's Market and can assist with printing flyers, brochures, etc. Commissioner Niedzwiedz expressed his support of the proposal, provided key points learned from previous Farmer's Market experiences, and offered to provide perennial plants for distribution. Commissioner Gasch volunteered to create a schedule for booth shifts. Alderperson Nelson expressed his support for the proposal but was hesitant to commit to all Farmer's Market events. Mr. Thoresen expressed a few discussion points for determining event participation. Commissioner McKean expressed her support of the proposal but suggested having a display board rather than paper handouts. Alderperson Nelson expressed support of the display board idea and Mr. Thoresen recommended NEWSC as a contact. Alderperson Nelson commended St Norbert's food waste program. Alderperson Nelson questioned sending this item and Council and Mr. Thoresen explained the intent and what information would be needed for Council approval. Mayor Walsh explained this item not needing a motion or approval from Council to move forward but a motion could be made and discussed with City Attorney to be sure.

Alderperson Nelson approved the proposal to coordinate with Definitely De Pere and staff a sustainability booth at the De Pere Farmer's Market once per month, seconded by Commissioner Gasch.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Renee Gasch, Commissioner
AYES:	Casey Nelson, Renee Gasch, Rebecca McKean, Bill Niedzwiedz
EXCUSED:	Eric Rakers, Larry Garrison, Randall Lawton

3. Discussion of Wisconsin Public Service Seminar

Scott Thoresen, Director of Public Works, discussed a previous request for public sustainable practice themed periodic meetings and/or workshops. Mr. Thoresen stated he reached out to Wisconsin Public Service regarding a workshop on Focus on Energy tentatively scheduled for March 25 at the Swan Club. Mr. Thoresen requested notification from Commission members who plan to attend so a notice of quorum can be posted if necessary.
No action necessary.

4. Consideration and possible action on Stormwater Art Project*

Scott Thoresen, Director of Public Works, outlined a request from Commissioner Gasch to implement a stormwater art project to educate the public about stormwater systems. The project would be a collaboration of City of De Pere, Sustainability Commission, and Definitely De Pere creating sidewalk murals by De Pere students. Mr. Thoresen reported his discussions with staff regarding size, location, and materials used. Mr. Thoresen stated he believes the most challenging part will be working with the schools on this project. Commissioner Gasch stated Tina with Definitely De Pere has contacts with the schools. Commissioner Gasch also outlined her ideas regarding this project. Alderperson Nelson verified the budget being provided by Definitely De Pere. Commissioner Gasch questioned needing Board of Public Works approval on locations. Mr. Thoresen outlined the direction provided to Definitely De Pere regarding the downtown art projects. Commissioner Gasch requested staff present an educational overview of the stormwater system to the classes and promote the project on social media. Mr. Thoresen also explained the need for staff to assist with traffic safety during the art painting. Commissioner Niedzwiedz added a note about drainage locations of the Fox and East Rivers. Mr. Thoresen explained the stormwater ponds as part of the stormwater system. Alderperson Nelson questioned the closest inlet to the Farmer's Market location.
Commissioner Gasch moved to approve the Stormwater Art Project with collaboration from Definitely De Pere, seconded by Alderperson Nelson.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Renee Gasch, Commissioner
SECONDER:	Casey Nelson, Alderperson
AYES:	Casey Nelson, Renee Gasch, Rebecca McKean, Bill Niedzwiedz
EXCUSED:	Eric Rakers, Larry Garrison, Randall Lawton

5. Consideration and possible action on Baseline Assessment

Scott Thoresen, Director of Public Works, outlined the history of Green Tier Legacy in the Sustainability Commission and outlined next steps for participation. Staff completed the baseline assessment score for current status of De Pere and annually the worksheet will need to be updated and submitted to the Wisconsin DNR. Mr. Thoresen outlined how points are earned on the scoresheet. Mr. Thoresen suggested commission members look at the City of Appleton Sustainability initiatives and other communities for ideas moving forward. Alderperson Nelson questioned how partial scores are received. Mr. Thoresen explained how full points were earned and how staff determined partial scores. Alderperson Nelson suggested an annual presentation to the Common Council. Mr. Thoresen stated the item does not require approval by Council but can be shared with the elected officials. Mr. Thoresen suggested bringing draft annual updates to the Commission and Council for approval prior to submitting to Wisconsin DNR. Mr. Thoresen outlined the goal of increasing the total score annually. Commissioner McKean questioned this scoresheet assisting in obtaining funds for sustainable initiatives and choosing sections of the worksheet to work on and discussions annually. Mr. Thoresen outlined the budget process for requesting funds. Alderperson Nelson suggested requesting a pool of funds to work with and having projects in mind. Mr. Thoresen suggested adding funding and a topic discussion to the future agenda items. Commissioner McKean commented on part of the waste reduction section. Mr. Thoresen suggested researching DNR and other communities for ideas for the future. Commissioner Gasch suggested individuals select sections they are passionate about to research. Alderperson Nelson agreed regarding selecting sections. Mr. Thoresen suggested emailing him top five ideas or sections to work on. Mayor Walsh suggested having a special meeting to discuss future sustainability projects or initiatives the commission wishes to focus on. Mr. Thoresen asked Mayor Walsh if a special meeting could be held outside of the Council Chambers. Mayor Walsh believed the meeting could be held elsewhere.

Alderperson Nelson moved to approve and submit the baseline assessment to DNR, seconded by Commissioner Gasch.
Upon vote, the motion passed unanimously.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Renee Gasch, Commissioner
AYES:	Casey Nelson, Renee Gasch, Rebecca McKean, Bill Niedzwiedz
EXCUSED:	Eric Rakers, Larry Garrison, Randall Lawton

IV. Future Agenda Items

Scott Thoresen, Director of Public Works, tentatively scheduled a special meeting for April 29, 2020 at 5:30 PM to discuss as a group the initiatives to tackle. The June meeting will include a discussion of budget needs for the initiatives chosen in the April special meeting.

V. Adjournment

Alderperson Nelson moved to adjourn the meeting at 6:57 PM, seconded by Commissioner Niedzwiedz.
Upon vote, the motion passed unanimously.

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

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

Agenda Sent To:
Alderpersons
City Administrator
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce

Respectfully submitted,
Betty Sellenheim

Common Council

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

Regular Meeting

Revised Agenda

Tuesday, March 17, 2020 7:30 PM De Pere City Hall Council Chambers

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Common Council** of the City of De Pere will be held on **March 17, 2020** at **7:30 PM** in the **De Pere City Hall Council Chambers, 335 S. Broadway Street, De Pere, WI 54115.**

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

I. Call to Order

1. Roll Call
2. Pledge of Allegiance to the Flag.
3. Approval of the minutes of the March 3, 2020 Common Council meeting.
4. Public Hearing on a request for a conditional use permit for Parcels WD-602 and WD-603 at 808 and 808 Ash Street.

    A. Notice of Public Hearing.

    B. Recommendation from the Plan Commission.

    C. Resolution #20-27 Authorizing and Approving a Conditional Use Permit for a Public Utility and Service Use at 806-808 Ash Street (Parcels WD-602 and WD-603).

5. Public comment upon matters not on the agenda and other announcements.
6. Resolution #20-34 Declaring a State of Emergency in the City of De Pere.
7. Recommendation from the Sustainability Commission to Participate in Trex Plastic Film Recycling Challenge
8. Recommendation from the Sustainability Commission for a Stormwater Art Project
9. Recommendation from Plan Commission to approve a Proposed Extraterritorial 1 Outlot Certified Survey Map within the 4300 BLK of Monroe Road in the Town of Ledgeview (No Parcel Number, adjacent to D-445).
10. Recommendation from Finance/Personnel Committee to accept a donation from Home Instead Senior Care to the Fire Department in the amount of $250.
11. Recommendation from Finance/Personnel Committee to Accept Donation in the amount of $250 from Roberta Longlais Memorial Fund to the Fire Department.
12. Recommendation from Finance/Personnel Committee to Accept Proposed Eagle Scout project for Fire Department Station #2.
13. Recommendation from the Board of Public Works to approve purchasing a Fleet Maintenance Truck

14. Recommendation from the Board of Public Works to Award Contract 20-01B East Sewer and Water Relay and Street Resurfacing to Jossart Brothers, Inc. in the amount of $1,994,814.50.

15. Recommendation from the Board of Public Works to Award Contract 20-02 Street Reconstruction and Utility Relay to Jossart Brothers, Inc. in the amount of $1,817,674.00.

16. Recommendation from the Board of Public Works to Award Contract 20-04 Honeysuckle Acres Fourth Addition Subdivision Construction to Feaker & Sons Co., Inc. in the amount of $870,664.20.

17. Ordinance #20-02 Amending Chapter 150 De Pere Municipal Code Regarding Traffic Regulations.

18. Resolution #20-28 Authorizing Development Agreement Among Southbridge Properties, LLC, Innovation Properties Two LLC, and the City of De Pere (Innovation Court).

19. Resolution #20-29 Authorizing Agreement for Noxious Weed/Long Grass Cutting Services Between the City of De Pere and Lizer of Wisconsin, Inc.

20. Resolution #20-30 Approving Annual Report Under Municipal Separate Storm Sewer System (MS4) Permit and its Submission to the Wisconsin Department of Natural Resources (DNR).

21. Resolution #20-31 Authorizing State/Municipal Finance Agreement with Wisconsin Department of Transportation for Main Avenue & Fourth Street Signal Retrofit Project.

22. Resolution #20-32 Authorizing Submission of Wisconsin Department of Natural Resources Urban Nonpoint Source and Storm Water Management Grant Application.

23. Operator License Applications.

24. Voucher approval.

25. Future agenda items.

26. Resolution #20-33 Authorizing Personal Property Tax Refund (Aldi, Inc. - 1100 Main Avenue). Note: This Resolution will only be taken up by the Council if the claimed tax refund is acted on and approved by the Council

    PLEASE TAKE NOTICE THAT, pursuant to Wis. Stats. §19.85(1)(g), the Council may convene in closed session for the purpose of conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved.
    The Council may then reconvene in open session to take action on any matter discussed in closed session or for such other purposes as are allowed by law.

27. Adjournment.

Lawrence M. Delo
City Administrator

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

Agenda Sent To:
Alderpersons
City Administrator
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce
Steven Paplham, Wisconsin Public Service
Fairchild Living Trust of 1995
Dale Raisleger, PLS, Brown County Public Works
Paul Fontecchio, Brown County Public Works
Juan Antonio Solis
Thomas W Gooding
US Paper Mills Corp
DSSB LLC Etal
Todd & Wendy Jaeger
Kevin G Rau
Christopher T Fuss
Karl D Wachholz
Marvin J Lueneburg
Ryan J & Nicole M Ledvina
Griselda M VanBeckum
Mark & Andrea Hendricks
GBTRH Rentals LLC
David B DeRuyter
Clayton C Leslie
Katie R Noskowiak
William J & Susan J Steffel
Paul S Sheffer
Kelsey A Sherman
Kelly J & Sharon L Wautier
Drew P & Blair M Basten
Matthew J & Tammy M Peterson
Gary A & Teresa L Gereau, Etal
R&G LLC
Wisconsin Central Ltd
Phyllis R Hendricks
Trevor K & Sarah E Ellington
Jesse L Chopin
Dennis J Vondrachek
Thomas J & Jessie L Hermes
Westcott Joseph H & Beverly J Irrevocable Trust
Allan J & Brenda A Reckelberg
Dennis M & Claudia D Larson, Etal
David B & Gail A DeRuyter
Yvonne M Peters
Michelle R Burns
Douglas L & Katherine M Elwell
Mike & Sharon Secora

Vincent M & Emily A Willard

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**March 17, 2020**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Recommendation from the Sustainability Commission for a Stormwater Art Project**

The Sustainability Commission at the March 10, 2020 meeting approved a stormwater art project in conjunction with Definitely De Pere and moved to send it to Common Council for approval. The motion passed with a 4-0 vote.

Commissioner Gasch has requested the commission discuss and evaluate implementing a stormwater art project. (See attached proposal) The project would be collaboration between the De Pere Sustainability Commission and Definitely De Pere Public Arts Committee to coordinate a public art campaign featuring downtown sidewalk murals created by area students for the purpose of educating residents about the importance of clean stormwater. See attached examples that were included of various communities throughout the U.S. that have done similar programs.

The intent of the discussion would be to determine if the commission wants to move forward with this.

ATTACHMENTS:

- Stormwater Art Project Proposal (PDF)
- Stormwater Art Project Proposal Examples (PDF)

STORMWATER ART PROJECT PROPOSAL

Background:

- The Fox River is De Pere's most treasured resource, attracting residents and recreationalists to our community. The beauty and well-being of the river are essential to the long-term sustainability of the community.
- De Pere's stormwater is not treated before it flows into the Fox River. To comply with our Wisconsin DNR license, the city must educate residents about the importance of keeping stormwater clean.
- The US Environmental Protection Agency has identified stormwater as the biggest pollution threat to surface water nationwide. Stormwater picks up pollutants such as litter or fertilizers as it flows over the ground, down storm drains, and directly into the freshwater.

Proposal Summary:

- A collaboration between the De Pere Sustainability Commission and the Definitely De Pere Public Art Committee to coordinate a public art campaign featuring downtown sidewalk murals created by area students for the purpose of educating residents about the importance of clean stormwater.

Project Details:

- Designate approximately 20 locations on downtown sidewalks near stormwater inlets to be painted in the summer of 2020. Locations and timeline would coincide with the De Pere Sculpture Walk.
- Promote call for submissions through East and West De Pere High School and the St. Norbert art department. Selected artists would execute designs under the supervision of Definitely De Pere's public art committee and professional artist mentors from the area.
- Sidewalk murals would be semi-permanent with the expectation that they will fade overtime due to weather.

Collaboration Overview:

- Definitely De Pere Public Art Committee would commit to:
    - Supplying and managing the project budget
    - Co-selecting mural locations with Public Works personnel
    - Creating a project description and call for submissions
    - Coordinating with local schools to generate submissions
    - Overseeing selection of artists and designs
    - Recruiting professional artists to mentor selected student artists
    - Promoting the project to the press and community
- Sustainability Commission would commit to:
    - Co-selecting mural locations with Definitely De Pere Public Art Committee
    - Reviewing project with City Attorney

Attachment: Stormwater Art Project Proposal (9394 : Recommendation from SC regarding Stormwater Art Project)

    - Educating student artists about stormwater (likely classroom presentations) to inform their designs
    - Promoting the project to the press and community

Possible Extensions:

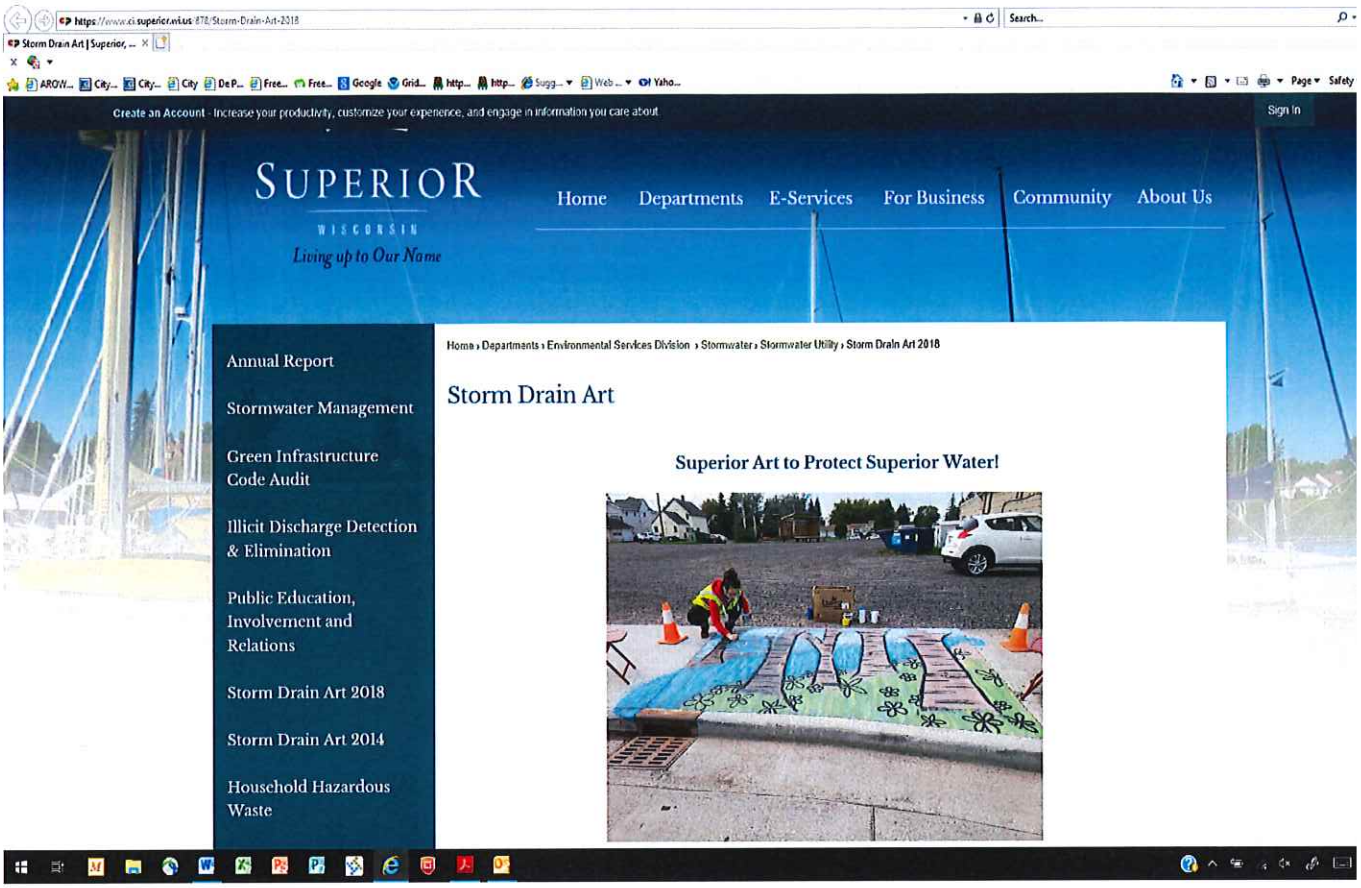
- People's choice or jury awards for student artists.
- Repeat project in 2-3 years with new group of students.

Examples:

- https://www.ci.superior.wi.us/878/Storm-Drain-Art-2018
- https://www.siouxfalls.org/public-works/environmental-recycling-hazardous/inlet-painting
- https://www.roanokeva.gov/2290/Stormdrain-Inlet-Art
- https://coloradosprings.gov/stormdrainart
- https://bluewaterbaltimore.org/learn/programs-and-projects/storm-drain-art/

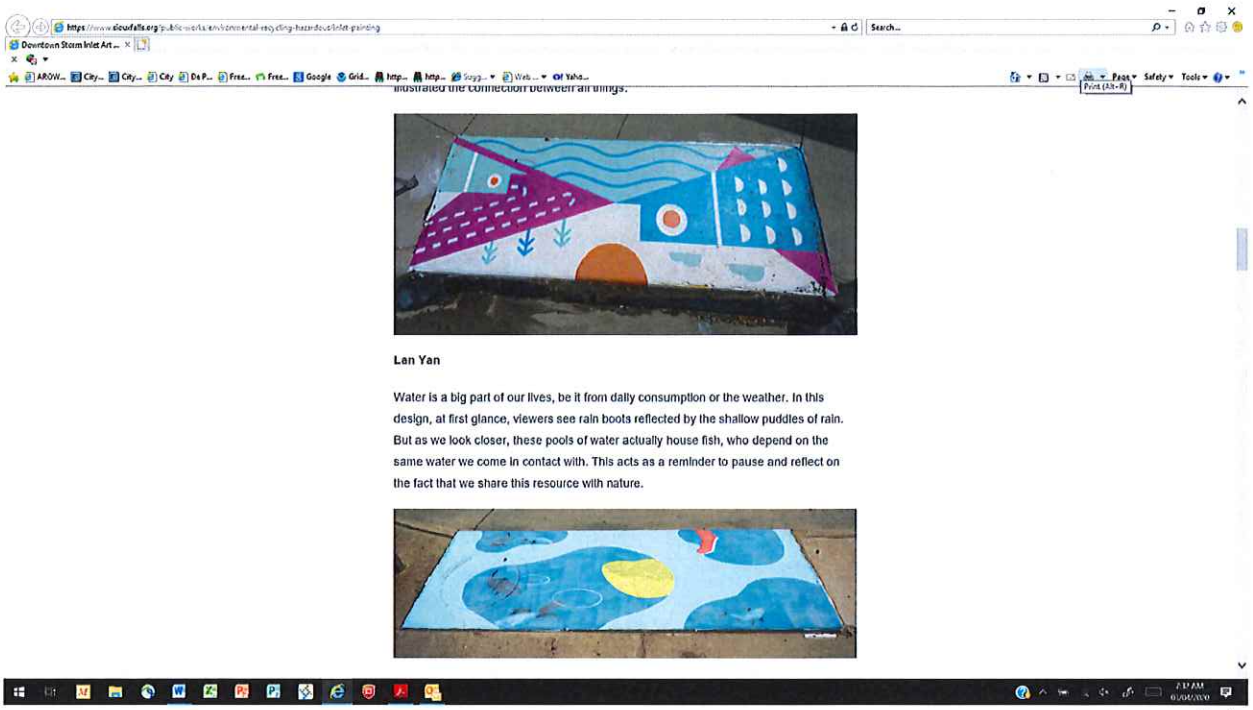
Attachment: Stormwater Art Project Proposal (9394 : Recommendation from SC regarding Stormwater Art Project)

Superior, WI



Attachment: Stormwater Art Project Proposal Examples (9394 : Recommendation from SC regarding Stormwater Art Project)

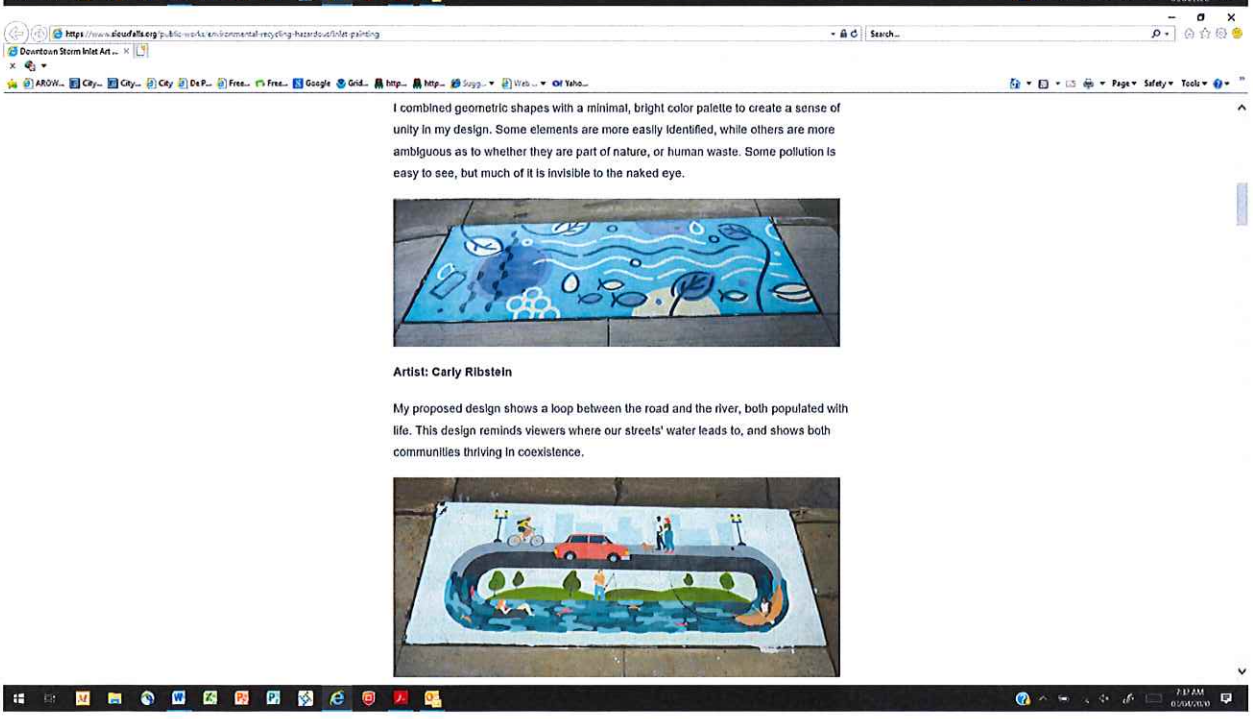
Sioux, SD



illustrated the connection between all things.

Lan Yan

Water is a big part of our lives, be it from daily consumption or the weather. In this design, at first glance, viewers see rain boots reflected by the shallow puddles of rain. But as we look closer, these pools of water actually house fish, who depend on the same water we come in contact with. This acts as a reminder to pause and reflect on the fact that we share this resource with nature.



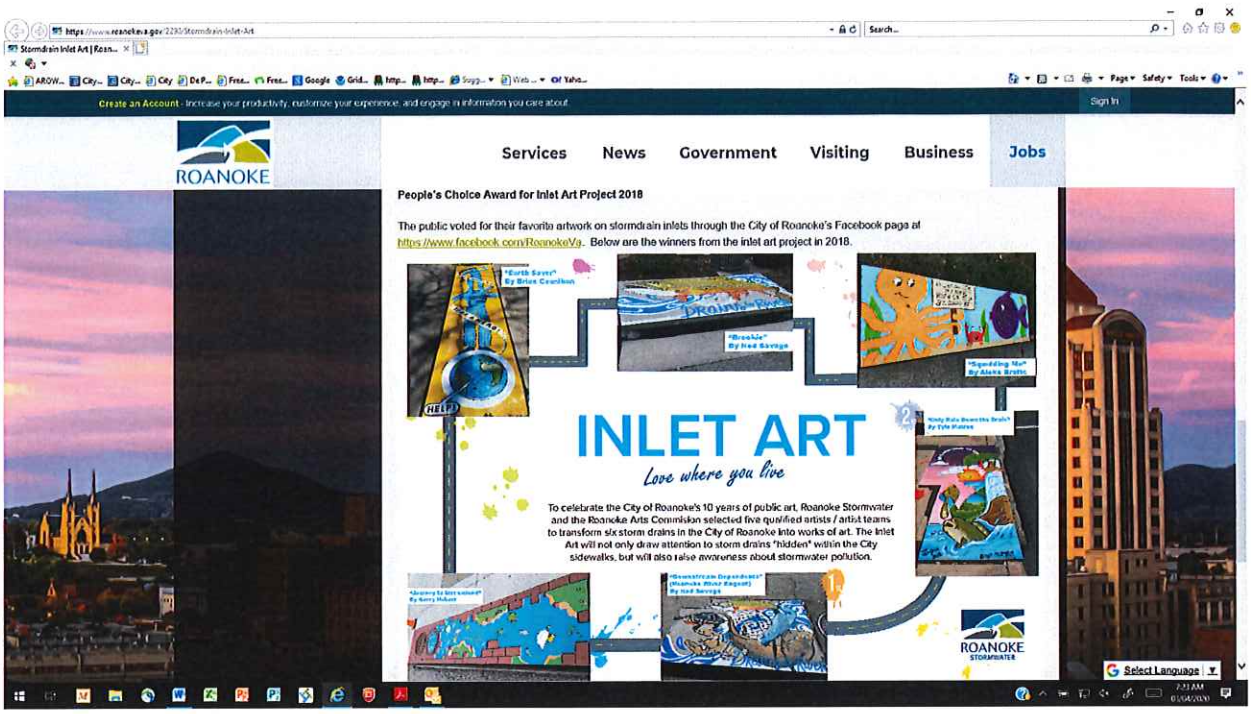
I combined geometric shapes with a minimal, bright color palette to create a sense of unity in my design. Some elements are more easily identified, while others are more ambiguous as to whether they are part of nature, or human waste. Some pollution is easy to see, but much of it is invisible to the naked eye.

Artist: Carly Ribstein

My proposed design shows a loop between the road and the river, both populated with life. This design reminds viewers where our streets' water leads to, and shows both communities thriving in coexistence.

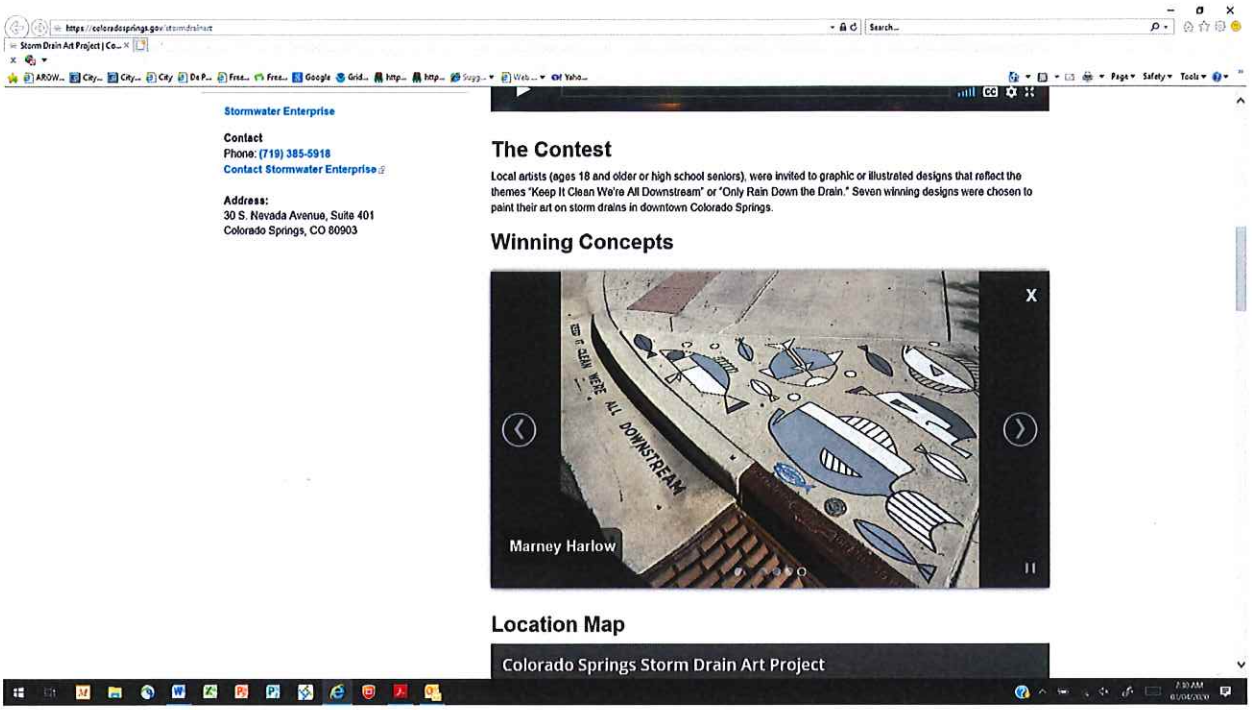
Attachment: Stormwater Art Project Proposal Examples (9394 : Recommendation from SC regarding Stormwater Art Project)

Roanoke, VA



Attachment: Stormwater Art Project Proposal Examples (9394 : Recommendation from SC regarding Stormwater Art Project)

Colorado Springs, CO



Stormwater Enterprise

Contact
Phone: (719) 385-5918
Contact Stormwater Enterprise

Address:
30 S. Nevada Avenue, Suite 401
Colorado Springs, CO 80903

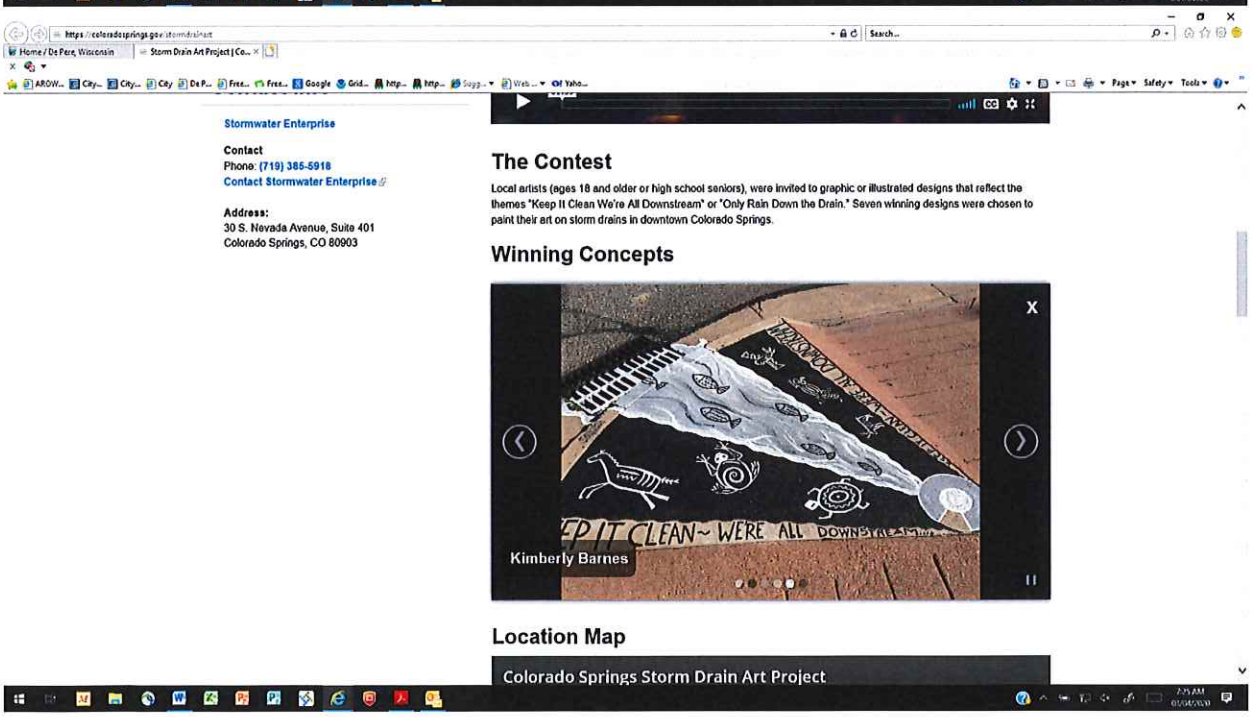
The Contest

Local artists (ages 18 and older or high school seniors), were invited to graphic or illustrated designs that reflect the themes "Keep It Clean We're All Downstream" or "Only Rain Down the Drain." Seven winning designs were chosen to paint their art on storm drains in downtown Colorado Springs.

Winning Concepts

Location Map

Colorado Springs Storm Drain Art Project



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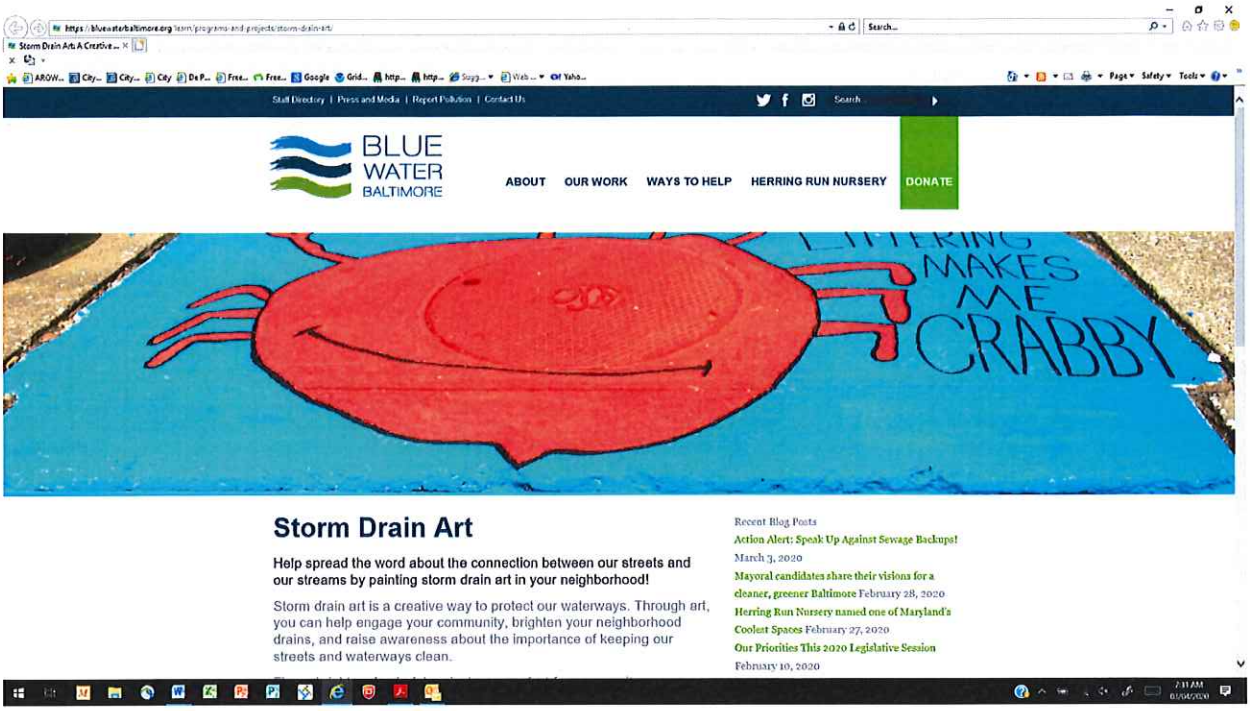
Winning Concepts

Location Map

Colorado Springs Storm Drain Art Project

Attachment: Stormwater Art Project Proposal Examples (9394 : Recommendation from SC regarding Stormwater Art Project)

Baltimore, MD



Attachment: Stormwater Art Project Proposal Examples (9394 : Recommendation from SC regarding Stormwater Art Project)

Common Council

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

Regular Meeting

Minutes

Tuesday, March 17, 2020 **7:30 PM** **De Pere City Hall Council Chambers**

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

Attendee Name	Title	Status	Arrived
Michael J. Walsh	Mayor	Present	
James Boyd	Alderperson	Present	
Dan Carpenter	Alderperson	Present	
Scott Crevier	Alderperson	Present	
Jonathon Hansen	Alderperson	Present	
Ryan Jennings	Alderperson	Present	
Amy Chandik Kundinger	Alderperson	Present	
Casey Nelson	Alderperson	Present	
Dean Raasch	Alderperson	Present	

2. Pledge of Allegiance to the Flag.

3. Approval of the minutes of the March 3, 2020 Common Council meeting.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Casey Nelson, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

4. Public Hearing on a request for a conditional use permit for Parcels WD-602 and WD-603 at 806 and 808 Ash Street.

A. Notice of Public Hearing.

City Clerk Carey Danen announced that the notice of public hearing was published in the Green Bay Press-Gazette on March 2nd and March 9th, 2020.

B. Recommendation from the Plan Commission.

Development Services Director Dan Lindstrom explained that this request comes from WPS to help expand their capacity for service at this site, which has been vacant for 30 years. Staff spent a significant amount of time with the applicant discussing the impact to the neighborhood, and asked them to revise the plan to reduce noise output. He reported that the Plan Commission will review the site plan at their meeting next Monday.

C. Resolution #20-27 Authorizing and Approving a Conditional Use Permit for a Public Utility and Service Use at 806-808 Ash Street (Parcels WD-602 and WD-603).

Mayor Walsh declared the public hearing open; no one wished to speak so he then declared the public hearing closed. Council members discussed driveway placement and also potential noise levels, especially at night when there is less

traffic noise. Dan explained that the redesign should reduce exterior building noise to less than 60 decibels, and that they expect 49 decibels at the property line.

RESULT:	**APPROVED [UNANIMOUS] WITH CONDITIONS AS OUTLINED BY STAFF**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Scott Crevier, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

5. Public comment upon matters not on the agenda and other announcements.

City Clerk Carey Danen provided information on voter registration and absentee voting for the upcoming election.
Mayor Walsh read a statement regarding the proposed state of emergency declaration on tonight's agenda. He explained that the City will continue to provide all essential services, and provide refunds to mitigate program and facility cancellations. Staff anticipates suspending public access to nonessential buildings, and migrating to an internet video-based meeting format. He thanked Health Department Director Deb Armbruster and her staff for the countless hours they have put in so far to keep the City updated on the health crisis. He emphasized that the City is trying to do what is in the best interest of its employees and citizens. He asked citizens to be patient, and urged them to follow health guidelines and do what they can to protect themselves and others.

6. Resolution #20-34 Declaring a State of Emergency in the City of De Pere.

Council members discussed the proposed suspension of video recording of City meetings. City Administrator Larry Delo explained that the intent of this resolution is to give the Mayor and Council President discretion to change things as needed on the fly. If telephonic meetings can be recorded, then the City will provide that. Any proclamations by the mayor would be subject to ratification or modification by Council as soon as they can meet.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Amy Chandik Kundinger, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

7. Recommendation from the Sustainability Commission to Participate in Trex Plastic Film Recycling Challenge

Public Works Director Scott Thoresen explained that collection bins would be placed in a wind-protected location so that materials are not strewn about, and will be checked by City staff once or twice a week.
He said that deployment of the bins, which was scheduled for May 1st, can be delayed if needed. He will order the bins work with the City's communications specialist to share information with the public.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Amy Chandik Kundinger, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

8. Recommendation from the Sustainability Commission for a Stormwater Art Project

Alderpersons Carpenter and Raasch questioned the statement in the proposal that the City's stormwater is not treated before flowing into the Fox River, noting that the City's retention ponds meet DNR requirements. Public Works Director Scott Thoresen agreed, explaining that downtown stormwater inlets drain directly to river, so the intent of this proposal is to educate residents about that.
Alderperson Carpenter moved, seconded by Alderperson Raasch to revise the wording of the second bullet point in the Background section of the proposal to clarify that not all of De Pere's stormwater is treated before it flows into the Fox River. Upon vote, the motion to amend was approved unanimously.
Alderperson Hansen asked if Definitely De Pere is going to manage the project budget using funds from the public arts allocation of the excess stadium tax. Scott confirmed this, explaining that invoices will be submitted to his department. Designs will be chosen by the Public Works Director and Definitely De Pere. Scott explained that the project and the potential peoples' choice award component may be delayed due to the current suspension of onsite learning at local schools.

RESULT:	**APPROVED AS AMENDED [UNANIMOUS]**
MOVER:	Amy Chandik Kundinger, Alderperson
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

9. Recommendation from Plan Commission to approve a Proposed Extraterritorial 1 Outlot Certified Survey Map within the 4300 BLK of Monroe Road in the Town of Ledgeview (No Parcel Number, adjacent to D-445).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

10. Recommendation from Finance/Personnel Committee to accept a donation from Home Instead Senior Care to the Fire Department in the amount of $250.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	James Boyd, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

11. Recommendation from Finance/Personnel Committee to Accept Donation in the amount of $250 from Roberta Longlais Memorial Fund to the Fire Department.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Jonathon Hansen, Alderperson
SECONDER:	Casey Nelson, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

12. Recommendation from Finance/Personnel Committee to Accept Proposed Eagle Scout project for Fire Department Station #2.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Scott Crevier, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

13. Recommendation from the Board of Public Works to approve purchasing a Fleet Maintenance Truck

Public Works Director Scott Thoresen answered questions about the bid amount and the trade in value of the current vehicle.
Alderperson Hansen asked if there was any impact on City staff with the proposed delay in purchasing a new welding exhaust fan. Maintenance Supervisor Tom Blohowiak said the existing fan is still in working order and provides safe conditions for City employees.
Alderperson Hansen made a motion to amend the original motion in order to purchase both the truck and the exhaust fan, using undesignated reserves to cover the overage.
City Attorney Judy Schmidt-Lehman explained that the purchase of the exhaust fan is not on the agenda for this meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Casey Nelson, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

14. Recommendation from the Board of Public Works to Award Contract 20-01B East Sewer and Water Relay and Street Resurfacing to Jossart Brothers, Inc. in the amount of $1,994,814.50.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Scott Crevier, Alderperson
SECONDER:	Casey Nelson, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

15. Recommendation from the Board of Public Works to Award Contract 20-02 Street Reconstruction and Utility Relay to Jossart Brothers, Inc. in the amount of $1,817,674.00.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

16. Recommendation from the Board of Public Works to Award Contract 20-04 Honeysuckle Acres Fourth Addition Subdivision Construction to Feaker & Sons Co., Inc. in the amount of $870,664.20.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Scott Crevier, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

17. Ordinance #20-02 Amending Chapter 150 De Pere Municipal Code Regarding Traffic Regulations.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Jonathon Hansen, Alderperson
SECONDER:	Casey Nelson, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

18. Resolution #20-28 Authorizing Development Agreement Among Southbridge Properties, LLC, Innovation Properties Two LLC, and the City of De Pere (Innovation Court).

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

19. Resolution #20-29 Authorizing Agreement for Noxious Weed/Long Grass Cutting Services Between the City of De Pere and Lizer of Wisconsin, Inc.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

20. Resolution #20-30 Approving Annual Report Under Municipal Separate Storm Sewer System (MS4) Permit and its Submission to the Wisconsin Department of Natural Resources (DNR).

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Jonathon Hansen, Alderperson
SECONDER:	Casey Nelson, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

21. Resolution #20-31 Authorizing State/Municipal Finance Agreement with Wisconsin Department of Transportation for Main Avenue & Fourth Street Signal Retrofit Project.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Scott Crevier, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

22. Resolution #20-32 Authorizing Submission of Wisconsin Department of Natural Resources Urban Nonpoint Source and Storm Water Management Grant Application.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Amy Chandik Kundinger, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

23. Operator License Applications.

Alderperson Boyd moved, seconded by Alderperson Carpenter to table Previously Tabled applications #1, 2, 3, & 5. Upon vote, motion carried unanimously.
Alderperson Boyd moved, seconded by Alderperson Hansen to approve Previously Tabled application #4. Upon vote, motion carried unanimously.
Alderperson Boyd moved, seconded by Alderperson Carpenter to approve New Operator applications #1-4, 6, & 7. Upon vote, motion carried unanimously.
Alderperson Boyd moved, seconded by Alderperson Hansen to table New Operator application #5. Upon vote, motion carried unanimously.

24. Voucher approval.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dean Raasch, Alderperson
SECONDER:	Scott Crevier, Alderperson
AYES:	Boyd, Carpenter, Crevier, Hansen, Jennings, Kundinger, Nelson, Raasch

25. Future agenda items.

None.

26. Resolution #20-33 Authorizing Personal Property Tax Refund (Aldi, Inc. - 1100 Main Avenue). Note: This Resolution will only be taken up by the Council if the claimed tax refund is acted on and approved by the Council

Alderperson Raasch moved, seconded by Alderperson Crevier to close the meeting at 8:23 PM. Upon roll call vote, motion carried unanimously.
Alderperson Raasch moved, seconded by Alderperson Carpenter to open the meeting at 8:26 PM. Upon roll call vote, motion carried unanimously.
Mayor Walsh asked for a motion and none was made.

27. Adjournment.

Alderperson Raasch moved, seconded by Alderperson Crevier to adjourn the meeting at 8:27 PM. Upon vote, motion carried unanimously.

Respectfully submitted,
Carey Danen, City Clerk

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Recommendation from the License Committee on the application for a Class "B" Fermented Malt Beverage License and "Class B" Intoxicating Liquor License for La Catrina Restaurant & Tortilleria (DBA La Catrina), 310 N. Wisconsin St. Suite F. Submitted by La Catrina Restaurant & Tortilleria. Agent: Samuel Eason, Green Bay, WI.**

ATTACHMENTS:

- La Catrina Restaurant & Tortilleria Class B Combo Liquor Lic. Applications 9-19-23pdf (PDF)

Form **AT-106**

Original Alcohol Beverage License Application

FOR CLERKS ONLY
Municipality
License Period

License(s) Requested

- ☐ Class "A" Beer ..... $_____
- ☑ Class "B" Beer ..... $_____
- ☐ "Class C" Wine ..... $_____
- ☐ Reserve "Class B" Liquor $_____
- ☐ "Class A" Liquor ..... $_____
- ☑ "Class B" Liquor ..... $_____
- ☐ "Class A" Liquor (Cider Only) $_____
- ☐ "Class B" (Wine Only) Winery $_____

License Fees	$
Publication Fee	$ 30 - R# 185460
Background Check	$
Total Fees	$

Part A: Premises/Business Information

1. Legal Business Name (registered entity name or individual's name if sole proprietorship)
La Catrina Restaurant & Tortilleria

2. Trade Name or DBA
La Catrina Restaurant & Tortilleria

3. Premises Address
310 N. Wisconsin St. Suite F

4. County	5. Municipality	6. Aldermanic District
Brown	De Pere	One

7. Mailing Address (if different from premises address)

8. FEIN	9. Wisconsin Seller's Permit Number
93-2765749	456-1031466889-04
10. Premises Phone	11. Premises Email
(920) 425-4705	irmamorales1977@gmail.com

12. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

13. Premises Description - Describe the building or buildings where alcohol beverages are to be sold and stored. Describe all rooms including living quarters, if used, for the sales, service, consumption, and/or storage of alcohol beverages and records. Alcohol beverages may be sold and stored ONLY on the premises described in this application. Attach additional sheets if necessary.

Restaurant with 15 booths & 24 tables with beer or liquor sales. Bar with 10 stools with beer or liquor sales. 2 Bathrooms. 1 Kitchen for food cooking. Storage area has Walk-in Freezer & Cooler as well as cleaning supplies, also room to store excess items. Beer can be stored in Walk- in Cooler, Alchohol can be stored in Storage area.

Part B: Questions

1. Have the partners, agent, or sole proprietor satisfied the responsible beverage server training requirement for this license period? Submit a copy of Responsible Beverage Server Training Course Certificate..... ☑ Yes ☐ No

2. Does the applicant business or its partners, officers, directors, managing members, or agent hold a direct or indirect interest in any alcohol beverage wholesaler or producer (e.g., brewer, brewpub, winery, distillery)?..... ☐ Yes ☑ No
If yes, please explain using the space below. Attach additional sheets if necessary.

Part C: For Corporate/LLC Applicants Only

1. State of Registration	2. Date of Registration
Wisconsin	06/19/20

3. Is the applicant business owned by another corporation or LLC? If yes, please provide the name and FEIN of the parent company below, include parent company members in Part D, and attach Form AT-103 for all of the parent company's principal members, managers, officers, or directors ☐ Yes ☑ No

Name of Parent Company	FEIN of Parent Company

4. Does the parent company or any of its officers, directors, managing members, or agent hold any direct or indirect interest in any other alcohol beverage wholesaler or producer (e.g., brewer, brewpub, winery, distillery)? ☐ Yes ☑ No
If yes, please explain using the space below. Attach additional sheets if necessary.

5. Agent's Last Name	Agent's First Name	Phone
Eason	Samuel	702-576-3551

Part D: Individual Information

A Supplemental Questionnaire, Form AT-103, must be completed and attached to this application for each person involved in the applicant business and any parent company as indicated in Part C. Persons in the applicant business include: sole proprietor, all officers, directors, and agent of a corporation or nonprofit organization, all partners of a partnership, and all managing members and agent of a limited liability company.

List the full name, title, and phone number for each person below. Attach additional sheets if necessary.

Last Name	First Name	Title	Phone
Morales	Irma	Owner	(702) 752-7644
Eason	Samuel	Manager	(702) 576-3551

Part E: Attestation

Who must sign this application?

• sole proprietor • one general partner of a partnership • one corporate officer • one managing member of an LLC

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I agree that I am acting solely on behalf of the applicant business and not on behalf of any other individual or entity seeking the license. Further, I agree that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another individual or entity. I agree to operate this business according to the law, including but not limited to, purchasing alcohol beverages from state authorized wholesalers. I understand that lack of access to any portion of a licensed premises during inspection will be deemed a refusal to allow inspection. Such refusal is a misdemeanor and grounds for revocation of this license. I understand that any license issued contrary to Wis. Stat. Chapter 125 shall be void under penalty of state law. I further understand that I may be prosecuted for submitting false statements and affidavits in connection with this application, and that any person who knowingly provides materially false information on this application may be required to forfeit not more than $1,000 if convicted.

Signature	Date
	08/03/2023

Name (Last, First, M.I.)
Irma Morales

Title	Email	Phone
Owner	irmamorales1977@gmail.com	(702) 752-7644

Part F: For Clerk Use Only

Date application was filed with clerk	Date reported to governing body	Date provisional license issued (if applicable)
8/24/23		
Date license granted	**License number**	**Date license issued**

Signature of Clerk/Deputy Clerk

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Recommendation from the License Committee on the application for a Class "B" Fermented Malt Beverage License and "Class B" Intoxicating Liquor License for De Pere Cultural Foundation, Inc. (DBA Mulva Cultural Center), 221 S. Broadway. Submitted by the De Pere Cultural Foundation, Inc. Agent: Justin Nagan, Appleton, WI.**

ATTACHMENTS:

- Mulva Class B Combo Liquor Lic. Application 9-19-23pdf (PDF)

Original Alcohol Beverage Retail License Application

(Submit to municipal clerk.)

For the license period beginning: _____ (mm dd yyyy) ending: _____ (mm dd yyyy)

To the Governing Body of the: ☐ Town of ☐ Village of ☒ City of } DE PERE

County of BROWN Aldermanic Dist. No. _____ (if required by ordinance)

Check one: ☐ Individual ☐ Partnership ☐ Limited Liability Company ☒ Corporation/Nonprofit Organization

Applicant's Wisconsin Seller's Permit Number: 456-102947900B-05

FEIN Number: 47-5484726

TYPE OF LICENSE REQUESTED	FEE
☐ Class A beer	$
☒ Class B beer	$
☐ Class C wine	$
☐ Class A liquor	$
☐ Class A liquor (cider only)	$ N/A
☒ Class B liquor	$
☐ Reserve Class B liquor	$
☐ Class B (wine only) winery	$
Publication fee	$ 630 pd 8/30 18559
TOTAL FEE	$

Name (individual / partners give last name, first, middle; corporations / limited liability companies give registered name)
DE PERE CULTURAL FOUNDATION INC / dba MULVA CULTURAL CENTER

An "Auxiliary Questionnaire," Form AT-103, must be completed and attached to this application by each individual applicant, by each member of a partnership, and by each officer, director and agent of a corporation or nonprofit organization, and by each member/manager and agent of a limited liability company. List the full name and place of residence of each person.

President / Member Last Name: VAN ASTEN	(First): MICHAEL	(Middle Name): G.	Home Address (Street, City or Post Office, & Zip Code)
Vice President / Member Last Name	(First)	(Middle Name)	Home Address (Street, City or Post Office, & Zip Code)
Secretary / Member Last Name	(First)	(Middle Name)	Home Address (Street, City or Post Office, & Zip Code)
Treasurer / Member Last Name	(First)	(Middle Name)	Home Address (Street, City or Post Office, & Zip Code)
Agent Last Name: NAGAN	(First): JUSTIN	(Middle Name): SYLVESTER	Home Address (Street, City or Post Office, & Zip Code)
Directors / Managers Last Name: TREMEL	(First): STEPHEN	(Middle Name): MARK	Home Address (Street, City or Post Office, & Zip Code)

1. Trade Name MULVA CULTURAL CENTER Business Phone Number _____
2. Address of Premises 221 S. BROADWAY ST. Post Office & Zip Code DE PERE 54115
3. Premises description: Describe building or buildings where alcohol beverages are to be sold and stored. The applicant must include all rooms including living quarters, if used, for the sales, service, consumption, and/or storage of alcohol beverages and records. (Alcohol beverages may be sold and stored only on the premises described.)
   UPPER LEVEL: EXHIBITION HALL, BOARD ROOM AND OUTDOOR PATIO OVERLOOKING RIVER
   MAIN LEVEL: RESTAURANT, THEATER, CLASSROOMS, ATRIUM AND OUTDOOR PATIO
   LOWER LEVEL: WALK-IN COOLER/FREEZER, DRY STORAGE, LIQUOR STOREROOM, GREEN ROOM FOR GUEST PRESENTERS
4. Legal description (omit if street address is given above): _____
5. (a) Was this premises licensed for the sale of liquor or beer during the past license year? ..... ☐ Yes ☒ No
   (b) If yes, under what name was license issued? _____

6. Is individual, partners or agent of corporation/limited liability company subject to completion of the responsible beverage server training course for this license period? **If yes, explain** ☐ Yes ☒ No

7. Is the applicant an employe or agent of, or acting on behalf of anyone except the named applicant? ☐ Yes ☒ No
If yes, explain.

8. Does any other alcohol beverage retail licensee or wholesale permittee have any interest in or control of this business? **If yes, explain** ☐ Yes ☒ No

9. (a) **Corporate/limited liability company applicants only:** Insert state WI and date 11/2/2015 of registration.

(b) Is applicant corporation/limited liability company a subsidiary of any other corporation or limited liability company? **If yes, explain** ☐ Yes ☒ No

(c) Does the corporation, or any officer, director, stockholder or agent or limited liability company, or any member/manager or agent hold any interest in any other alcohol beverage license or permit in Wisconsin? ☐ Yes ☒ No
If yes, explain.

10. Does the applicant understand they must register as a Retail Beverage Alcohol Dealer with the federal government, Alcohol and Tobacco Tax and Trade Bureau (TTB) by filing (TTB form 5630.5d) before beginning business? [phone 1-877-882-3277] ☒ Yes ☐ No

11. Does the applicant understand they must hold a Wisconsin Seller's Permit? [phone (608) 266-2776] ☒ Yes ☐ No

12. Does the applicant understand that they must purchase alcohol beverages only from Wisconsin wholesalers, breweries and brewpubs? ☒ Yes ☐ No

READ CAREFULLY BEFORE SIGNING: Under penalty provided by law, the applicant states that each of the above questions has been truthfully answered to the best of the knowledge of the signer. Any person who knowingly provides materially false information on this application may be required to forfeit not more than $1,000. Signer agrees to operate this business according to law and that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another. (Individual applicants, or one member of a partnership applicant must sign; one corporate officer, one member/manager of Limited Liability Companies must sign.) Any lack of access to any portion of a licensed premises during inspection will be deemed a refusal to permit inspection. Such refusal is a misdemeanor and grounds for revocation of this license.

Contact Person's Name (Last, First, M.I.)	Title/Member	Date
STEPHEN M TREMEL	CONSULTING OFFICER	8/30/2023
Signature	**Phone Number**	**Email Address**
Stephen M Tremel	(920) 427-6472	stremel@mulvacenter.org

TO BE COMPLETED BY CLERK

Date received and filed with municipal clerk	Date reported to council / board	Date provisional license issued	Signature of Clerk / Deputy Clerk
8/30/23			
Date license granted	**Date license issued**	**License number issued**	

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Sustainability Commission**
FROM:	**Scott Thoresen**
SUBJECT:	**Ordinance #23-12 Repealing and Reenacting Section 10-13 of the De Pere Municipal Code Regarding Sustainability Commission.**

The Sustainability Commission at their September 12, 2023 meeting approved amending Municipal Code Sec. 10-13 regarding Sustainability Commission per staff's recommendations except to maintain the original wording for meeting frequency and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Ord23-12 (PDF)
- Discuss Sustainability Commission Ordinance Changes 9-7-2023 (DOCX)
- DPMC 10-13 2023 draft revisions 9.7.23 (DOCX)

ORDINANCE #23-12
REPEALING AND REENACTING SECTION 10-13 OF THE DE PERE MUNICIPAL CODE REGARDING SUSTAINABILITY COMMISSION

WHEREAS, on July 17, 2018, the Common Council of the City of De Pere adopted Ordinance #18-13 establishing a Sustainability Commission ("the Commission") to explore sustainability initiatives to be implemented in the City, ultimately providing a more sustainable, livable, and healthy community; and

WHEREAS, since enacting the ordinance establishing the Commission, it has been determined that some revisions to the ordinance are needed to revise the powers and duties of the Commission to allow recommendations to be made to the Common Council and that the Commission would benefit from replacing the City staff representative with a community member and adding two student advisory members.

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF DE PERE, WISCONSIN DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 10-13 of the De Pere Municipal Code is hereby repealed in its entirety and reenacted to read as follows:

Sec. 10-13. - Sustainability Commission.

(a) *Purpose*. The protection, stewardship, improvement, and promotion of the environment is a public necessity and is required in the interest of health, prosperity, safety, and welfare of the De Pere community for present and future generations. The Sustainability Commission is hereby established to explore sustainability initiatives that can be implemented in De Pere, with the ultimate goal of providing a more sustainable, livable, and healthy community.

(b) *Definitions*.

(1) "Commission" means the Sustainability Commission.

(2) "Sustainability" means the avoidance of the depletion of natural resources, in order to maintain an ecological balance.

(c) *Commission Composition*.

(1) The Commission is hereby created, consisting of seven members. Of the membership and if available in the community, one shall be an alderperson and six shall be individuals who live in or work in De Pere. All members shall have demonstrated interest in environmental stewardship; sustainable business practices, development or technology; green building and design; renewable energy; energy efficient transportation; and recycling and waste management. To the extent possible, members appointed shall represent a diverse range of interest and expertise in sustainability, economic backgrounds and interests, and ethnic and cultural affiliations, including educators and students in the aforementioned fields.

(2) Advisory Members. Two advisory seats on the Commission are hereby created to which persons of high school age may be appointed by the Mayor. The selection process for such appointment shall be approved by the Commission. The persons appointed to the teen advisory seats shall be non-voting members of the Commission whose seats and presence shall not be counted for purposes of a quorum.

(3) Appointment. The Mayor shall appoint the Commissioners, subject to confirmation by the Common Council. Of the initial members appointed, one shall serve a term of one year, two shall serve a term of two years, and two shall serve a term of three years; the alderperson shall finish his or her term. Thereafter, the term for each member shall be three years, except for the alderperson who shall serve a term of two years. Each member is subject to the Code of Ethics as outlined in De Pere Municipal Code.

(d) *Officers, Meetings and Rules of Procedure*. The officers of the Commission shall be a chair and vice-chair, elected by majority vote of the Commission. The chair shall preside at meetings of the commission and shall have the right to vote. The vice-chair shall, in case of absence or disability of the chair, perform the duties of the chair. Officers shall serve for terms of one year or until their successors are regularly elected and take office. The Commission shall hold meetings at such time as it deems necessary and shall also meet upon the call of the chair. The Commission shall meet not less than four times each calendar year. Four members of the Commission shall constitute a quorum.

(e) *Powers and Duties of the Sustainability Commission*. The basic function of the Commission shall be the promotion of sustainable initiatives through the following powers and duties:

(1) Make recommendations to the Mayor and the Common Council with regard to federal and state policies, budgets, and regulations related to sustainable policies and practices relative to the environment, including, but not limited to, natural resources, energy, food waste, hazardous materials and pollution;

(2) Advise or recommend municipal efforts to engage citizen participation and promote a broad range of sustainable initiatives and events;

(3) Consult with private entities, higher education institutions, and the community with regard to the City's sustainable initiatives;

(4) Support efforts to unite and focus City or other municipal programs as they relate to sustainable initiatives;

(5) Work on sustainability related projects as directed by any Commissioner after approval by the Commission or the Common Council, City Administrator, or City staff;

(6) Provide a forum for addressing public concerns related to sustainable policies and practices.

SECTION 2. All other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. Effective date. This ordinance shall take effect on and after its passage and publication as provided by law.

Adopted by the Common Council of the City of De Pere this 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/12/2023
Publication Date: _____
Effective Date: _____

CITY OF DE PERE
MEMO

To: Members of the Sustainability Commission
From: Scott J. Thoresen, Director of Public Works
Date: September 7, 2023
RE: Consider and Possible Action on Sustainability Commission Ordinance Revisions*

The Sustainability Commission ordinance was created on 7-17-2018 which established the Sustainability Commission. The Sustainability Commission began meeting in 2019. Since the Commission has been meeting on a regular basis since then, it has been determined some revisions to the ordinance are needed. See attached revised ordinance. The following are the major proposed revisions to the ordinance:

- Commission Composition: This section was revised to remove having one City employee on the Commission and replacing with another person from the community. In addition, two student advisory members were added.

- The frequency of the meetings was changed from four (4) times per year to monthly.

- The powers and duties of the Commission were revised where the Commission would make recommendations to the Council instead of advising the Council.

- **Sec. 10-13. - Sustainability ~~c~~Commission.**

(a) *Purpose*. The protection, stewardship, improvement, and promotion of the environment is a public necessity and is required in the interest of health, prosperity, safety, and welfare of the De Pere community for present and future generations. The ~~s~~Sustainability ~~c~~Commission is hereby established to explore sustainability initiatives that can be implemented in De Pere, with the ultimate goal of providing a more sustainable, livable, and healthy community.

(b) *Definitions*.

(1) "Commission" means the ~~sustainability~~ Sustainability ~~commission~~Commission.

(2) "Sustainability" means the avoidance of the depletion of natural resources, in order to maintain an ecological balance.

(c) *Commission ~~composition~~Composition*.

(1) The ~~commission~~ Commission is hereby created, consisting of seven members. Of the membership and if available in the community, one shall be an alderperson ~~, one shall be a city employee,~~ and ~~five~~ six shall be individuals who live in or work in De Pere. All members shall have demonstrated interest in environmental stewardship; sustainable business practices, development or technology; green building and design; renewable energy; energy efficient transportation; and recycling and waste management. To the extent possible, members appointed shall represent a diverse range of interest and expertise in sustainability, economic backgrounds and interests, and ethnic and cultural affiliations, including educators and students in the aforementioned fields.

(2) Advisory Members. Two advisory seats on the Commission are hereby created to which persons of high school age may be appointed by the Mayor. The selection process for such appointment shall be approved by the Commission. The persons appointed to the teen advisory seats shall be non-voting members of the Commission whose seats and presence shall not be counted for purposes of a quorum.

(3) Appointment. The Mayor shall appoint the ~~commissioners~~Commissioners, subject to confirmation by the ~~common~~ Common ~~council~~Council. Of the initial members appointed, one shall serve a term of one year, two shall serve a term of two years, and two shall serve a term of three years; the alderperson shall finish his or her term. Thereafter, the term for each member shall be three years, except for the alderperson who shall serve a term of two years. Each member is subject to the Code of Ethics as outlined in De Pere Municipal Code ~~[§ 10-16].~~

(d) *Officers, ~~m~~Meetings and ~~r~~Rules of ~~p~~Procedure*. The officers of the ~~commission~~ Commission shall be a chair and vice-chair, elected by majority vote of the ~~commission~~Commission. The chair shall preside at meetings of the commission and shall have the right to vote. The vice-chair shall, in case of absence or disability of the chair, perform the duties of the chair. Officers shall serve for terms of one year or until their successors are regularly elected and take office. The ~~commission~~ Commission shall hold meetings monthly ~~at such times as it deems necessary,~~ and shall also meet upon the call of the chair. ~~The commission shall meet not less than four times each calendar year.~~ Four members of the commission shall constitute a quorum.

(e) *Powers and ~~d~~Duties of the ~~s~~Sustainability ~~c~~Commission*. ~~The authority and activities of the commission shall be advisory, and it shall act in a cooperative capacity and rely upon voluntary compliance.~~ The basic function of the ~~c~~Commission shall be the promotion of sustainable initiatives~~. The commission may~~ through the following powers and duties:

(1) ~~Advise~~ Make recommendations to the ~~m~~Mayor and the ~~c~~Common ~~c~~Council with regard to federal and state policies, budgets, and regulations related to sustainable policies and practices relative to the environment, including, but not limited to, natural resources, energy, food waste, hazardous materials and pollution;

~~(2) Create and present an annual work plan to the common council.~~

(~~3~~2) Advise or recommend municipal efforts to engage ~~the community~~citizen participation and ~~in a~~ promote a broad range of sustainable initiatives and events;

(~~4~~3) Consult with private entities, higher education institutions, and the community with regard to the ~~c~~City's sustainable initiatives;

(~~5~~4) ~~Coordinate and support~~Support efforts to unite and focus City or other municipal programs ~~and services~~ as they relate to sustainable initiatives;

(~~6~~5) Work on sustainability related projects as directed by any Commissioner after approval by the Commission or the ~~c~~Common ~~c~~Council, ~~and c~~City ~~a~~Administrator, or City staff;

(~~7~~6) Provide a forum for addressing public concerns related to sustainable policies and practices.

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Ordinance #23-13 Amending Section 82.3(5) De Pere Municipal Code Regarding Storage of Polycarts.**

The Board of Public Works at the September 11, 2023 meeting approved amending Chapter 82.3(5) De Pere Municipal Code Regarding Storage of Polycarts and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

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

ATTACHMENTS:

- Ord23-13 (PDF)
- 82-3 Polycart storage screening revisions 9.6.23 (PDF)
- BOPW-Polycart Storage_Memo (PDF)

ORDINANCE #23-13

AMENDING § 82-3 OF THE DE PERE MUNICIPAL CODE REGARDING
STORAGE OF SOLID WASTE BETWEEN COLLECTIONS

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

SECTION 1. Section 82-3(a) *Storage of city issued polycarts* is hereby amended as follows:

1) The following sentence shall be added as the last sentence of subparagraph (3): "Polycarts shall be stored with the lids completely closed."

2) Subsection (5) shall be revised as follows*:*

- (5) a. *Residential sources.* shall be repealed and replaced with:

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

- Sentence 2. under subsection (5) a. shall be deleted in its entirety and the remaining sentence shall be renumbered as appropriate.

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. 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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Review: 09/11/2023
Publication Date: _____

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

(a) *Storage of city issued polycarts.*

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

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

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

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

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

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

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

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

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

CITY OF DE PERE
MEMO

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

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

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

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

Effective January 1, 2018, City Ordinance 82.3(5) states: Polycart(s) from residential sources shall be stored in a garage or other permitted enclosure or outbuilding on the parcel when available. When such garage or other permitted enclosure or outbuilding is not available, the polycart(s) shall be screened from view of any observer located at the property line or any public right-of-way. Acceptable screening devices include bushes, fences and other screening device that visually blocks the view of the polycart(s). All screening shall be properly maintained and in a good state of repair.
1. Polycart(s) may be stored in the backyard, garage, or any other convenient discreet location, provided they are screened as provided herein.
2. Polycart(s) must be stored with the lids completely closed.
3. Do not store polycart(s) near a furnace, grill, or any other heat source.

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

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

In researching neighboring communities polycart storage ordinances:

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

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

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

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

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

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Ordinance #23-14 Amending Chapter 150 of the De Pere Municipal Code Regarding Traffic Regulations (Section 150-23; Schedule B).**

The Board of Public Works at the September 11, 2023 meeting approved amending Schedule B De Pere Municipal Code regarding the installation of stop signs on N. Honeysuckle Cir at Lawrence Dr, Willie Mays Cir at Lost Dauphin Rd, and Battery Ave at Lost Dauphin Rd and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Ord23-14 (PDF)
- 2023 0907-BOPW-PTTeam-Subdivision Recommendations2 (PDF)

ORDINANCE #23-14

AMENDING CHAPTER 150 OF THE DE PERE MUNICIPAL CODE REGARDING TRAFFIC REGULATIONS (Section 150-23; Schedule B)

THE COMMON COUNCIL OF THE CITY OF DE PERE DOES ORDAIN AS FOLLOWS:

Section 1: Section 150-23, Schedule B (STOP INTERSECTIONS/RIGHT TURN NO STOP), is hereby amended as follows:

ADDITIONS:

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

Section 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3: 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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023
Publication Date: _____
Effective Date: _____

CITY OF DE PERE

Public Works Department

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

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

Signs – Other

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

    Recommendation:

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

    Schedule B
    Stop Intersections/Right Turn No Stop
    Insert:

Traffic On	***Stops At***
N. Honeysuckle Circle	*Lawrence Drive*
Willie Mays Circle	*Lost Dauphin Road*
Battery Avenue	*Lost Dauphin Road*

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-98 Authorizing Agreement for Contractor Services Between the City of De Pere and Merjent, Inc. (Phragmites Mitigation).**

The Board of Public Works at the September 11, 2023 meeting approved the award of RFP for phragmites mitigation to Merjent in the amount of $11,857 and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Reso23-98 (PDF)
- Merjent, Inc.(Phragmites Mitigation)9-11-23 (PDF)
- Exhibit A-Merjent, Inc. (PDF)
- Exhibit B-Merjent, Inc. (PDF)
- 2023 0911 CI_BOPW_Phragmites Mitigation Award (PDF)

RESOLUTION #23-98

AUTHORIZING AGREEMENT FOR CONTRACTOR SERVICES BETWEEN
THE CITY OF DE PERE AND MERJENT, INC.
(Phragmites Mitigation)

WHEREAS, the City is in need of services to control invasive phragmites within City-owned properties and stormwater management facilities to protect the ecological health of the City's stormwater facilities and native vegetation; and

WHEREAS, Merrjent, Inc. has available and offers to provide personnel and equipment necessary to accomplish the phragmites mitigation services, subject to the terms and conditions of the Agreement for Contractor Services, attached hereto and incorporated herein by reference; and

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

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

> The Mayor and City Clerk are authorized and directed to enter into an Agreement for Contractor Services Between the City of De Pere and Merjent, Inc. as is attached hereto, subject to such changes as deemed necessary by the City Attorney.

BE IT FURTHER RESOLVED THAT:

> All City officials, officers, employees, and agents are further 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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023

AGREEMENT FOR CONTRACTOR SERVICES BETWEEN
THE CITY OF DE PERE AND MERJENT, INC.
(Phragmites Mitigation)

THIS AGREEMENT made and entered into this ___ day of _____, 2023, by and between the City of De Pere, Wisconsin, a Wisconsin municipal corporation ("City"), and Merjent, Inc., a foreign corporation authorized to business in Wisconsin ("Contractor").

WITNESSETH

WHEREAS, the City is in need of services to control invasive phragmites within City-owned properties and stormwater management facilities to protect the ecological health of the City's stormwater facilities and native vegetation; and

WHEREAS, the Contractor has available and offers to provide personnel and equipment necessary to accomplish phragmites mitigation services within the required timeframe.

NOW THEREFORE, City and Contractor agree as follows:

I. DESCRIPTION OF PROJECT AND SCOPE OF CONTRACTOR SERVICES

The project is for phragmites mitigation at locations designated by City staff and Contractor agrees to perform those services as described in City's Request for Proposals attached hereto and incorporated as Exhibit A and Contractor's Proposal thereto attached as Exhibit B. Contractor shall be required to call or meet at least once per day with City staff to report job progress and receive new job assignments, while work is in progress. Additional work may be added to this project as agreed to by the Parties for additional locations where phragmites are identified.

No standard terms or conditions are incorporated into this Agreement unless such term is specifically written into the Agreement. If, during the course of performing the work, City and Contractor agree that it is necessary to make changes in the project as described, such changes will be incorporated into this Agreement only by written amendment, signed by the parties. Such writing shall include the scope of the work to be done, the schedule for commencing and completing the work and the basis for compensation for such work.

II. CITY OBLIGATIONS

City agrees to coordinate a kick-off meeting to review treatment locations, the scope of work and will provide electronic maps and GPS coordinates of identified phragmites locations,

staking and flagging of treatment locations, as well as mechanical trimming of phragmites to allow for site access, with a minimum two-week advance notice from Contractor.

Additionally, City will complete all notification to affected residents and businesses prior to treatment date(s).

III. TIME FOR COMPLETION

Time is of the essence in Contractor's performance under this Agreement. Contractor shall complete its work and conclude by October 31, 2023, to meet the time requirements of the City. Should Contractor encounter any circumstances, which, in the Contractor's opinion, will delay performance, Contractor shall so inform the City in writing.

IV. COMPENSATION

The City agrees to pay, and the Contractor agrees to accept, compensation as provided in Exhibit B as an estimated amount based upon the amount of work requested. Services shall be billed monthly for work completed. Compensation for any additional services authorized by City shall be as agreed upon by the City and Contractor and set forth in the written authorization for those additional special services.

V. INSURANCE

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

1. Comprehensive general liability insurance, including personal injury liability, blanket contractual liability and broad form property damage liability, with per occurrence limits of $1,000,000, with additional umbrella liability insurance coverage of not less than $5,000,000.

2. Automobile Liability

(A) Coverages must include the following extensions:
Comprehensive Form
(1) All Owned Autos
(2) All Hired Autos
(3) All Non-Owned Autos

(4) Mobile Equipment
(5) Specialized Equipment
(6) Contractual Liability
(7) Uninsured Motorists to Limit of Policy
(8) Additional Insured Endorsement naming City of De Pere, its employees, agents and assigns

(B) Limits of Liability:
Combined Single Limit/Bodily Injury and Property Damage:
$1,000,000 per person/per accident

Uninsured/Underinsured Motorists:
Limits equal to above combined single limit

3. Statutory workers compensation and employers' liability insurance as required by the state having jurisdiction.

The Contractor shall provide City with a certificate of insurance outlining the required coverage and naming the City as an additional insured thereunder for purposes of the Contract.

VI. INDEMNIFICATION

Contractor shall indemnify and hold harmless the City, its officers, agents and employees from and against all claims, damage, losses, and expenses including reasonable attorney's fees arising out of or resulting from the performance of the work specified in this Contract, provided that any such claim damage, loss or expense is caused in whole or in part by any negligent or intentional act or omission of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder.

VII. SUBCONTRACTS

The Contractor shall not subcontract any of the work required hereunder without the specific written consent of the City prior to subcontracting any portion of the work to be performed under this project. The Contractor shall be responsible to the City for the actions of persons and firms performing subcontract work.

VIII. ASSIGNMENT

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

IX. LEGAL RELATIONS AND PUBLIC RESPONSIBILITY

1. LAWS TO BE OBSERVED. The Contractor shall at all times observe and comply with all federal, state, and local laws, regulations and ordinances which are in effect, or which may be placed in effect during the contract period and which in any manner affect the conduct of the work. The Contractor shall indemnify and save harmless the City and its officers, agents and employees against any claim or liability arising from or based on the violation of any such law, ordinance, or regulation, whether by Contractor or its employees, subcontractors, or agents.

2. CONTRACTOR RECORDS. Contractor acknowledges that, as a contractor of a Wisconsin Municipality, Wis. Stats. §19.36(3) applies to it and records produced by it pursuant to this contract are subject to the public records law to the extent that they would otherwise be if maintained by the City of De Pere. Contractor agrees that, within 10 business days of a written request of the City of De Pere, it shall forward such records as are requested by the City of De Pere. Such records shall be in the format requested by City of De Pere provided that such records are kept and maintained in that format.

3. PERMITS AND LICENSING. The Contractor shall procure all permits and licenses necessary and incidental to the work required hereunder.

4. WORK SAFETY AND HEALTH. The Contractor shall comply with all federal, state and local laws governing work safety and health and shall provide all safeguards, safety devices and protective equipment, and take any other needed actions as the Contractor or the City Engineer may determine reasonably necessary, to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

5. PERSONAL LIABILITY OF PUBLIC OFFICIALS. In carrying out any of the provisions of this contract or in exercising any power or authority granted to them thereby, there shall be no personal liability upon the City, its officers, officials, agents and employees, it being understood that in such matters they act as agents and representatives of the City. Any right of action by the Contractor against the City, or its agents or employees, is hereby expressly waived.

X. INTEGRATION

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

XI. JURISDICTION

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

XII. MEDIATION

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

The City and Contractor shall attempt to resolve claims, disputes and other matters in question between them by mediation in accordance with the Rules of the American Arbitration Association currently in effect unless the parties agree otherwise. A request for mediation shall be filed in writing with the other party to this Agreement and, if applicable, the American Arbitration Association. The request may be made concurrently with the filing of a civil action, but mediation shall proceed in advance of legal proceedings, which may be stayed pending mediation for a period of 60 days from the date of filing unless a longer period is agreed to by the parties or required by a court order.

The parties shall share the mediator's and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

XIII. NOTICES

Any notification required or needed under the contract shall be sent to the following:

If to City:	If to Contractor:
City of De Pere	Merjent, Inc.
Attn: City Administrator	Attn: Zachary J. Loftus
335 South Broadway Street	3764 Uni Drive
De Pere, WI 54115	Freedom, WI 54130

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

MERJENT, INC.

By: _____
Zachary J. Loftus, Project Manager

CITY OF DE PERE, WISCONSIN

By: _____
James G. Boyd, Mayor

By: _____
Carey E. Danen, City Clerk

J:\Law\Agreements\2022\Contractor\Merjent, Inc.(Phragmites Mitigation)7-14-22.docx

REQUEST FOR PROPOSALS
FOR
2023 PHRAGMITES MITIGATION

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

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

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

GENERAL INFORMATION:

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

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

SCOPE OF WORK:

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

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

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

Meetings

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

Chemical Treatment Preparation

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

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

Chemical Treatment

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

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

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

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

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

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

SCHEDULING:

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

INSURANCE:

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

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

FEE:

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

DELIVERABLES:

The deliverables for the phragmites mitigation project include the following:

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

ADDITIONAL INFORMATION:

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

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

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

A sample consultant agreement is attached.

PROPOSED FEE SCHEDULE:

Company Name: _____

Company Address Line 1: _____

Company Address Line 2: _____

Company Representative: _____

Signature: _____

Fee (Total): _____

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

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

N

0 75' 150'

DE PERE

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

LOCATION: #1

KILLARNY POND

PROJECT: 2023
PHRAGMITES MITIGATION

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

N

0 75' 150'

DE PERE

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

LOCATION: #2

PECATONICA POND OUTFALL

PROJECT: 2023 PHRAGMITES MITIGATION

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

N

0 100' 200'

DE PERE

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

LOCATION: #3

TERRY LANE DRAINAGE EASEMENT

PROJECT: 2023 PHRAGMITES MITIGATION

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

Exhibit A
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N

0 125' 250'

DE PERE

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

LOCATION: #4

2191 AMERICAN BOULEVARD

PROJECT: 2023 PHRAGMITES MITIGATION

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

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

LOCATION: #5 & #6

2010 VENTURE AVENUE

PROJECT: 2023 PHRAGMITES MITIGATION

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

N

0 125' 250'

DE PERE

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

LOCATION: #7 & #8

SOUTHWEST PARK

PROJECT: 2023
PHRAGMITES MITIGATION

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

N

0 75' 150'

DE PERE

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

LOCATION: #9

BOMIER/S.
BROADWAY STREET

PROJECT: 2023
PHRAGMITES MITIGATION

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

N

0 75' 150'

DE PERE

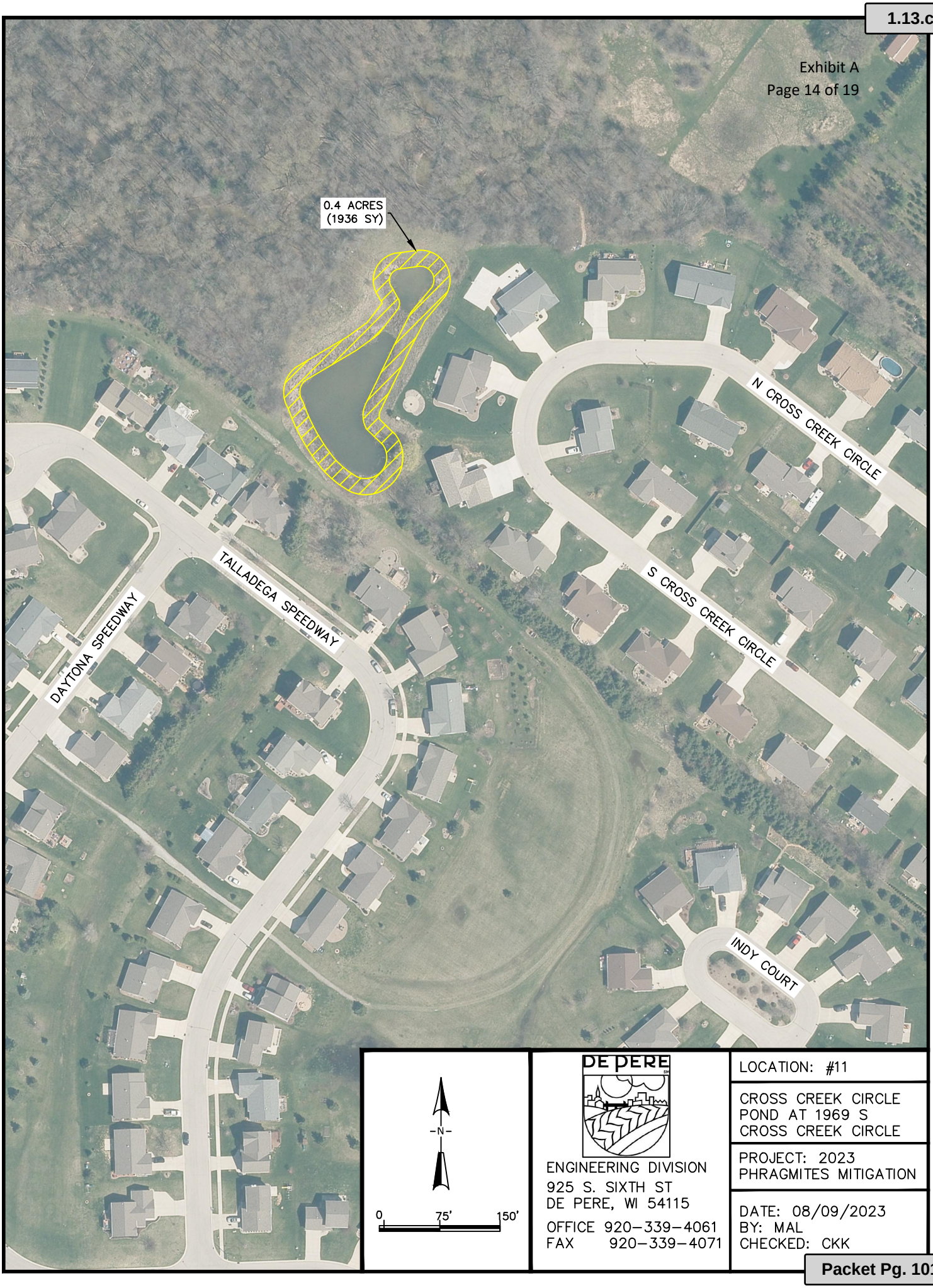
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #10

JIM MARTIN PARK

PROJECT: 2023
PHRAGMITES MITIGATION

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



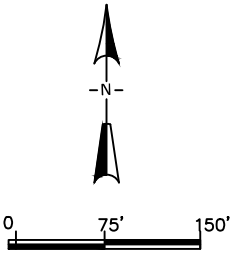
DE PERE
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #11

CROSS CREEK CIRCLE
POND AT 1969 S
CROSS CREEK CIRCLE

PROJECT: 2023
PHRAGMITES MITIGATION

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



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

LOCATION: #12

E MATTHEW DRIVE AT SUBURBAN DRIVE POND

PROJECT: 2023 PHRAGMITES MITIGATION

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

N

0 75' 150'

DE PERE

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

LOCATION: #13

GREENLEAF ROAD
PONDS

PROJECT: 2023
PHRAGMITES MITIGATION

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

N

0 250' 500'

DE PERE

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

LOCATION: #14

EAST RIVER
TRAIL POND

PROJECT: 2023
PHRAGMITES MITIGATION

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

N

0 75' 150'

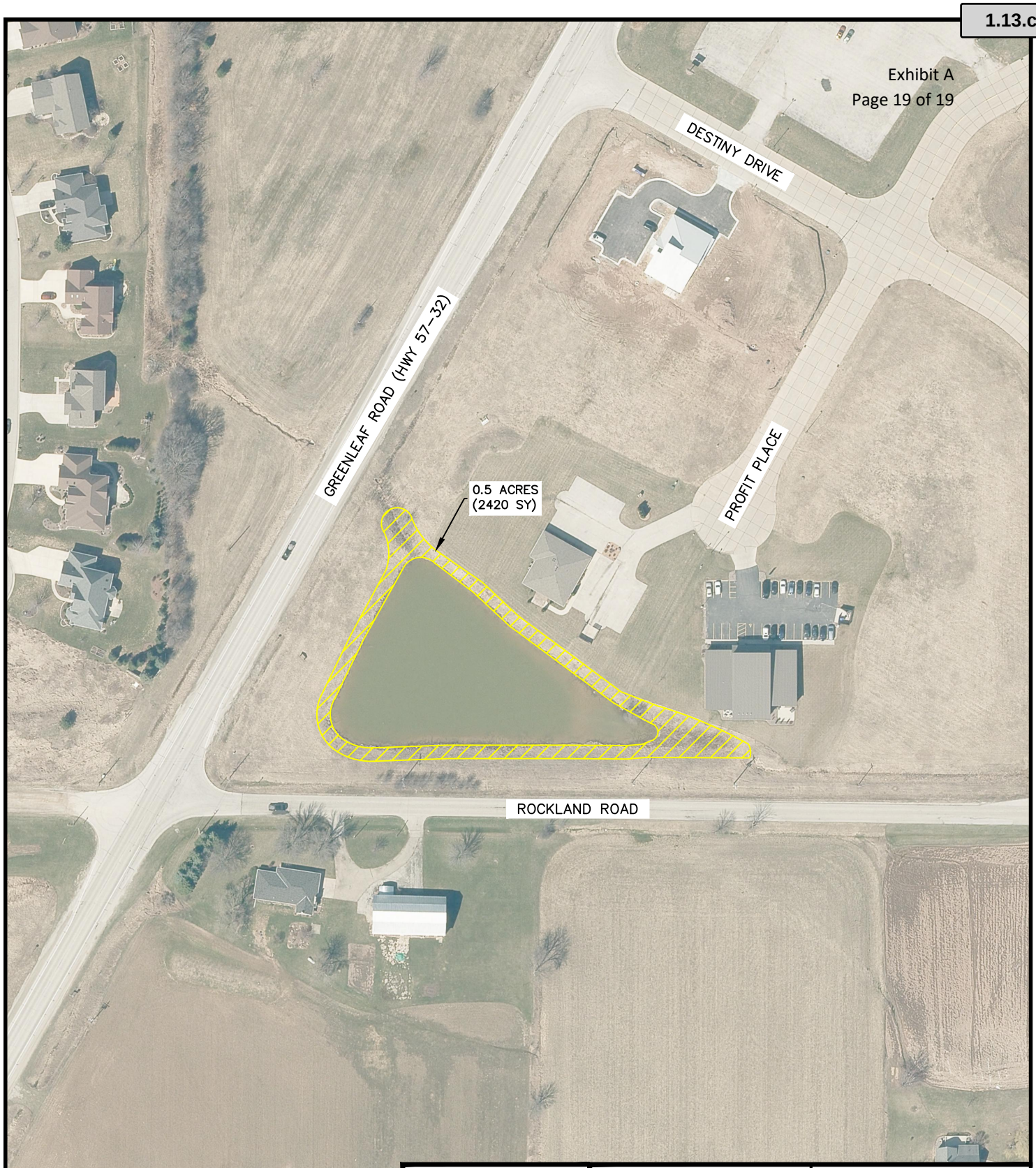
DE PERE
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #15

PAINTHORSE TRAIL POND

PROJECT: 2023 PHRAGMITES MITIGATION

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



N

0 75' 150'

DE PERE

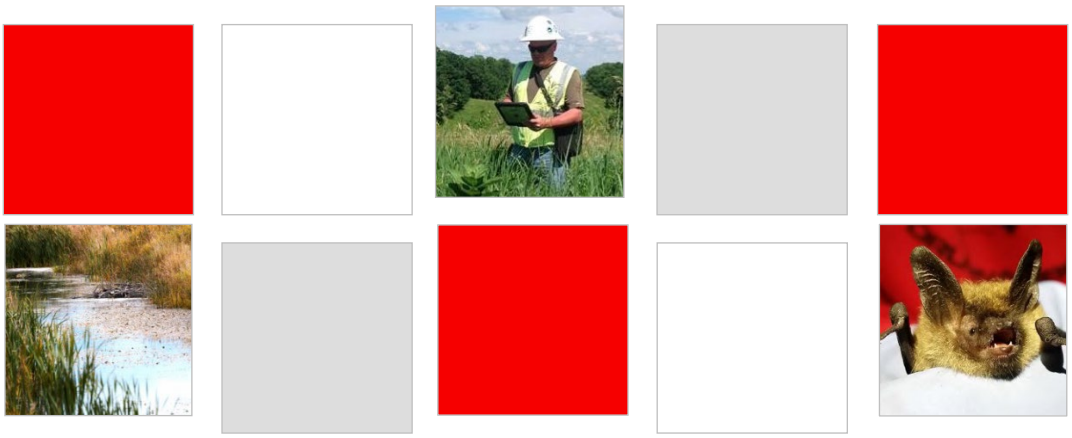
ENGINEERING DIVISION
925 S. SIXTH ST
DE PERE, WI 54115
OFFICE 920-339-4061
FAX 920-339-4071

LOCATION: #16

GREENLEAF ROAD AT ROCKLAND ROAD POND

PROJECT: 2023 PHRAGMITES MITIGATION

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



City of De Pere
Public Works- Engineering Department

Non-Native Phragmites Control

PRESENTED BY MERJENT, INC.
August 31, 2023

merjent

Exhibit B

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Appendix B Cost Proposal

CONFIDENTIALITY NOTICE

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

INTRODUCTION

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

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

PROJECT TEAM QUALIFICATIONS AND HISTORY

Merjent

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

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

Nutrien Solutions

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

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

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

MERJENT SAFETY PROGRAM

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

Safety Officer

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

On-Site Safety Plan

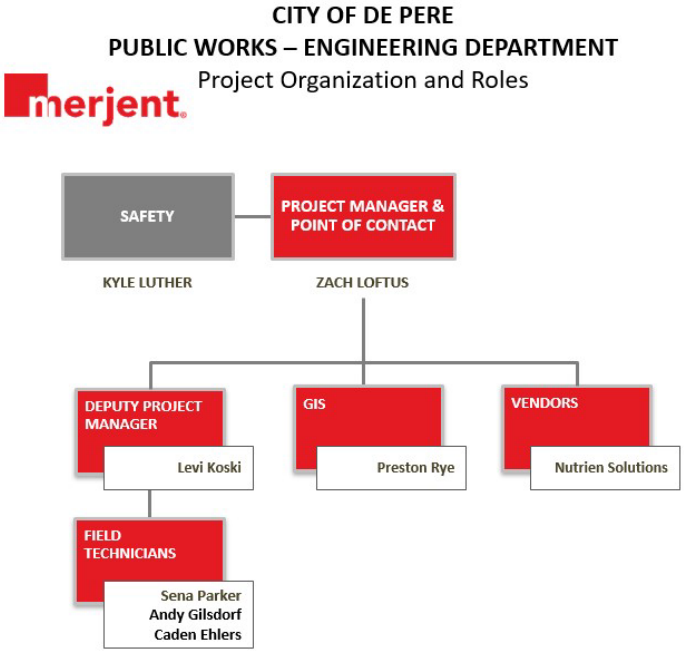
Merjent operates by having a field superintendent as the primary point person for safety on the project site. This includes developing a project-specific HASP prior to anyone being deployed in the field. This procedure documents the potential hazards of the particular job. A daily field level hazard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

General Personal Protection Equipment

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

PROJECT STAFF QUALIFICATIONS

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



Project Management

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

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

Vegetation Management Team

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

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

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

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

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

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

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

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

STATE HERBICIDE CERTIFICATIONS

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

Wisconsin Commercial Pesticide Application Business License

- 93-027117-023555

Individual Commercial Applicator for Hire License

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

MERJENT STAFF PROJECT EXPEREICNE AND REFERENCES

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

Project Experience

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wisconsin Department of Transportation (WisDOT) – Statewide

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

Ho-Chunk Nation - Shawano and Jackson County, WI

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

References

University of Wisconsin-Green Bay
Contact: Andrew LaPlant
Phone: (920) 327-9618
Email: Laplanta@usgb.edu

Wisconsin Department of Natural Resources
Contact: Jake Koebernik
Phone: (920) 360-3139
Email: Jacob.Koebernik@wisconsin.gov

Door County Soil & Water Department
Contact: Samantha Koyen
Phone: (920) 360-3139
Email: skoyen@co.door.wi.us

The Nature Conservancy
Contact: Kari Hagenow
Phone: (920) 333-1754
Email: KHagenow@tnc.org

Ho-Chunk Nation
Contact: Randy Poelma
Phone: (715) 299-2901
Email: randy.poelma@ho-chunk.com

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

SITE KNOWLEDGE

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

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

PROJECT APPROACH

Permitting

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

Project Documentation and Reporting

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

- The day prior to treatments, the deputy project manager will remotely plan and coordinate a treatment route for the crew on the ground using the ArcGIS map. This will include making the proper landowner notifications (if applicable), notifying the field crew on which properties they will be working on, approved access routes, herbicide solution, application method, and the equipment needed to complete the work on those properties. The project manager will also relay all the same information to the City of De Pere project manager daily.

- On the day of application, the field crews will use the map to navigate to the pre-planned property/treatment area, complete the treatment, detail any information needed for treatment records, attach a photo of the treatment area to the polygon, and change the landowner parcel from incomplete to complete (when applicable). Pending cellular service in the areas receiving treatments, all edits and additions made to the map will be updated in real time.

- At the completion of each work week, the Merjent GIS specialist will pull the data entered on the map by the field crews into a spreadsheet, which the deputy project manager will use to summarize the data to complete a treatment record form for each day. In our experience in completing projects similar to this, by attaching a spreadsheet detailing the properties which received treatments, the application type, the chemicals and quantities used, and the area of treatment to the APM Treatment Record form, a summarized per day treatment record will suffice for the WDNR APM Permit requirements. All this data can all be easily pulled and organized from the data entered in the field on the ArcGIS map and will be used for all reporting required as part of this project.

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

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

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

Treatment Approach

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

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

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

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

Project and Herbicide Safety

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

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

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

Additionally, Merjent will not be utilizing subconsultants.

Anticipated Equipment

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

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

Herbicide Application Methods and Rates

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

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

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

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

Mixture:

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

SCHEDULE

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

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

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

Treatment Window

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

TREATMENT EFFICIENTCY

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

ACREAGE TREATED

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

COST PROPOSAL

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

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

APPENDIX A
Resumes

merjent

ZACHARY J. LOFTUS

PROFESSIONAL EXPERIENCE

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

SELECT PROJECT EXPERIENCE

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

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

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

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

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

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

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

HO-CHUCK NATION – MULTIPLE PROJECTS, WISCONSIN

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

JENSEN ECOLOGY – MULTIPLE PROJECTS, WISCONSIN, IOWA, MINNESOTA

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

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

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

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

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

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

WISCONSIN DEPARTMENT OF NATURAL RESOURCES – MULTIPLE PROJECTS, WISCONSIN

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

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

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

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

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

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

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

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

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

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

EDUCATION, CERTIFICATIONS, AND TRAINING

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

ISA Certified Arborist (2013)

ISA Certified Utility Specialist (2015)

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

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

merjent

LEVI KOSKI

PROFESSIONAL EXPERIENCE

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

SELECT PROJECT EXPERIENCE

Wetland Mitigation, Planning and Monitoring

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

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

Ecological Consulting Services

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

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

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Ecological Implementation Services

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

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

Habitat Management Services

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

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

Prescribed burning

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

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

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

EDUCATION, CERTIFICATIONS, AND TRAINING

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

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

S-190 Intro Wildland Fire Behavior

S-130 Basic Wildland Firefighting

L-180 Human Factors in Wildland Firefighting

S-290 Intermediate Wildland Fire Behavior

S-219 Firing Operations

S-390 Introduction to Fire Behavior Calculations

S-212 Wildland Fire Chainsaws

IS-700 Nat'l Incident Management Systems

IS-100 Incident Command System

WDNR Prescribed Burn Seminars

WI Pesticide Applicator (Cat. 5.0 and 6.0)

Fecon 90, 130 and 140 Forestry Mowers

CPR/AED/First Aid

ATV Safety

NHI Training

USDA Forest Service Qualified Cruiser

WDNR Chain Saw Safety

Tractor with bucket

ASV Posi Trak Skid Steer

Forklift

Trailering and Load Security

Winch and Recovery

Manage Forest Law

Silviculture Orientation

Forest Habitat Type Classification
Game of Logging - Clearing Saws
Game of Logging - Collegiate Chainsaw
OSHA 30-Hour training
WNRCS - Prescribed Fire Practitioner

merjent

PRESTON RYE

PROFESSIONAL EXPERIENCE

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

SELECT PROJECT EXPERIENCE

American Transmission Company – Howards Grove to Erdman CPCN Filing (20202022)

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

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

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

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

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

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

American Transmission Company – Vegetation Management Screenings (20202022)

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

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

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

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

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

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

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

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

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

EDUCATION, CERTIFICATIONS, AND TRAINING

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

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

Heritage Inventory (NHI) Training, WDNR, 2018

merjent

merjent

KYLE S. LUTHER

PROFESSIONAL EXPERIENCE

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

SELECT PROJECT EXPERIENCE

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

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

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

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

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

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

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

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

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

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

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

Kyle S. Luther
Merjent, Inc.

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

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

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

▶ EDUCATION, CERTIFICATIONS, AND TRAININGS

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

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

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

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

UW Extension, Wetland Hydrology Training: 2017

Wisconsin DNR Karner Blue Butterfly HCP Monitoring Training: 2016

OSHA 30-Hour Training: 2016

UW Extension, Hyrdic Soils Training: 2015

UW Extension, Basic Wetland Delineation Training: 2014

CPR and First Aid: 2014 - Present

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

WI Pesticide Applicator's License: 2010 - Present

FISTA Basic Chainsaw Safety: 2010

Kyle S. Luther
Merjent, Inc.

merjent

Exhibit B

merjent

APPENDIX B
Cost Proposal

merjent

PROPOSED FEE SCHEDULE:

Company Name: Merjent, Inc.

Company Address Line 1: 3764 Uni Drive

Company Address Line 2: Freedom, WI 54130

Company Representative: Zach Loftus

Signature:

Fee (Total): $11,857.00

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

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

CITY OF DE PERE
MEMO

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

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

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

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

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

Contractor	Amount
Merjent	$11,857.00

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

Attachments:
2023 0823 Merjent_Phrag_Proposal
2023 Phragmites Mitigation RFP_Packet

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-99 Authorizing Agreement for Services Between the City of De Pere and Onward Accounting & Consulting LLC (Water Utility Conventional Rate Case Application).**

The Board of Public Works at the September 11, 2023 meeting approved agreement for consultant services with Onward Accounting & Consulting LLC in the amount of $8,900 for Conventional Water Rate Application and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

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

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

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

ATTACHMENTS:

- Reso23-99 (PDF)
- Onward Accounting Water Utility Convential Rate Case Application (PDF)
- Exhibit A-Onward Accounting(PDF)

RESOLUTION #23-99

AUTHORIZING AGREEMENT FOR SERVICES BETWEEN THE CITY OF DE PERE
AND ONWARD ACCOUNTING & CONSULTING LLC
(Water Utility Conventional Rate Case Application)

WHEREAS, the City wishes to retain the services of a certified public accounting firm to prepare and present a conventional water rate case application to the Public Service Commission of Wisconsin; and

WHEREAS, Onward Accounting & Consulting LLC has available and offers to provide personnel necessary to accomplish the required water utility rate study and conventional rate case application services within the required timeframe; and

WHEREAS, this matter has been reviewed by the Board of Public Works which recommends approval thereof.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

> The Mayor and City Clerk are authorized and directed to execute the attached Agreement for Services Between the City of De Pere and Onward Accounting & Consulting LLC (Water Utility Conventional Rate Case Application), as is attached hereto, subject to such changes as deemed necessary by the City Attorney.

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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes:_____
Nays:_____
Board/Committee Approval: 09/11/2023

AGREEMENT FOR SERVICES BETWEEN THE CITY OF DE PERE AND ONWARD ACCOUNTING & CONSULTING LLC (Water Utility Conventional Rate Case Application)

THIS AGREEMENT made and entered into on this ___ day of _____ 2023, by and between the City of De Pere, a Wisconsin Municipal Corporation ("City"), and Onward Accounting & Consulting LLC, a Wisconsin Limited Liability Company ("Contractor").

WITNESSETH

WHEREAS, the City wishes to retain the services of a certified public accounting firm to prepare and present a conventional water rate case application to the Public Service Commission of Wisconsin ("PSC");

WHEREAS, the Contractor has available and offers to provide personnel necessary to accomplish the application process services within the required timeframe.

NOW THEREFORE, upon the mutual covenants and promises contained herein, City and Contractor agree as follows:

I. DESCRIPTION OF SERVICES

City and Contractor agree that the services to be provided by Contractor shall consist of preparing and presenting to the PSC a conventional rate case application and water rate study on behalf of the City. If, while performing the work, the City and Contractor agree that it is necessary to make changes in the services as described, such changes will be incorporated into this Agreement by written amendment.

II. OWNERSHIP OF DOCUMENTS

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

In addition to providing documents in the printed form (also known as hard copies), Contractor shall provide to City these documents in electronic form such as Microsoft Word or Excel at no additional cost to City.

Contractor acknowledges that City is a Wisconsin municipality and that, as the City's Contractor, Wis. Stats. §19.36(3) applies to it. Pursuant to those statutory provisions, records produced by Contractor pursuant to this contract are subject to the public records law to the extent they would otherwise be if maintained by the City. Contractor agrees that, within 10 business days of a written request of City, it shall forward to City any such contract or records maintained by Contractor as are requested by City. Such records shall be in the format requested by City provided that such records are kept and maintained in that format.

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

III. CONFIDENTIALITY OF INFORMATION

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

IV. TIME FOR COMPLETION

The parties hereto agree that time is of the essence in the completion of the services. As such, the Contractor shall use best efforts to comply with the work plan and timeline found in the August 23, 2023, proposal, attached hereto as Exhibit A. Should Contractor encounter any circumstances which, in its opinion, will delay meeting such timelines, Contractor shall immediately notify the City, in writing, of the reason for the delay and the anticipated length for the delay. Contractor shall endeavor to use its best efforts to complete the necessary work as soon as practicable after the circumstances surrounding the delay have been corrected, removed or no longer exist.

V. COMPENSATION

For the services as described herein, the City agrees to pay, and the Contractor agrees to accept, compensation in accordance with that outlined in Exhibit A.

Compensation for additional services, if any, shall be as agreed upon by the City and Contractor and set forth in written addendum to this Agreement.

VI. RESPONSIBILITY OF CONTRACTOR

A. Contractor is employed to render professional services, and payments made to the Contractor are compensation for such services rendered and recommendations made in carrying out the work. The Contractor shall follow all standards of the practice of certified public accounting in making findings, opinions, factual presentations, and professional advice and recommendations.

B. Contractor shall make known, in writing, to the City Administrator any practice or procedures employed by the City of De Pere which deviate in any manner from usual and customary certified public accounting practices.

VII. SUBCONTRACTS

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

VIII. ASSIGNMENT

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

IX. INTEGRATION

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

X. INSURANCE

A. The Contractor shall maintain during the life of the Agreement, the following

minimum public liability and property damage insurance to cover claims for injuries, including accidental death, as well as from claims for property damages which may arise from the performance of work under the Agreement as stated below:

1. Comprehensive general liability insurance, including personal injury liability, blanket contractual liability and broad form property damage liability. The combined single limit for bodily injury and property damage shall not be less than $1,000,000; with additional umbrella liability insurance coverage to a total of not less than $5,000,000.

2. Automobile bodily injury and property damage liability insurance covering owned, non-owned, rented and hired cars. The combined single limit for bodily injury and property damage shall be not less than $1,000,000.

3. Statutory workers compensation and employers' liability insurance as required by the state having jurisdiction.

4. Professional liability insurance covering damages resulting from errors and omissions of the Contractor. The limit of liability shall be $1,000,000 or the total Contractor's fee on the project, whichever is greater.

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

XI. JURISDICTION

This Agreement shall be administered and interpreted under the laws of the State of Wisconsin.

XII. TERMINATION OF WORK

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

certified mail with receipt for delivery returned to the sender, to those persons identified below.

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

The Contractor shall be compensated for the completed portion of the work on the basis of work actually performed prior to the effective date of termination plus the work required for filing and closing.

XIII. NOTICES

Any notification required or needed under the contract shall be sent to the following:

If to City:
City of De Pere
Attn: City Administrator
335 South Broadway Street
De Pere, WI 54115

If to Contractor:
Onward Accounting & Consulting LLC
Attn: Ginny Hinz, CPA
N4392 French Road
Freedom, WI 54913

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

ONWARD ACCOUNTING & CONSULTING LLC	CITY OF DE PERE
By:	By:
_____	_____
Ginny Hinz, CPA	James G. Boyd, Mayor
	_____
	Carey E. Danen, City Clerk

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

August 23, 2023

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

Dear Pamela,

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

Objectives

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

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

Approach

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

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

Client information requirements

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

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

Timing

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

Fees

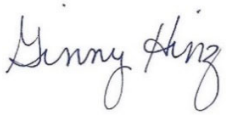
My fee for the services noted above will be $8.900. Professional fees will be billed monthly, with the final billing after the hearing with the Public Service Commission of Wisconsin. This amount is based on anticipated cooperation from your personnel and their assistance with requested schedules. If unexpected circumstances require significant additional time, I will advise you before undertaking work that would require a substantial increase in the fee quoted above.

Agreement

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

Sincerely,

Onward Accounting & Consulting LLC



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

Response:

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

_____
Authorized Signature

_____
Title

_____
Date

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-100 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-15; Lawrence Drive to Lost Dauphin Road).**

The Board of Public Works at the September 11, 2023 meeting approved the Brown County Municipal Agreement for South Bridge Connector Segment GV-15 and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Reso23-100 (PDF)
- CTH GV-15 Brown County Construction Agreement (PDF)
- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-15 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- South Bridge Map 2 - Lawrence Drive to CTH D (PDF)

RESOLUTION #23-100

AUTHORIZING MUNICIPAL PROJECT AGREEMENT WITH BROWN COUNTY
(South Bridge Connector Segment GV-15; Lawrence Drive to Lost Dauphin Road)

WHEREAS, the Brown County Highway Department is planning construction of the new South Bridge Connector corridor in various segments over the next six years; and

WHEREAS, Brown County is requiring the City to enter into a Municipal Project Agreement for the work for each segment located within the City, pursuant to its authority under Wis. Stats. § 83.035; and

WHEREAS, the Board of Public Works has reviewed this matter and recommends that the City enter into the Municipal Project Agreement with Brown County.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

> The Mayor is hereby authorized and directed to enter into the attached Municipal Project Agreement (Project ID #GV-15), subject to such changes as deemed necessary by the City Attorney.

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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023

Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #:	GV-15	**Municipality:**	City of De Pere
Highway:	CTH GV	**Construction Year:**	2028-2029
Limits:	Lawrence Drive to CTH D	**Length:**	1.23 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

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

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

2.0 CITIES

Section 83.05(1) of Wisconsin State Statues states:

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

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

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

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

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

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

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

For this Agreement the City and County agree to follow:

☐ Section 2.1

☒ Section 2.2

3.0 VILLAGES AND TOWNS

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

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

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

☐ Section 3.1

☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

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

2. Proposed Improvement (nature and scope of work)

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

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

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

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

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

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

GV-15 Estimate of Costs:

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

5.2 Cost Sharing & Billing

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

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

5.3 Project Termination

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

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICTION

6.1 Maintenance

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

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.

- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:

    - Shoulder maintenance
    - Ditch Maintenance
    - Pavement marking
    - Signing
    - Crack sealing
    - Asphalt patching
    - Concrete pavement repair
    - Asphalt resurfacing
    - Curb and gutter repair
    - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
    - Street sweeping
    - Application of protective coatings (bridges)
    - Guard rail
    - Removal, treatment and sanding/salting of ice
    - Removal and control of snow
    - Interim repair of highway surfaces and adjacent structures
    - Center median mowing (performed only for visibility purposes)
    - Traffic signal operation

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

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

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

6.2 Jurisdiction

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

☐ New County highway segment to be maintained by the County.

☐ Existing County highway segment to be maintained by the County.

☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: *TBD – End of Construction*

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

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

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

Transfer Date: _____ Miles: _____

Highway Name: _____ _____
From To

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

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

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

FOR THE MUNICIPALITY:

Name & Title

Date

FOR THE COUNTY:

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

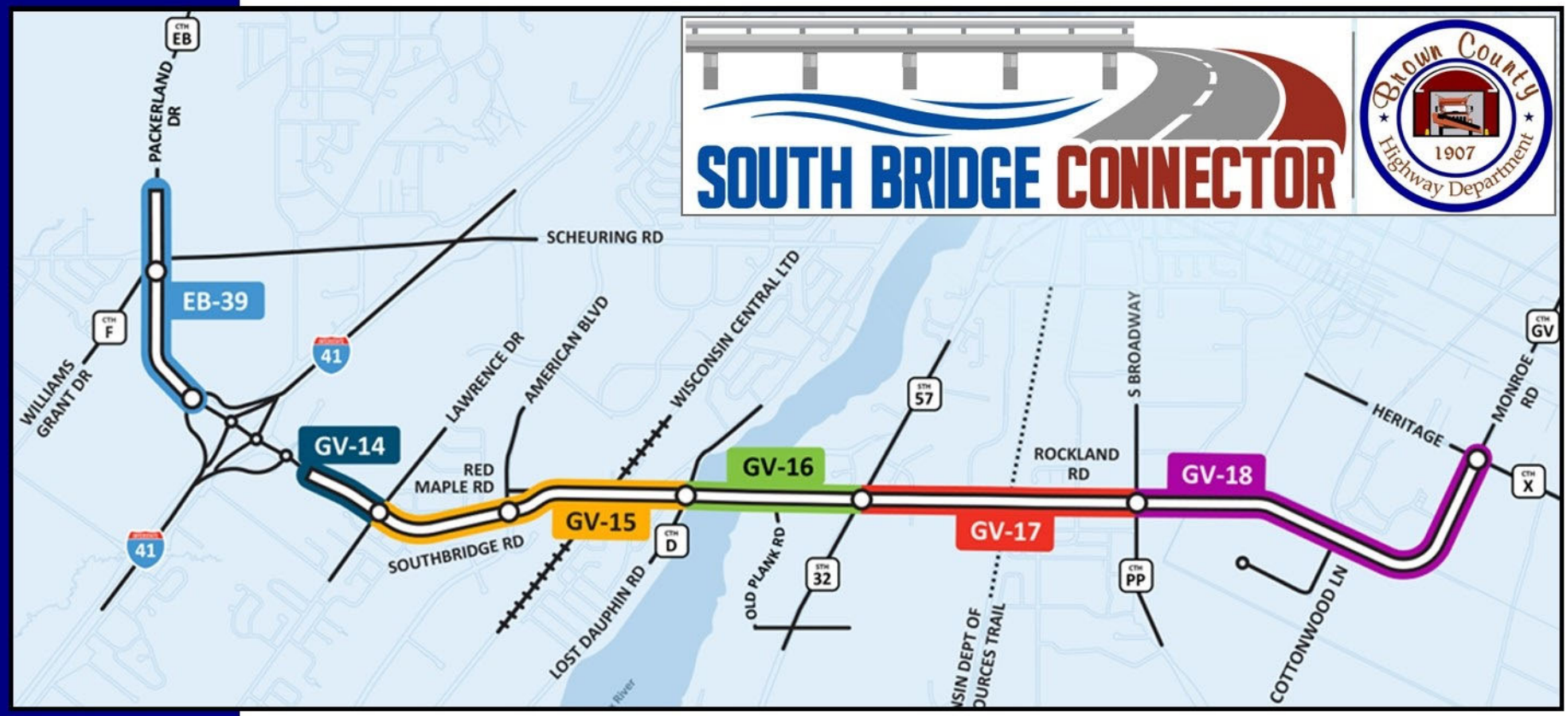
The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

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

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

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

2024–2029 Highway Capital Improvement Plan



June 28, 2023

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

CALENDAR YEAR 2024

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

(Continued on next page)

Key:

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

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

CALENDAR YEAR 2024
(Continued)

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

Key:

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

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

CALENDAR YEAR 2025

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

(Continued on next page)

Key:

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

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

CALENDAR YEAR 2025
(Continued)

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

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

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

CALENDAR YEAR 2026

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

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

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

CALENDAR YEAR 2026
(Continued)

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

Key:

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

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

CALENDAR YEAR 2027

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

Key:

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

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

CALENDAR YEAR 2028

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

Key:

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

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

CALENDAR YEAR 2029

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

Key:

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

CITY OF DE PERE
MEMO

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

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

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

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

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

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

SOUTH BRIDGE CONNECTOR

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

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.9

SOUTH BRIDGE CONNECTOR

Brown County Highway Department 1907

$2.70 M Brown County
$2.70 M Lawrence
$5.40 M Total

EB-39

$2.35 M Brown County
$2.35 M De Pere
$4.70 M Total

GV-14

$3.30 M Federal
$50.0 M State (Pending)
$53.3 M Total

GV-16

$10.2 M Brown County
$4.28 M De Pere
$5.92 M Ledgeview
$20.4 M Total

GV-18

GV-15

GV-17

$1.70 M Federal
$11.78 M Brown County
$11.78 M De Pere
$25.26 M Total

$6.25 M Brown County
$6.25 M De Pere
$12.5 M Total

PACKERLAND DR
CTH EB
CTH F
WILLIAMS GRANT DR
INTERSTATE 41
SCHEURING RD
LAWRENCE DR
AMERICAN BLVD
WISCONSIN CENTRAL LTD
RED MAPLE RD
SOUTHBRIDGE RD
CTH D
LOST DAUPHIN RD
Fox River
OLD PLANK RD
STH 57
STH 32
ROCKLAND RD
S BROADWAY
CTH PP
WISCONSIN DEPT OF NAT RESOURCES TRAIL
HERITAGE
MONROE RD
CTH GV
CTH X
COTTONWOOD LN

Total Costs (Excluding I-41 Interchange)

$5.00 M Federal
$50.0 M State (Pending)
$33.3 M Brown County
$24.7 M De Pere
$2.70 M Lawrence
$5.92 M Ledgeview
$121.6 M Total *1/30/2023*

0 2000 4000 Feet

N

LEGEND *(Construction Year)*

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

Scott Thoresen

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

Importance: High

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

Dear De Pere & Ledgeview:

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

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

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:

   https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf

2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the $50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that $50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

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

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

Looking forward to working with you on this project!

SOUTH BRIDGE CONNECTOR

Paul Fontecchio, P.E.
Highway Commissioner

Brown County
Office: (920) 662-2170
Mobile: (920) 334-2198
Paul.Fontecchio@browncountywi.gov
www.browncountywi.gov

Brown County Highway Department 1907

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

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-101 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-16; Lost Dauphin Road to State Highway 57).**

The Board of Public Works at the September 11, 2023 meeting approved the Brown County Municipal Agreement for South Bridge Connector Segment GV-16 and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Reso23-101 (PDF)
- CTH GV-16 Brown County Construction Agreement (PDF)
- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-16 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- South Bridge Map 3 - CTH D to STH 57 (PDF)

RESOLUTION #23-101

AUTHORIZING MUNICIPAL PROJECT AGREEMENT WITH BROWN COUNTY
(South Bridge Connector Segment GV-16; Lost Dauphin Road to State Highway 57)

WHEREAS, the Brown County Highway Department is planning construction of the new South Bridge Connector corridor in various segments over the next six years; and

WHEREAS, Brown County is requiring the City to enter into a Municipal Project Agreement for the work for each segment located within the City, pursuant to its authority under Wis. Stats. § 83.035; and

WHEREAS, the Board of Public Works has reviewed this matter and recommends that the City enter into the Municipal Project Agreement with Brown County.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

> The Mayor is hereby authorized and directed to enter into the attached Municipal Project Agreement (Project ID #GV-16), subject to such changes as deemed necessary by the City Attorney.

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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023

Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #:	GV-16	**Municipality:**	City of De Pere
Highway:	CTH GV	**Construction Year:**	2028-2029
Limits:	CTH D to STH 32/57	**Length:**	0.75 miles

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

1.0 GENERAL

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

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

2.0 CITIES

Section 83.05(1) of Wisconsin State Statues states:

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

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

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

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

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

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

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

For this Agreement the City and County agree to follow:

☐ Section 2.1

☒ Section 2.2

3.0 VILLAGES AND TOWNS

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

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

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

☐ Section 3.1

☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

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

2. Proposed Improvement (nature and scope of work)

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

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

- CTH GV from CTH D to STH 32/57 will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.

- Old Plank Road is anticipated to intersect with CTH GV but may be limited to right-in and right-out only access (no through movements or left-turns as there will be roundabouts both east and west of this location). A more detailed intersection analysis will be investigated during the design efforts.

- A roundabout is proposed at the intersection with STH 32/57.

- The bridge over the Fox River is anticipated to be two-lanes in each direction separated by a median concrete parapet wall, with a 10' wide sidewalk also separated from traffic by a concrete parapet wall on the north side.

- Anticipated posted speed limit of 45 mph.

- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.

- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

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

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

GV-16 Estimate of Costs:

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

5.2 Cost Sharing & Billing

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

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

5.3 Project Termination

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

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICTION

6.1 Maintenance

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

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.

- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:

    - Shoulder maintenance
    - Ditch Maintenance
    - Pavement marking
    - Signing
    - Crack sealing
    - Asphalt patching
    - Concrete pavement repair
    - Asphalt resurfacing
    - Curb and gutter repair
    - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
    - Street sweeping
    - Application of protective coatings (bridges)
    - Guard rail
    - Removal, treatment and sanding/salting of ice
    - Removal and control of snow
    - Interim repair of highway surfaces and adjacent structures
    - Center median mowing (performed only for visibility purposes)
    - Traffic signal operation

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

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

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

6.2 Jurisdiction

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

☐ New County highway segment to be maintained by the County.

☐ Existing County highway segment to be maintained by the County.

☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: *TBD – End of Construction*

Highway Name: *Rockland Road* Old Plank Road STH 32/57
0.33 Miles From To

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

Transfer Date: _____ Miles: _____

Highway Name: _____ _____
From To

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

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

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

FOR THE MUNICIPALITY:

Name & Title

Date

FOR THE COUNTY:

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

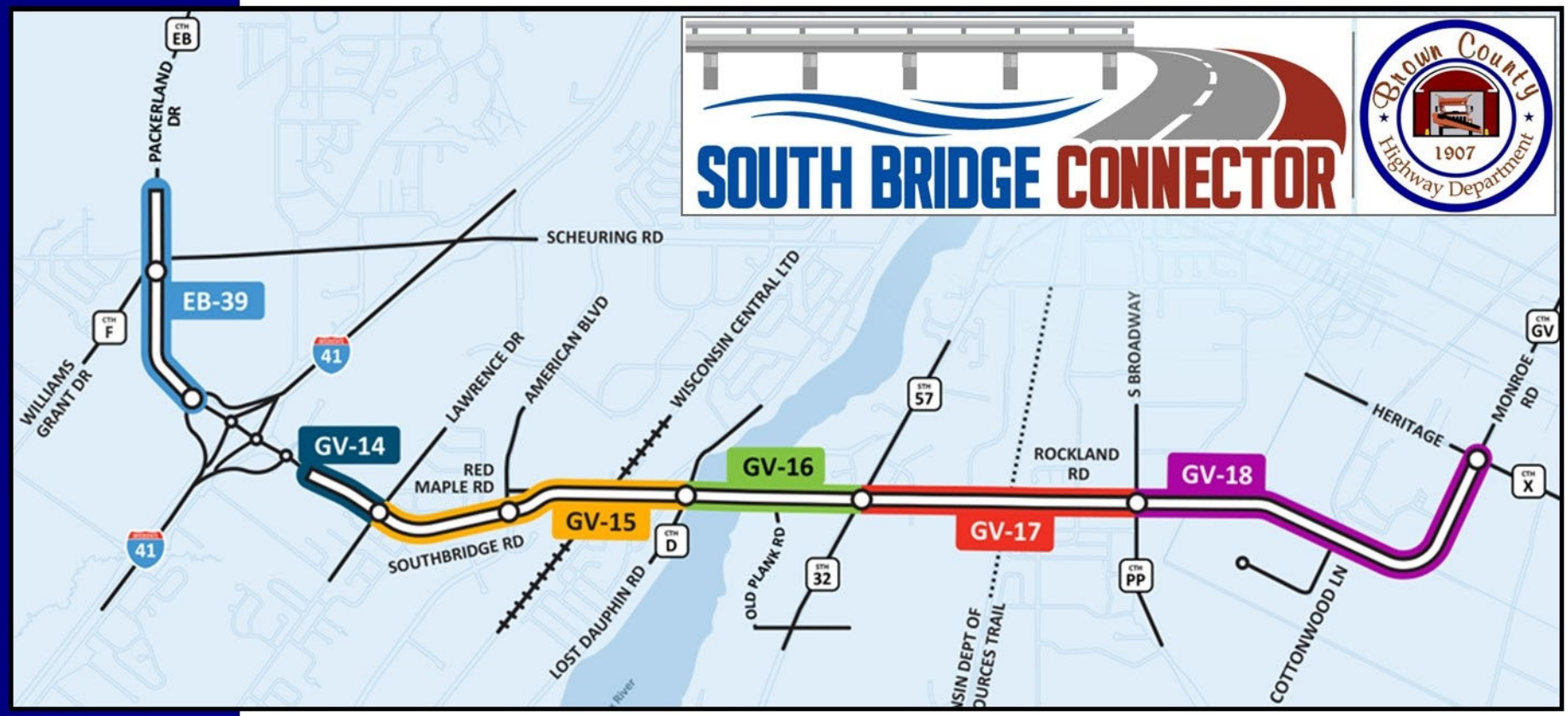
The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

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

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

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

2024–2029 Highway Capital Improvement Plan



June 28, 2023

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

CALENDAR YEAR 2024

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

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

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

CALENDAR YEAR 2024
(Continued)

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

Key:

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

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

CALENDAR YEAR 2025

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

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Key:

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

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

CALENDAR YEAR 2025
(Continued)

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

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	Scheduled But Not Funded	Federal/State aid applied for but not secured yet.
	Preliminary Costs	Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

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

CALENDAR YEAR 2026

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

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	Maintenance Project	Concrete Pavement Repair (CPR), crack filling asphalt roads, safety improvements, or traffic signals.
	Reconstruction	Remove existing pavement and/or stone base, culvert and/or bridge replacement, and place new asphalt or concrete.
	Scheduled But Not Funded	Federal/State aid applied for but not secured yet.
	Preliminary Costs	Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

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

CALENDAR YEAR 2026
(Continued)

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

Key:

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

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

CALENDAR YEAR 2027

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

Key:

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

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

CALENDAR YEAR 2028

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

Key:

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

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

CALENDAR YEAR 2029

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

Key:

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

CITY OF DE PERE
MEMO

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

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

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

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

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

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

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

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.9

SOUTH BRIDGE CONNECTOR

Brown County Highway Department 1907

$2.70 M Brown County
$2.70 M Lawrence
$5.40 M Total

EB-39

$2.35 M Brown County
$2.35 M De Pere
$4.70 M Total

GV-14

$3.30 M Federal
$50.0 M State (Pending)
$53.3 M Total

GV-16

$10.2 M Brown County
$4.28 M De Pere
$5.92 M Ledgeview
$20.4 M Total

GV-18

GV-15

GV-17

$1.70 M Federal
$11.78 M Brown County
$11.78 M De Pere
$25.26 M Total

$6.25 M Brown County
$6.25 M De Pere
$12.5 M Total

PACKERLAND DR
CTH EB
CTH F
WILLIAMS GRANT DR
INTERSTATE 41
SCHEURING RD
LAWRENCE DR
AMERICAN BLVD
WISCONSIN CENTRAL LTD
RED MAPLE RD
SOUTHBRIDGE RD
CTH D
LOST DAUPHIN RD
Fox River
OLD PLANK RD
STH 57
STH 32
ROCKLAND RD
S BROADWAY
CTH PP
WISCONSIN DEPT OF NAT RESOURCES TRAIL
HERITAGE
MONROE RD
CTH GV
CTH X
COTTONWOOD LN

Total Costs (Excluding I-41 Interchange)

$5.00 M Federal
$50.0 M State (Pending)
$33.3 M Brown County
$24.7 M De Pere
$2.70 M Lawrence
$5.92 M Ledgeview
$121.6 M Total *1/30/2023*

0 2000 4000 Feet

N

LEGEND *(Construction Year)*

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

Scott Thoresen

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

Importance: High

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

Dear De Pere & Ledgeview:

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

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

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:

   https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf

2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the $50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that $50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

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

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

Looking forward to working with you on this project!

SOUTH BRIDGE CONNECTOR

Paul Fontecchio, P.E.
Highway Commissioner

Brown County
Office: (920) 662-2170
Mobile: (920) 334-2198
Paul.Fontecchio@browncountywi.gov
www.browncountywi.gov

Brown County Highway Department 1907

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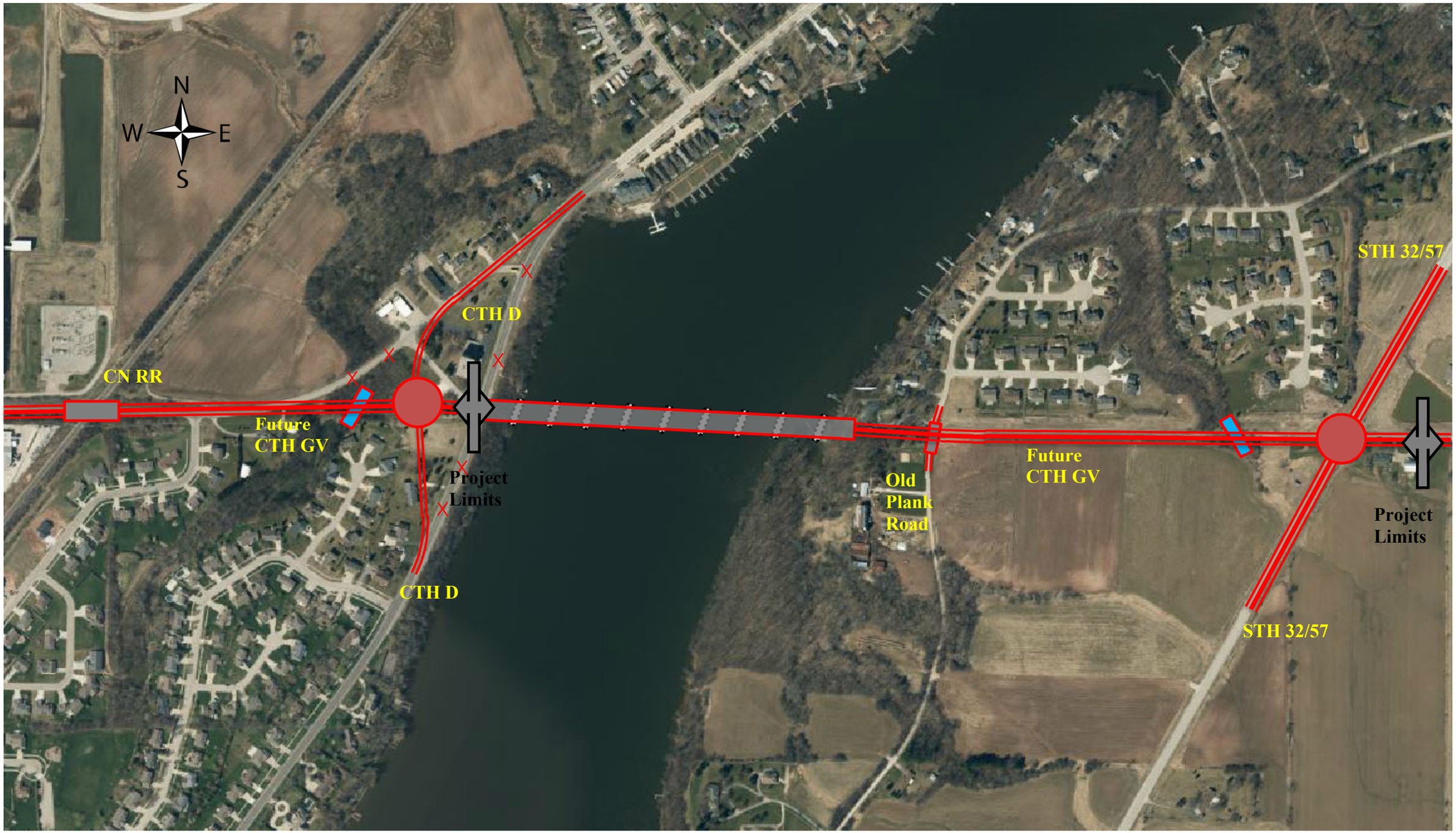
PROJECT: Southern Bridge Alternative 2A Conceptual Layout				
SUBJECT: Segment 3: GV-16 CTH D to STH 57				
ORIGINATED BY: BC Highway Dept.	DATE: 4/20/2022	CHECKED BY:	DATE:	

PROJECT LOCATION MAP

SOUTH BRIDGE CONNECTOR



City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-102 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-17; State Highway 57 to County Highway PP).**

The Board of Public Works at the September 11, 2023 meeting approved the Brown County Municipal Agreement for South Bridge Connector Segment GV-17 and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Reso23-102 (PDF)
- CTH GV-17 Brown County Design & Construction Agreement (PDF)
- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-17 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- South Bridge Map 4 - STH 57 to CTH PP (PDF)

RESOLUTION #23-102

AUTHORIZING MUNICIPAL PROJECT AGREEMENT WITH BROWN COUNTY
(South Bridge Connector Segment GV-17; State Highway 57 to County Highway PP)

WHEREAS, the Brown County Highway Department is planning construction of the new South Bridge Connector corridor in various segments over the next six years; and

WHEREAS, Brown County is requiring the City to enter into a Municipal Project Agreement for the work for each segment located within the City pursuant to its authority under Wis. Stats. § 83.035; and

WHEREAS, the Board of Public Works has reviewed this matter and recommends that the City enter into the Municipal Project Agreement with Brown County.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

> The Mayor is hereby authorized and directed to enter into the attached Municipal Project Agreement (Project ID #GV-17), subject to such changes as deemed necessary by the City Attorney.

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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023

Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-17 **Municipality:** City of De Pere

Highway: CTH GV **Construction Year:** 2028

Limits: STH 32/57 to CTH PP **Length:** 1.09 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

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

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

2.0 CITIES

Section 83.05(1) of Wisconsin State Statues states:

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

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

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

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

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

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

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

For this Agreement the City and County agree to follow:

☐ Section 2.1

☒ Section 2.2

3.0 VILLAGES AND TOWNS

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

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

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

☐ Section 3.1

☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

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

2. Proposed Improvement (nature and scope of work)

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

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

- CTH GV from STH 32/57 to CTH PP will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.

- Design alternatives for the Fox River Trail crossing will be investigated and analyzed for feasibility and cost, both an at-grade option and a grade separated option where the trail goes under or over CTH GV.

- Roundabouts are proposed at the intersection with STH 32/57 and CTH PP. The STH 32/57 roundabout will likely be constructed with the GV-16 project and the CTH PP roundabout will likely be constructed with the GV-18 project but this might change as the project design progresses and construction planning is refined.

- The intersection with Enterprise Drive/Ryan Road will be analyzed for intersection alternatives based on existing and anticipated future traffic movements.

- Anticipated posted speed limit of 45 mph.

- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.

- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

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

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

GV-17 Estimate of Costs:

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

5.2 Cost Sharing & Billing

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

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

5.3 Project Termination

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

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICTION

6.1 Maintenance

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

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.

- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:

    - Shoulder maintenance
    - Ditch Maintenance
    - Pavement marking
    - Signing
    - Crack sealing
    - Asphalt patching
    - Concrete pavement repair
    - Asphalt resurfacing
    - Curb and gutter repair
    - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
    - Street sweeping
    - Application of protective coatings (bridges)
    - Guard rail
    - Removal, treatment and sanding/salting of ice
    - Removal and control of snow
    - Interim repair of highway surfaces and adjacent structures
    - Center median mowing (performed only for visibility purposes)
    - Traffic signal operation

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

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

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

6.2 Jurisdiction

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

☐ New County highway segment to be maintained by the County.

☐ Existing County highway segment to be maintained by the County.

☒ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: *TBD – End of Construction*

Highway Name: *Rockland Road* STH 32/57 CTH PP
1.09 Miles From To

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

Transfer Date: _____ Miles: _____

Highway Name: _____ _____
From To

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

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

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

FOR THE MUNICIPALITY:

Name & Title

Date

FOR THE COUNTY:

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

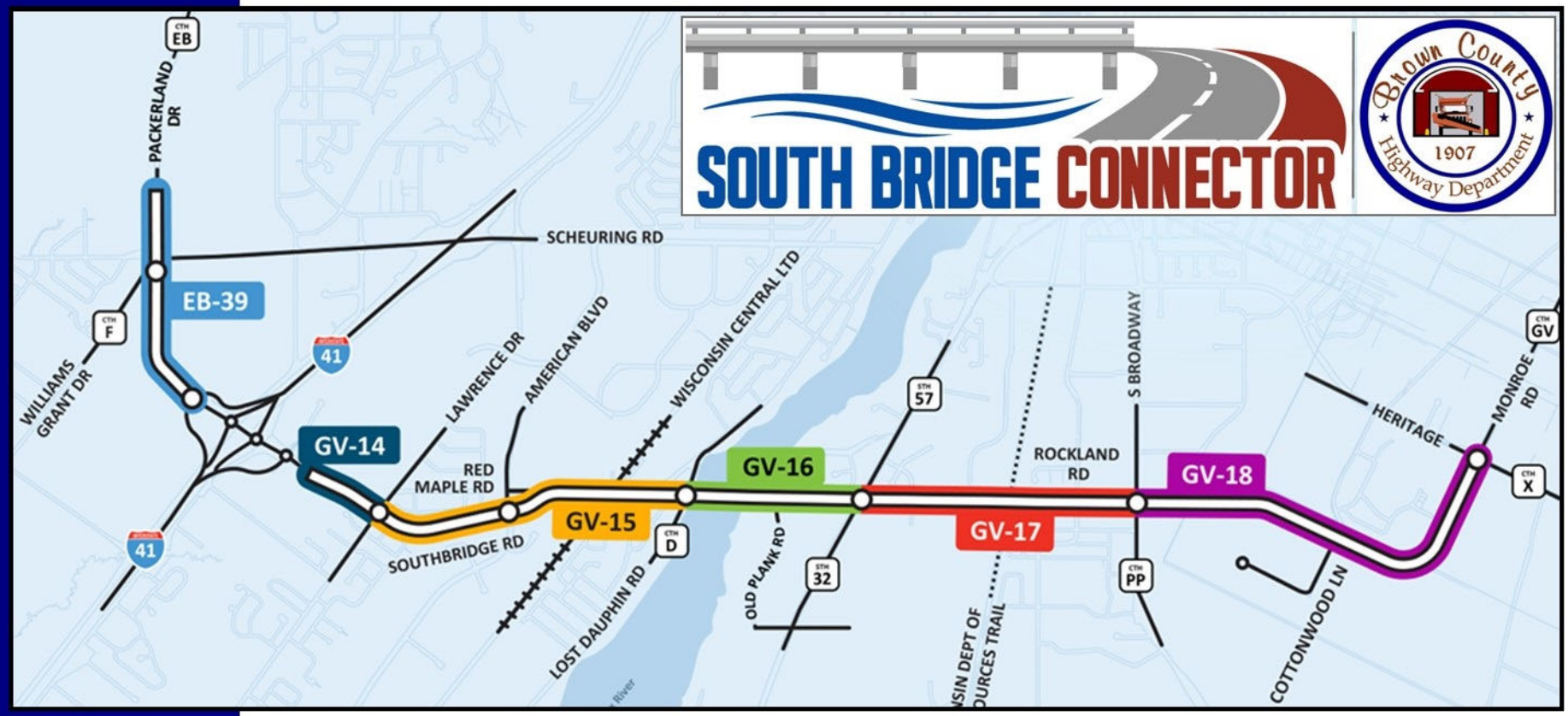
The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

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

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

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

2024–2029 Highway Capital Improvement Plan



June 28, 2023

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

CALENDAR YEAR 2024

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

(Continued on next page)

Key:

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

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

CALENDAR YEAR 2024
(Continued)

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

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

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

CALENDAR YEAR 2025

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

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Key:

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

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

CALENDAR YEAR 2025
(Continued)

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

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

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

CALENDAR YEAR 2026

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

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

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

CALENDAR YEAR 2026
(Continued)

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

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

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

CALENDAR YEAR 2027

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

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

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

CALENDAR YEAR 2028

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

Key:

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

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

CALENDAR YEAR 2029

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

Key:

Thin Coat Maintenance	Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
Surface Maintenance	Profile mill 2-inches of existing asphalt and pave one (1) new 2.5-inch asphalt mat.
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Scheduled But Not Funded	Federal/State aid applied for but not secured yet.
Preliminary Costs	Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

CITY OF DE PERE
MEMO

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

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

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

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

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

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

SOUTH BRIDGE CONNECTOR

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

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.9

SOUTH BRIDGE CONNECTOR

Brown County Highway Department 1907

$2.35 M Brown County
$2.35 M De Pere
$4.70 M Total

$2.70 M Brown County
$2.70 M Lawrence
$5.40 M Total

$3.30 M Federal
$50.0 M State (Pending)
$53.3 M Total

$10.2 M Brown County
$4.28 M De Pere
$5.92 M Ledgeview
$20.4 M Total

$1.70 M Federal
$11.78 M Brown County
$11.78 M De Pere
$25.26 M Total

$6.25 M Brown County
$6.25 M De Pere
$12.5 M Total

Total Costs (Excluding I-41 Interchange)

$5.00 M Federal
$50.0 M State (Pending)
$33.3 M Brown County
$24.7 M De Pere
$2.70 M Lawrence
$5.92 M Ledgeview
$121.6 M Total *1/30/2023*

PACKERLAND DR
CTH EB
CTH F
WILLIAMS GRANT DR
INTERSTATE 41
SCHEURING RD
LAWRENCE DR
AMERICAN BLVD
WISCONSIN CENTRAL LTD
RED MAPLE RD
SOUTHBRIDGE RD
CTH D
LOST DAUPHIN RD
Fox River
STH 57
OLD PLANK RD
STH 32
ROCKLAND RD
S BROADWAY
CTH PP
WISCONSIN DEPT OF NAT RESOURCES TRAIL
HERITAGE
MONROE RD
CTH GV
CTH X
COTTONWOOD LN

EB-39
GV-14
GV-15
GV-16
GV-17
GV-18

0 2000 4000 Feet
N

LEGEND *(Construction Year)*

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

Scott Thoresen

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

Importance: High

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

Dear De Pere & Ledgeview:

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

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

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:

   https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf

2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the $50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that $50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

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

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

Looking forward to working with you on this project!

SOUTH BRIDGE CONNECTOR

Paul Fontecchio, P.E.
Highway Commissioner

Brown County
Office: (920) 662-2170
Mobile: (920) 334-2198
Paul.Fontecchio@browncountywi.gov
www.browncountywi.gov

Brown County Highway Department 1907

********** IMPORTANT CONFIDENTIALITY NOTICE ********** This electronic transmission, along with any information attached may contain confidential, proprietary, or privileged information, subject to, among other protections, the Health Insurance Portability & Accountability Act of 1996, codified as 45 C.F.R. Part 160; the Public Health Service Act, codified as 42 C.F.R. Part 2; and the attorney-client/attorney work-product statutory and common law privileges. If the reader of this transmission is not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the information contained in or attached to this email is strictly prohibited. If you have received this email in error, please immediately notify the sender via return e-mail, then delete the email and any of its attachments, without reading or saving the email.

PROJECT LOCATION MAP	PROJECT: Southern Bridge Conceptual Layout			SOUTH BRIDGE CONNECTOR
	SUBJECT: Segment 4: STH 32/57 to CTH PP			
	ORIGINATED BY: BC Highway Dept.	DATE: 4/20/2022	CHECKED BY:	DATE:

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Board of Public Works**
FROM:	**Scott Thoresen**
SUBJECT:	**Resolution #23-103 Authorizing Municipal Project Agreement with Brown County (South Bridge Connector Segment GV-18; County Highway PP to County Highway X).**

The Board of Public Works at the September 11, 2023 meeting approved the Brown County Municipal Agreement for South Bridge Connector Segment GV-18 and moved to send it to the Common Council for approval. The motion passed with a 5-0 vote.

ATTACHMENTS:

- Reso23-103 (PDF)
- CTH GV-18 Brown County Design & Construction Agreement (PDF)
- Consider Brown County Municipal Agreement for South Bridge Connector Segment GV-18 - 8-25-2023 (DOCX)
- South Bridge Connector Schedule 10.26.2022 (004) (PDF)
- South Bridge Project Location Map with Costs 1.30.2023 (PDF)
- South Bridge Municipal Agreements Email 8-3-2023 (PDF)
- South Bridge Map 5 - CTH PP to CTH X (PDF)

RESOLUTION #23-103

AUTHORIZING MUNICIPAL PROJECT AGREEMENT WITH BROWN COUNTY
(South Bridge Connector Segment GV-18; County Highway PP to County Highway X)

WHEREAS, the Brown County Highway Department is planning construction of the new South Bridge Connector corridor in various segments over the next six years; and

WHEREAS, Brown County is requiring the City to enter into a Municipal Project Agreement for the work for each segment located within the City, pursuant to its authority under Wis. Stats. § 83.035; and

WHEREAS, the Board of Public Works has reviewed this matter and recommends that the City enter into the Municipal Project Agreement with Brown County.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

The Mayor is hereby authorized and directed to enter into the attached Municipal Project Agreement (Project ID #GV-18), subject to such changes as deemed necessary by the City Attorney.

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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/11/2023

Brown County

MUNICIPAL PROJECT AGREEMENT

Project ID #: GV-18 **Municipality:** City of De Pere

Highway: CTH GV **Construction Year:** 2026 - 2027

Limits: CTH PP to CTH X **Length:** 1.59 miles

Federal/State Funds: ☒ No ☐ Yes

1.0 GENERAL

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

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

2.0 CITIES

Section 83.05(1) of Wisconsin State Statues states:

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

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

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

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

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

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

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

For this Agreement the City and County agree to follow:

☐ Section 2.1

☒ Section 2.2

3.0 VILLAGES AND TOWNS

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

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

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

☐ Section 3.1

☐ Section 3.2

4.0 PROJECT SUMMARY

1. Reason for Project (existing facility)

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

2. Proposed Improvement (nature and scope of work)

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

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

- CTH GV from CTH PP to CTH X will be designed and built as a four-lane urban arterial per WisDOT FDM design standards and the Brown County standard urban CTH section. This includes 30-inch curb and gutter, 14' wide outside lanes, 12' wide inside lanes, a raised boulevard median (width to be determined during design), 10' wide sign and snow storage zone, and a 10' wide asphalt sidewalk on the north side of the roadway where it can be installed following state statute limitations.

- The bridge over the East River is anticipated to be two-lanes in each direction separated by a median concrete parapet wall, with a 10' wide sidewalk also separated from traffic by a concrete parapet wall on the north side.

- A roundabout is proposed at the intersection with CTH PP. The CTH PP roundabout is planned to be constructed with the GV-18 project.

- The intersection with Cottonwood Lane will be analyzed for intersection alternatives based on existing and anticipated future traffic movements.

- The roundabout at CTH X will be modified to accommodate two northbound and southbound lanes.

- Anticipated posted speed limit of 45 mph.

- Design and construction to be completed to WisDOT standards/procedures, including environmental reports, and right-of-way plat development.

- See the attached 2024-2029 Highway Capital Improvement Plan.

5.0 PROJECT FUNDING

5.1 Estimated Project Cost and Cost Sharing

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

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

GV-18 Estimate of Costs:

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

5.2 Cost Sharing & Billing

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

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

5.3 Project Termination

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

6.0 MAINTENANCE RESPONSIBILITIES AND JURISIDICTION

6.1 Maintenance

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

- 83.025(2) Width of highway maintained by the County includes every way open to the use of the public as a matter of right for the purposes of vehicular travel, including the shoulder. In an urban area this would include the curb and gutter.

- 83.025(2) Maintenance of a county highway through a municipality includes those measures and activities necessary to preserve the highway, as nearly as possible, in the condition of its construction including:

    - Shoulder maintenance
    - Ditch Maintenance
    - Pavement marking
    - Signing
    - Crack sealing
    - Asphalt patching
    - Concrete pavement repair
    - Asphalt resurfacing
    - Curb and gutter repair
    - Emergency repairs of storm sewer manhole and inlet casting/pavement as requested by the municipality to be charged back to the municipality
    - Street sweeping
    - Application of protective coatings (bridges)
    - Guard rail
    - Removal, treatment and sanding/salting of ice
    - Removal and control of snow
    - Interim repair of highway surfaces and adjacent structures
    - Center median mowing (performed only for visibility purposes)
    - Traffic signal operation

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

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

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

6.2 Jurisdiction

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

☒ New County highway segment to be maintained by the County.

☐ Existing County highway segment to be maintained by the County.

☐ Existing Municipal street to be jurisdictionally transferred to the County:

Transfer Date: _____

Highway Name: _____ _____
Miles From To

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

Transfer Date: _____ Miles: _____

Highway Name: _____ _____
From To

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

Street: _____ Miles: _____

Location: _____ Transfer Date: _____

7.0 AUTHORIZATION

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

FOR THE MUNICIPALITY:

Name & Title

Date

FOR THE COUNTY:

Paul Fontecchio, Highway Commissioner
Brown County Highway Department

Date

ATTACHEMENT 1:

MUNICIPAL PROJECT AGREEMENT COST SHARE POLICY

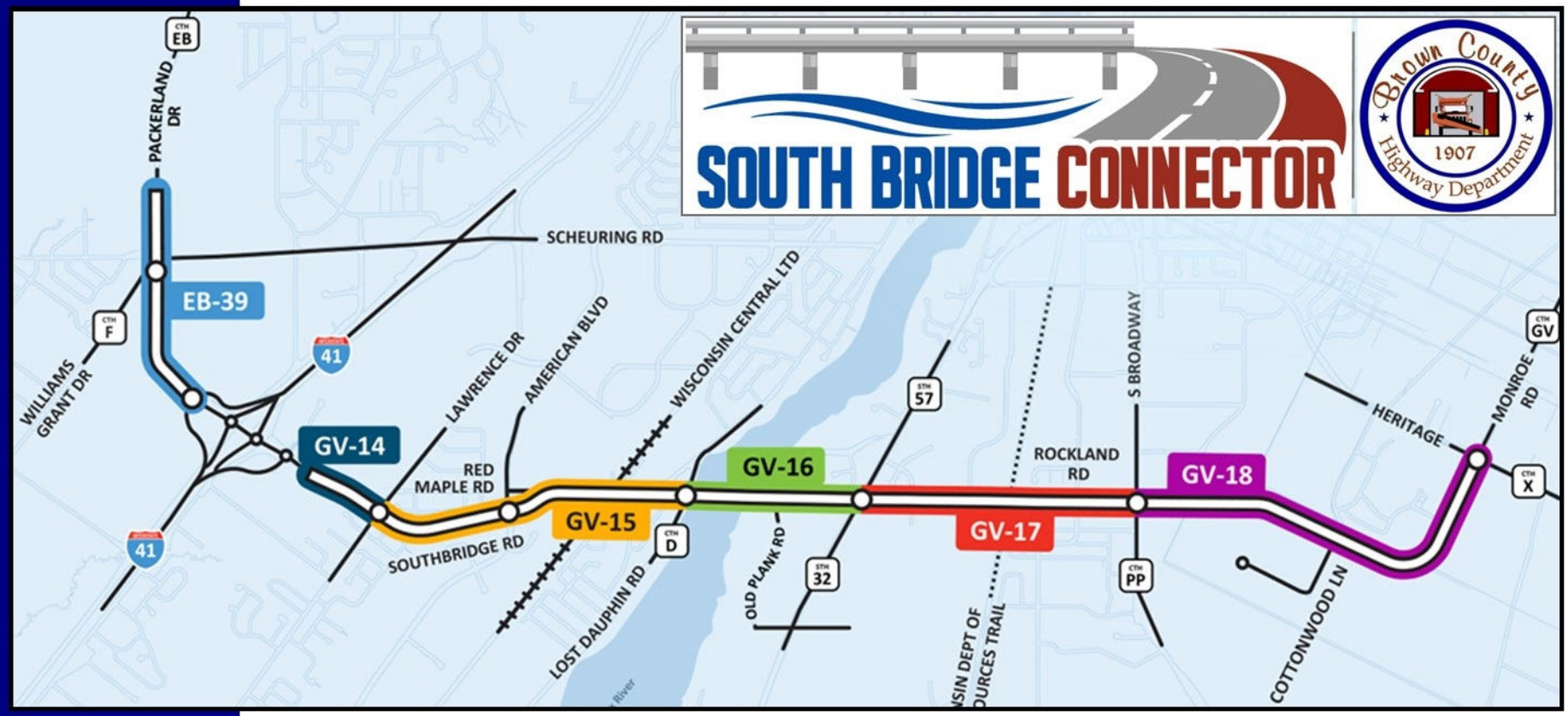
The Brown County Highway Department follows state law as found in Trans 205 for County Trunk Highway Standards or the Wisconsin Department of Transportation's Facility Design Manual (FDM) for the design, maintenance, and improvements of county trunk highways.

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

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

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

2024–2029 Highway Capital Improvement Plan



June 28, 2023

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

CALENDAR YEAR 2024

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

(Continued on next page)

Key:

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

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

CALENDAR YEAR 2024
(Continued)

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

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

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

CALENDAR YEAR 2025

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

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Key:

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

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

CALENDAR YEAR 2025
(Continued)

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

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

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

CALENDAR YEAR 2026

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

(Continued on next page)

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

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

CALENDAR YEAR 2026
(Continued)

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

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

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

CALENDAR YEAR 2027

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

Key:

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

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

CALENDAR YEAR 2028

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

Key:

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

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

CALENDAR YEAR 2029

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

Key:

Thin Coat Maintenance	Place thin surface layer of asphalt over existing pavement (typically 1-inch of new asphalt - rutted areas will be deeper)
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Scheduled But Not Funded	Federal/State aid applied for but not secured yet.
Preliminary Costs	Engineering, right-of-way, permitting, culvert pipes, guardrail, etc. prior to a resurfacing, reconditioning, or reconstruction project.

CITY OF DE PERE
MEMO

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

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

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

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

Staff recommends approving this agreement.

South Bridge Connector Schedule

10/26/2022

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

SOUTH BRIDGE CONNECTOR

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

Cost Breakdown in Millions

Segment	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Totals
Federal/State Funding:					5.60					25.00	25.00			55.60
County Sales Tax Funding:					1.13	0.74	3.69	8.22	8.66	9.25	5.00			36.69
Town of Lawrence Funding:					0.75		1.68	1.68						4.11
City of De Pere Funding:					1.00	0.31	2.01	5.16	4.54	9.25	5.00			27.27
Town of Ledgeview Funding:						0.43		1.37	4.12					5.9

SOUTH BRIDGE CONNECTOR

Brown County Highway Department 1907

$2.70 M Brown County
$2.70 M Lawrence
$5.40 M Total

EB-39

$2.35 M Brown County
$2.35 M De Pere
$4.70 M Total

GV-14

$3.30 M Federal
$50.0 M State (Pending)
$53.3 M Total

GV-16

$10.2 M Brown County
$4.28 M De Pere
$5.92 M Ledgeview
$20.4 M Total

GV-18

GV-15

GV-17

$1.70 M Federal
$11.78 M Brown County
$11.78 M De Pere
$25.26 M Total

$6.25 M Brown County
$6.25 M De Pere
$12.5 M Total

PACKERLAND DR
CTH EB
CTH F
WILLIAMS GRANT DR
INTERSTATE 41
SCHEURING RD
LAWRENCE DR
AMERICAN BLVD
WISCONSIN CENTRAL LTD
RED MAPLE RD
SOUTHBRIDGE RD
CTH D
LOST DAUPHIN RD
Fox River
OLD PLANK RD
STH 57
STH 32
ROCKLAND RD
S BROADWAY
CTH PP
WISCONSIN DEPT OF NAT RESOURCES TRAIL
HERITAGE
MONROE RD
CTH GV
CTH X
COTTONWOOD LN

Total Costs (Excluding I-41 Interchange)

$5.00 M Federal
$50.0 M State (Pending)
$33.3 M Brown County
$24.7 M De Pere
$2.70 M Lawrence
$5.92 M Ledgeview
$121.6 M Total *1/30/2023*

0 2000 4000 Feet

N

LEGEND *(Construction Year)*

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

Scott Thoresen

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

Importance: High

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

Dear De Pere & Ledgeview:

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

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

A few notes about the agreements:

1. Brown County has prepared these agreements per the standard Brown County Municipal Project Agreement language approved by the municipalities and the County Board in 2016 and 2017 respectively. See our website at this location for more information:

   https://www.browncountywi.gov/i/f/files/Public-Works/brown_county_municipal_project_agreements_090517.pdf

2. These agreements reflect very preliminary estimates since design has not actually started on these sections. We anticipate more accurate costs when we get to 30%, 60%, and 90% design completion.
3. Based on the last couple years, it is very difficult to gauge what road and bridge construction inflation will be over the next 6-years, which could significantly impact costs.
4. Once design starts, there may be further refinement of the planned construction sequence and schedule.
5. If the municipal boundaries change during design, the cost share percentages may change as well.
6. We've assumed the $50 Million from the State allocation for GV-16 will be fully available for construction costs (no unforeseen strings attached). If there are conditions put on that $50 Million, it will change the dollar values for that agreement accordingly.
7. As noted in each of the agreements, "If any additional funding becomes available from other sources – federal, state, etc. the costs will be reduced evenly to both the municipality and County respectively for the associated work item."

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

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

Looking forward to working with you on this project!

SOUTH BRIDGE CONNECTOR

Paul Fontecchio, P.E.
Highway Commissioner

Brown County
Office: (920) 662-2170
Mobile: (920) 334-2198
Paul.Fontecchio@browncountywi.gov
www.browncountywi.gov

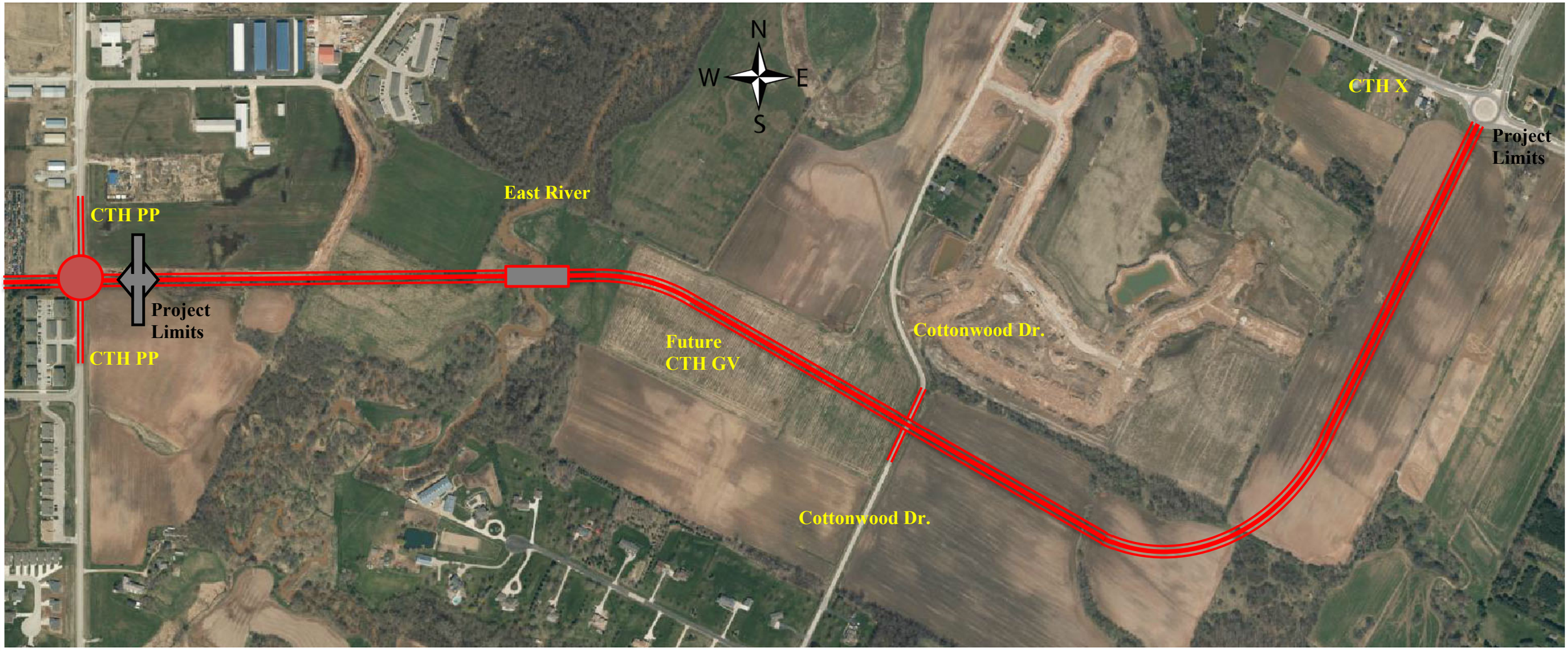
Brown County Highway Department 1907

********** IMPORTANT CONFIDENTIALITY NOTICE ********** This electronic transmission, along with any information attached may contain confidential, proprietary, or privileged information, subject to, among other protections, the Health Insurance Portability & Accountability Act of 1996, codified as 45 C.F.R. Part 160; the Public Health Service Act, codified as 42 C.F.R. Part 2; and the attorney-client/attorney work-product statutory and common law privileges. If the reader of this transmission is not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the information contained in or attached to this email is strictly prohibited. If you have received this email in error, please immediately notify the sender via return e-mail, then delete the email and any of its attachments, without reading or saving the email.

PROJECT: Southern Bridge Conceptual Layout				
SUBJECT: Segment 5: CTH PP to CTH X				
ORIGINATED BY: BC Highway Dept.	DATE: 4/20/2022	CHECKED BY:	DATE:	

PROJECT LOCATION MAP

SOUTH BRIDGE CONNECTOR



City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Fire Department**
FROM:	**Lea Taylor**
SUBJECT:	**Resolution #23-104 Ratifying Fire Department Grant Application (Wisconsin Department of Health Services Emergency Medical Services Flex Grant).**

Unanimously approved.

ATTACHMENTS:

- Reso23-104 (PDF)
- CONSIDER WI EMS FLEX GRANT AWARD (PDF)

RESOLUTION #23-104

RATIFYING FIRE DEPARTMENT GRANT APPLICATION
(Wisconsin Department of Health Services Emergency Medical Services Flex Grant)

WHEREAS, Emergency Medical Services (EMS) providers in Wisconsin have been impacted by the COVID-19 Pandemic by a greater demand for EMS services, and limitations on public funding for those services created by the economic consequences of the pandemic; and

WHEREAS, the Wisconsin Department of Health Services offers an EMS Flex Grant through the American Rescue Plan Act – Coronavirus State and Local Fiscal Recovery Funds to stabilize EMS providers to ensure continued response to emergencies across Wisconsin; and

WHEREAS, under the guidance and training of its Medical Director, Dr. Zemple, the Fire Department wishes to obtain and incorporate a portable point of care ultrasound device in each ambulance as part of its standard of care; however, the grant application process did not allow the department sufficient time to obtain prior approval of its grant application, requiring the department to submit its application and request ratification of its actions after the fact; and

WHEREAS, the remaining grant award will also provide funding toward a down payment for the department's next ambulance anticipated to be acquired in fall of 2024, and reduce the replacement burden for the City; and

WHEREAS, no City match is required in connection with the grant award; and

WHEREAS, this matter has been reviewed by the Finance/Personnel Committee which recommends ratification of the actions taken by the department in submitting the application.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

The Common Council ratifies the submission of the grant application to the Wisconsin Department of Health Services Emergency Medical

Services Flex Grant Program and authorizes acceptance of the grant in the amount of $95,235.

BE IT FURTHER RESOLVED THAT:

All City officials, officers and employees 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 19th day of September, 2023.

APPROVED:

_____
James G. Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes: _____
Nays: _____
Board/Committee Approval: 09/12/2023

Memo

To: Honorable Mayor James Boyd
Members of the Common Council

From: Alan Matzke, Fire Chief AMatzke

Date: September 5, 2023

Re: Consideration of Acceptance of Wisconsin EMS Flex Grant Award

---

On behalf of De Pere Fire Rescue, I would like to respectfully retroactively request permission to accept the award of $95,235 from Wisconsin's EMS Flex grant program.

Wisconsin dedicated $32 million from the American Rescue Plan Act (ARPA) to stabilize EMS providers and to ensure they can continue to respond to emergencies across Wisconsin. EMS providers in Wisconsin have been impacted by the COVID-19 pandemic by greater demand for EMS services and limitations on public funding for those services created by the economic consequences of the pandemic.

All EMS services licensed in the state of Wisconsin were eligible to request funding in this process. I failed to seek Council approval prior to application of this grant, thus I am retroactively requesting approval.

De Pere Fire Rescue continues to push the boundaries of prehospital care. Under the progressive guidance and leadership of our Medical Director, Dr. Bob Zemple, we want to implement the use of portable point of care ultrasound devices as part of our standard of care.

Point of care ultrasound (PoCUS) has already been shown to potentially help diagnose a plethora of life-threatening conditions, as well as identifying situations where resuscitation efforts could be beneficial and should be continued. The use of PoCUS has been shown to reduce morbidity and mortality in critically ill patients by changing prehospital treatment, transport destination, and time to definitive interventions.

We ordered three PoCUS devices, so we could have one available in each ambulance and all staff have begun receiving training under Dr. Zemple. The three devices cost $14,712.20.

The remainder of the Flex Grant is $81,205.80. We would like to apply this as a down payment towards our next ambulance, thus reducing the replacement burden for the City. The ambulance is tentatively scheduled for delivery in September, 2024.

Please feel free to contact me with any questions or concerns.

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**Economic Development**
FROM:	**Daniel Lindstrom**
SUBJECT:	**Resolution #23-105 Approving the Proposed Project Plan Amendment to Modify the District Boundaries and Project Plan for Tax Incremental Financing District Number 11, City of De Pere, Wisconsin (Boundary Amendment #2, Project Plan Amendment #1).**

ATTACHMENTS:

- Reso23-105 (PDF)
- TID No. 11 Boundary Amendment No2 Project Plan No1 DRAFT 09192023 (PDF)
- TID No. 11 - ResoPC23-01_Signed (PDF)

RESOLUTION #23-105

APPROVING THE PROPOSED PROJECT PLAN AMENDMENT TO MODIFY THE DISTRICT BOUNDARIES OF TAX INCREMENTAL FINANCING DISTRICT NUMBER 11, CITY OF DE PERE, WISCONSIN (Boundary Amendment #2 and Project Plan Amendment #1)

WHEREAS, pursuant to the direction of the Common Council and with its advice and consent, the Plan Commission of the City of De Pere has taken all steps required by Wis. Stat. §66.1105 to Amend the Project Plan for Tax Incremental Financing District No. 11 (TID #11) as provided in Resolution #PC 23-01 of the Plan Commission of the City of De Pere Recommending Adoption of the Proposed Project Plan Amendment to Modify the Boundaries of Tax Incremental Financing District No. 11, attached hereto and incorporated herein as Exhibit A; and

WHEREAS, in accordance with all the recitations and findings in the above-referenced Resolution of the Plan Commission, and the Common Council being aware of all proceedings of the Plan Commission in regard to the Boundary Modification of Tax Incremental Financing District No. 11, including the public hearing held thereon before the Plan Commission on August 28, 2023 at 7:00 p.m., the Common Council wishes to adopt this Resolution.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

1. The boundaries of Tax Incremental District Number 11, City of De Pere (TID #11) are hereby modified by adding the following whole unit of property thereto:

Tax Parcels:
WD-364-D-505
WD-364-D-505-8
WD-364-D-505-3
WD-364-D-505-9
WD-1139
WD-1136-1

as specified in the Project Plan Amendment to Modify the Boundary for Tax Incremental District No. 11, in the City of De Pere, Wisconsin, attached and incorporated herein as Exhibit B. The District contains only whole units of property as are assessed for general property tax purposes.

2. The Property within the District does not include any annexed territory that was not within the boundaries of the City on January 1, 2004, and contains only whole units of property.

3. The District was created as a mixed-use district on September 1, 2015 and is scheduled to terminate by September 1, 2035. The Common Council amends District boundaries as of this date (September 19, 2023), with an effective base value date of January 1, 2023 for the land added to the District.

4. The Common Council finds and declares that:

    a. Not less than 50% of the real property within TID #11 is suitable for mixed-use development under Wis. Stat. §66.1105(cm).
    b. Based upon such findings and the identification and classification of the property in the District, TID #11 is a mixed-use District and shall remain a mixed-use District.
    c. The improvement of such area is likely to significantly enhance the value of the District.
    d. The private development activities projected in the Project Plan would not occur without tax incremental financing.
    e. It is estimated that less than 35% of the territory within the District will be devoted to retail business at the end of the District's expenditure period.
    f. Less than 35% of the district is land proposed for newly platted residential development and the density will be greater than 3 units per acre.
    g. The equalized value of the taxable property in TID #11 plus the value increment of all other existing tax incremental districts within the City does not exceed 12% of the total equalized value of taxable property within the City.
    h. The Project Plan costs directly relate to promoting mixed-use development in TID #11 consistent with the purpose for which TID #11 is created.
    i. The Project Plan is feasible and in conformity with the Master Plan of the City of De Pere (the City of De Pere Comprehensive Plan of 2010).

5. The Common Council, pursuant to Wis. Stat. §66.1105(4)(gm), hereby adopts and approves the Project Plan Amendment to Modify the District Boundaries for TID #11, a copy of which is attached to Resolution #PC 21-04 and is incorporated herein as is fully set forth.

BE IT FURTHER RESOLVED THAT:

The Development Services Director is authorized and directed to take all actions reasonably necessary to transmit to the Joint Review Board the public records, planning documents, and this Resolution with all deliberate speed.

BE IT FURTHER RESOLVED THAT:

The Development Services Director is authorized and directed to schedule a meeting of the Joint Review Board for the purpose of considering approval of this Resolution and the Project Plan Amendment for the modification of the District Boundaries of TID #11, City of De Pere.

BE IT FURTHER RESOLVED THAT:

Upon approval of Project Plan Amendment for the Modification of the District Boundaries for TID #11, City of De Pere and pursuant to Wis. Stat. §66.1105(5)(a), the City Clerk is authorized and directed to submit to as necessary all applications and other materials required or determined necessary by the Wisconsin Department of Revenue for re-determination and certification of the tax incremental base of TID #11.

BE IT FURTHER RESOLVED THAT:

All City officials, officers and employees 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 19th day of September, 2023.

APPROVED:

_____

James Boyd, Mayor

ATTEST:

_____
Carey E. Danen, City Clerk

Ayes:_____

Nays:_____

City of De Pere

Tax Increment District No.11
Boundary Amendment No. 2
Project Plan Amendment No.1

DRAFT September 19, 2023

Prepared by the Development Services Department

Original Project Plan for TID 11 - September 1, 2015
Boundary Amendment No. 1– August 17, 2021

Plan Commission Review and Approval – August 28, 2023
Common Council Review and Approval – September 18, 2023 (Scheduled)
Joint Review Board Review and Approval - October 5, 2023 (Scheduled)

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City of De Pere TID No. 11 Officials and Acknowledgements

Common Council

Mayor James Boyd
Amy Chandik Kundinger
Shana Defnet Ledvina
Jonathon Hansen
Pamela Gantz
John Quigly
Dean Raasch
Devin Perock
Dan Carpenter

Plan Commission

James Boyd, Mayor
Devin Perock, Alderperson
Dean Raasch, Alderperson
Brenda Busch, Commissioner
Mark Higgins, Commissioner
Shane Raymaker, Commissioner
Grant Schilling, Commissioner

Joint Review Board

James Boyd, Mayor - City of De Pere Representative
Chet Lamers - Northeast Wisconsin Technical College Representative
Dawn Laboy– West De Pere School District Representative
Cole Runge – Brown County Representative
Mark Higgins –Citizen Member

City Staff

Daniel J. Lindstrom, AICP Development Services Director
Larry Delo, City Administrator
Anthony S. Wachewicz III, City Attorney
Kelly Barker, Administrative Assistant

Milestone Dates

Public Hearing: August 28, 2023
Plan Commission Approval Recommendation: August 28, 2023
Common Council Approval: September 19, 2023 (scheduled)
Joint Review Board Approval: TBD

A. EXECUTIVE SUMMARY TID NO. 11 BOUNDARY AMENDMENT NO. 2 AND PROJECT PLAN AMENDMENT NO. 1

The purpose of the Boundary Amendment is to add parcels WD-364-D-505, WD-364-D-505-3, WD-364-D-505-8, WD-1136-1, and the remaining part of parcel WD-1139. The City of De Pere wants to assist in the business growth and expansion of city-owned and privately-owned land. This is also a Project Plan amendment to clarify additional costs related to the South Bridge Connections Project and include other additional project costs necessary for the development within TID no. 11. This amendment will replace the previous project plan as this approach enables the city to keep the most recent project plan and boundary updated under a single document. The project cost section of the document outlines the original costs and the proposed amendments. The Boundary Amendment also includes updated maps to reflect the proposed boundary and updates to the City of De Pere Zoning Code.

B. COMMUNITY INTRODUCTION

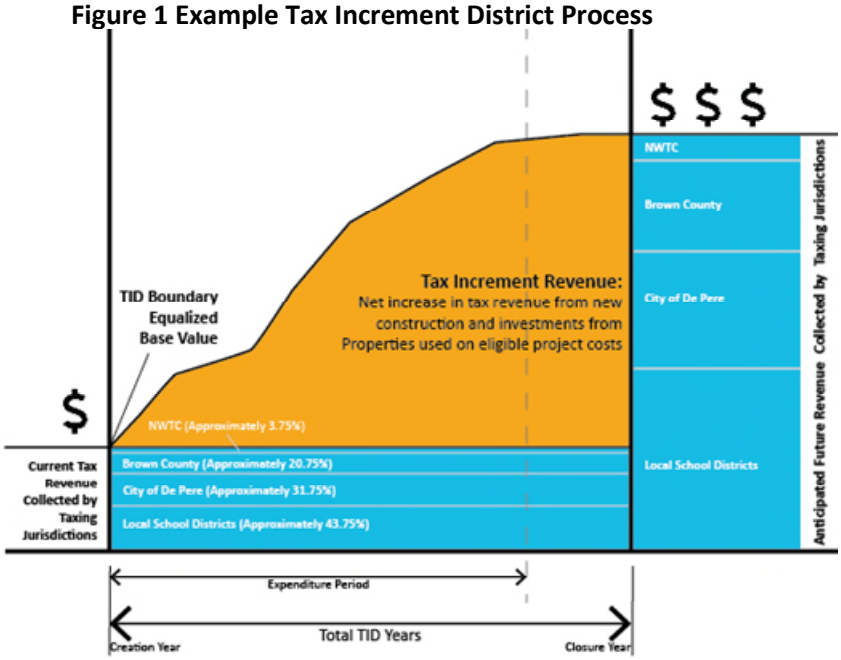
The 25,250 people, who call the City of De Pere, Wisconsin home, know that the community provides a high quality of life in the Greater Green Bay metropolitan area. The excellent schools, a dynamic downtown, successful business parks, and safe neighborhoods served by ample parks and natural areas have resulted in considerable loyalty and community pride among residents. The residences, businesses, and commercial areas are connected with a transportation and green space network that accommodates cars, bikes, and pedestrians. The beautiful Fox River is the focal point of the city center, and the Claude Allouez Bridge unites the two sides of our dynamic downtown. Whether you are on the east side or west side, historic buildings thoughtfully blend with new redevelopment to provide a mix of housing, employment, shopping, dining, and entertainment.

C. INTRODUCTION TO TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is a method of public finance often used by municipalities across the United States to subsidize redevelopment, infrastructure, and other community growth projects. The Wisconsin legislature passed the first TIF law in 1975, and municipalities across the state have used the mechanism to make improvements to specified Tax Increment Districts (TIDs). TIF helps to promote local tax base expansion by using property tax revenues to fund site improvements to attract new development, industry, rehabilitation/conservation projects, mixed-use development, blight elimination, and environmental remediation. During the development period, tax bases for the entities in question remain static at pre-development levels, while property taxes continue to be paid. The taxes derived from increases in property value within the TIDs (the tax increment) are diverted into a special fund at the City to pay for the costs of this redevelopment. Generally, the City will borrow funds to pay for initial development costs and use tax increments to retire debt. The City works with developers and property owners to provide infrastructure improvements and incentives for development. Public infrastructure and property improvements will be financed by a combination of TIF increments and debt financing. Figure 1 diagrams the example TID lifespan and process.

The State of Wisconsin classifies City Tax Increment Districts into several categories: rehabilitation, blight removal, industrial, mixed-use, and environmental remediation districts. Tax Increment Districts terminate once either all costs are paid through increment financing or the mandated termination date passes. Upon termination, the taxing jurisdictions within the TID share in the post-TIF tax revenue generated through improvements during the TID's lifetime.

Figure 1 Example Tax Increment District Process



State Statute places certain limitations on the creation of Tax Incremental Financing Districts. Only whole parcels of property that are assessed for general property tax purposes and which are contiguous can be included within a District.

In addition, at least fifty percent (50%) of the real property in a District must meet at least one of the following criteria:

1. It is a blighted area.
2. It is an area in need of conservation or rehabilitation work.
3. It is an area suitable for industrial sites and has been zoned for industrial use; or
4. It is an area suitable for mixed-use development.

It also must be found that:

1. The improvement of the area is likely to significantly enhance the value of substantially all the other real property in the District.
2. The project costs relate directly to eliminating blight, directly serve to rehabilitate or conserve the area or directly serve to promote industrial and/or mixed-use development; and
3. The equalized value of taxable property of the district plus the value increment of all existing Districts does not exceed 12 percent of the total equalized value of taxable property within the City.

Before a Tax Incremental Financing District can be created or amended, a Joint Review Board, which is comprised of representatives of the authorities having the power to levy taxes in the District and one public member, must approve the municipality's action relative to the creation or amendment of the District.

A Tax Incremental Financing District shall terminate when the earlier of the following occurs:

1. That time when the City has received aggregate tax increments with respect to such District in an amount equal to the aggregate of all project costs under the Project Plan and any amendments to the Project Plan for such District.
2. Twenty years after the District is created for mixed-use TIDs.
3. The local legislative body, by resolution, dissolves the District, at which time the City shall become liable for all unpaid project costs actually incurred, except this paragraph does not make the City liable for any tax incremental bonds or notes issued.

D. TAX INCREMENT DISTRICT NO. 11 OVERVIEW

The city created Tax Incremental District No. 11 ("TID No.11") as an overlap of Tax Incremental District No. 6 (TID No. 6) which has since been terminated. The TID was deemed vital to spur the development around the West Industrial Park and help facilitate the development of the Southern Bridge project. The city created TID a "Mixed-Use District" and is a composite of commercial, manufacturing, and residential.

Tax Increment District No. 11 Amendment

The Project Plan Amendment No. 1 for Tax Incremental Financing District No. 11, "the District," in the City of De Pere has been prepared in compliance with s. 66.1105(4), Wisconsin Statutes. TID No. 11 and the proposed Boundary Amendment is defined by the boundary shown on Map 1 found in Appendix A. Pursuant to s. 66.1105(4)(f), the Project Plan shall include:

1. A statement listing the kind, number, and location of all proposed public works or improvements within the district.
2. An economic feasibility study.
3. A detailed list of estimated project costs.
4. A description of the methods of financing all estimated project costs.
5. The time when the related costs or monetary obligations are to be incurred.
6. A map showing existing uses and conditions of real property in the district.
7. A map showing proposed improvements and uses in the district.
8. Proposed changes of zoning ordinances, master plan, if any, maps, building codes, and city ordinances.
9. A list of estimated non-project costs.
10. A statement of the proposed method for the relocation of any persons to be displaced.
11. An indication as to how the creation and amendment of the tax incremental district promotes the orderly development of the city.
12. An analysis of the overlying taxing districts.
13. A map showing the district boundaries; and
14. An opinion of the city attorney advising whether the plan is complete and complies with s. 66.1105(4)(f), Wisconsin Statutes.

a. Planning and Approval Process Timeline

The Finance and Personnel Committee recommended staff and the Plan Commission initiate the planning process for the Amendment of TID No. 11. The City notified the overlying taxing jurisdictions of the public hearing on August 8, 2023 and published public hearing notices in the Green Bay Press Times on August 18, 2023. The notice for the first Joint Review Board (JRB) meeting was published on August 18, 2023. The Joint Review Board held its first meeting on August 24, 2023.

The City held the public hearing for the amendment of the TID No. 11 Project Plan and Boundary on August 28, 2023. After the public hearing, the Plan Commission recommended approval of the TID No. 11 Project Plan and Boundary. This Project Plan and Boundary was adopted by a resolution of the Common Council on September 18, 2023 (scheduled).

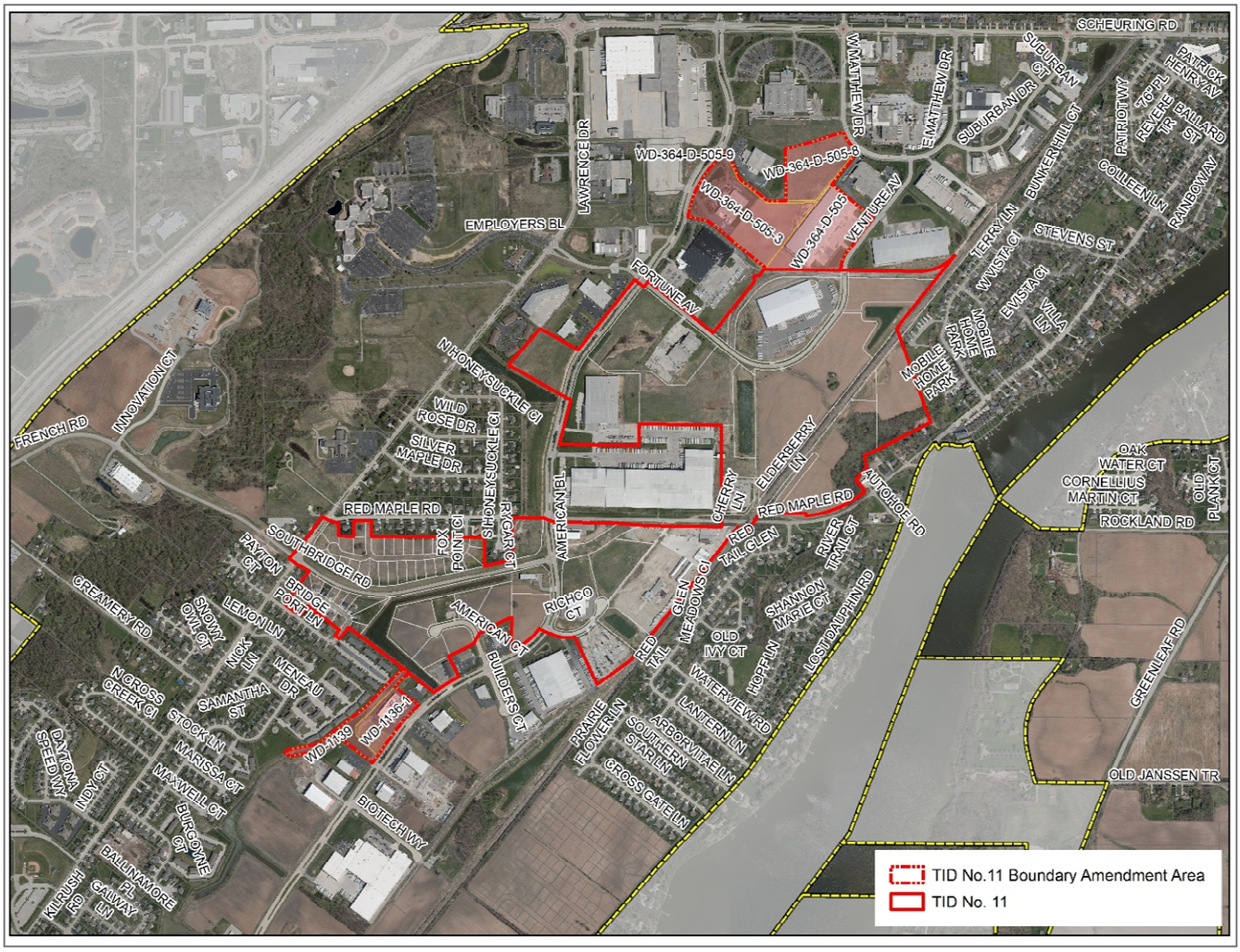
On October 5, 2023, the Joint Review Board reviewed and _____ of The TID No. 11 Project Plan and the boundary as required by Wisconsin Statutes. The City published the agenda notice of the final Joint Review Board meeting on _____.

Documentation of all resolutions, notices, and minutes can be found as attachments to this Project Plan. As required by Wisconsin Statutes Chapter 66.1105(5)(b), a copy of the Project Plan will be submitted to the Wisconsin Department of Revenue and used as the basis for the certification of Tax Increment District No. 11 in the City of De Pere. This official Project Plan Amendment guides the development activities within the TID No. 11 amended boundary. Implementation of the Project Plan and completion of the proposed activities require a case-by-case authorization by the Plan Commission, Board of Public Works, Finance and Personnel Committee, and the City Council. Public expenditures for projects listed in the Project Plan will be based on the development status of the land and economic conditions existing at the time of construction or implementation. Changes to the TID boundary or project categories not identified here require a formal amendment to the Project Plan involving a public hearing and review and City Council approval.

b. Description And Inventory of Area

The TID current Boundary encompasses 293.3 acres; the amendment adds an additional 48.03 acres. The City, through land development regulations and the implementation of the TID Project Plan, could require or facilitate additional right-of-way acquisitions, land dedications, land swaps between property owners, or right-of-way vacations; however, only whole parcels may be included within the TID boundary.

TID Boundary Map: A complete map set is included in Appendix A of this Project Plan**.**


SCHEURING RD
LAWRENCE DR
WD-364-D-505-9
WD-364-D-505-8
WD-364-D-505-3
WD-364-D-505-5
EMPLOYERS BL
FORTUNE AV
VENTURE AV
MATTHEW DR
E MATTHEW DR
SUBURBAN DR
SUBURBAN CT
PATRIOT WY
PATRICK HENRY AV
76TH PL
REVERE TR
BALLARD ST
BUNKER HILL CT
COLLEEN LN
RAINBOW AV
STEVENS ST
TERRY LN
W VISTA CI
E VISTA CI
VILLA LN
MOBILE HOME PARK
MOBILE HOME PARK
INNOVATION CT
FRENCH RD
N HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
HONEYSUCKLE CI
RED MAPLE RD
FOX POINT CI
RICART CT
SOUTHBRIDGE RD
PAYTON CT
BRIDGE PORT LN
CREAMERY RD
SNOWY OWL CT
LEMON LN
NICK LN
MENEAU DR
SAMANTHA ST
N GROSS CREEK CI
STOCK LN
MARISSA CT
MAXWELL CT
BURGOYNE CT
DAYTONA SPEEDWY
INDY CT
BALLINAMORE PL
GALWAY LN
KILRUSH RD
BIOTECH WY
WD-1139
WD-1139-1
AMERICAN BL
AMERICAN CT
BUILDERS CT
RICHCO CT
CHERRY LN
ELDERBERRY LN
RED MAPLE RD
AUTOMOTIVE RD
RED TAIL GLEN
MEADOWS CI
RIVER TRAIL CT
SHANNON MARIE CT
OLD IVY CT
HOPP LN
LOST DAUPHIN RD
RED TAIL
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
PRAIRIE FLOWER LN
CROSS GATE LN
OAK WATER CT
CORNELIUS MARTIN CT
OLD PLANK CT
ROCKLAND RD
GREENLEAF RD
OLD JANSSEN TR
TID No.11 Boundary Amendment Area
TID No. 11

E. STATEMENT OF PURPOSE

TID No. 11 is being amended to encourage additional development in the city, with the specific goal of increasing commercial and manufacturing development opportunities in the community. The city recognized that without the creation and subsequent amendment of the District, the employment generators and positive construction increment would not occur if the proper infrastructure was not in place to attract and support the development. Therefore, the creation and subsequent amendment of the TID creates a path for developers and the city to develop the lands. The city also intended to complete the following:

- Construction of roads in and up to a one-half mile of the TID boundary, including assisting in the funding of the South Bridge Connection Project;
- Infrastructure upgrades and expansions to sewer and water utilities;
- Developer incentives; and
- Potential land purchases and other potential capital costs.

F. SUMMARY OF FINDINGS

As required by Wisconsin Statutes Section 66.1105, and as documented in this Project Plan Amendment and the exhibits contained and referenced herein, the following findings are made:

a. Project Plan is/has:

i. In conformity with the Comprehensive Plan and other guiding documents.

ii. Economically feasible and will enable the TID to close prior to the required closure date.

b. Economic Feasibility and Benefits:

i. As detailed in the economic feasibility section of this Project Plan, the total tax increment and resulting revenues in the District are sufficient to pay for the existing public works and the proposed incentives included within this Project Plan.

ii. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions. Moreover, the development and infrastructure projects will spur additional development located outside of the TID, the overlying taxing jurisdictions will see an increase in the tax base immediately instead of waiting for the District to close with a much larger TID.

iii. The expenditures made will create new jobs in the immediate area as a result of the TID amendment. When added to the area within one-half mile of the District, the new and existing businesses in the area will be able to capture an additional or larger market share in the greater region. Therefore, the project costs of the District continue to relate directly to promoting development in the District consistent with the purpose for which the District was created and to be amended.

c. "But For Test":

But for the amendments of this District, the City and developers would not be able to use the Project Plan tools (infrastructure, demolition, land assemblage, and development incentives ("cash grants") to facilitate the redevelopment of the district. That "but for" the amendment of this TID, the development projected as detailed in this Project Plan: 1) would not occur; or 2)

would not occur in the manner, at the values, or within the timeframe desired by the City. In making this determination, the City has considered the following information:

i. Development within the TID has not occurred at the pace anticipated by the city due to recent construction prices increases and continually rising interest rates. Infrastructure and other development-related expenses are not likely to be borne exclusively by private developers; therefore, the city has concluded that public investment will be required to fully achieve the City's objectives for this area.

ii. To achieve its objectives, the city has determined that it must take an active role in encouraging development by making appropriate public expenditures in the area. Without the availability of tax increment financing, these expenditures are unlikely to be made. Enhancement of this area will complement existing venues in the city, and benefit, not only the city but all overlapping taxing jurisdictions. Accordingly, the costs to implement the needed projects and programs are appropriately funded through tax increment financing.

iii. In order to make the area included within the TID suitable for development, the city will need to make a substantial investment to pay the costs of some or all of the projects listed in the Project Plan such as offsite public infrastructure (stormwater pond, roadway, and intersection improvements). Due to the public investment that is required, the city has determined that the development of the area will not occur at the pace or levels desired solely as a result of private investment.

d. 12% Test:

The City does not exceed the 12% maximum threshold for the total equalized increment value combined with the projected new TID base value in this TID as a ratio of the total equalized value of the property in the City. The total increment value of all the existing tax increment districts within the City equals 9.06%, the inclusion of the base value at the time of amendment increases the percentage to 9.86%.

e. District Type:

The TID was created as a Mixed-Use District. This Project Plan amendment continues to meet the definition and requirements for a Mixed-Use District. Not less than 50% of the proposed district's area land is suitable for industrial and commercial use. Lands proposed for newly platted residential use do not exceed 35% by area of the real property within the district.

f. Estimated Percentage of Retail:

The City estimates that less than 35% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period. The City anticipates zero percent of the area will be devoted to retail business.

G. CITY PLANNING AND ZONING

The following are the subject sections and maps of the City of De Pere guiding documents:

a. Existing Land Use:

As of the drafting of this Project Plan amendment, the TID area is primarily comprised of manufacturing, industrial, and available open space for development, road, rights-of-way,

agricultural fields available for development, and stormwater facilities. Map 2 of Appendix A illustrates the existing land uses.

b. Future Land Use:
The 2010 De Pere Comprehensive Plan designates the amendment areas as Business Park. Map 3 of Appendix A illustrates the proposed or future land uses.

c. Zoning:
The parcels in the TID are subject to local zoning and land division regulation. The parcels are currently zoned as applicable by Wisconsin Statutes, the City can implement zoning changes that comply with the Comprehensive Plan. Map 4 of Appendix A illustrates the existing zoning.

H. STATEMENT OF KIND, NUMBER, AND LOCATION OF PUBLIC WORKS & OTHER PROJECTS

The City created TID No. 11 to promote mixed-use development and redevelopment of properties, improve a portion of the City, enhance the value of the TID, and broaden the property tax base. Any cost directly or indirectly related to achieving the objective of promoting mixed-use development is considered a "project cost" and eligible to be paid from tax increments of this tax increment district, including but not limited to the list below. This may include the construction of infrastructure in and up to a one-half mile of the TID boundary. Maps 5 and 6 in Appendix A illustrate this boundary. Listed below are major categories, which are necessary and standard improvements for promoting mixed-use development:

a. Infrastructure
That portion of costs related to the construction or alteration of sewage treatment plants; water treatment plants or other environmental protection devices; storm or sanitary sewer lines; stormwater management facilities; water lines or amenities on streets; or the rebuilding or expansion of streets, the construction, alteration, rebuilding or expansion of which is necessitated by the Project Plan for a district, and is within the district. Infrastructure can also be installed outside the district, if required, to carry out Project Plans; but only the portion which directly benefits the district is an eligible cost.

The City originally budgeted $2,255,000 under this category. The Project Plan Amendment adds $3,629,000 to this category and also reduces rail administration by $650,000 for a total impact cost of $5,234,000.

b. Capital Improvement Costs
Including, but not limited to, the costs of the construction of public works or improvements; new buildings, structures, and fixtures; the demolition, alteration, remodeling, repair, or reconstruction of existing buildings, structures, and fixtures, other than the demolition of listed historic properties and the acquisition of equipment to service the district.

The city did not originally budget for Site Development Costs on specific structures and this project plan does not add additional costs.

c. Site Development Costs
Site development activities required to make sites suitable for development include but are not limited to, environmental studies and remediation; stripping topsoil; grading; compacted

granular fill; topsoil replacement; access drives; parking areas; landscaping; stormwater detention areas; demolition of existing structures; relocating utility lines; and other infrastructure, utilities, signs, fencing, and related activities.

The City did not originally budget for Site Development Costs. The Project Plan Amendment adds $500,000 to this category to assist with a potential stream relocation for Parcel WD-D0077.

d. Land Acquisition & Assembly

This may include but is not limited to, fee title, easements, appraisals, environmental evaluations, consultant and broker fees, closing costs, surveying and mapping, and lease and/or the sale of property at or below market price to encourage or make feasible an economic development project. This could also include the cost of relocating existing businesses or residents to allow redevelopment.

The City did not originally budget for Site Development Costs since most of the land was purchased under TID No. 6. The Project Plan Amendment adds $825,000 to this category to assist with the potential development of a remaining multi-family zoned property along the South Bridge Connection Corridor.

e. Development Incentives

The City may use TID No. 11 funds to provide cash grants and other types of incentives to developers and businesses to promote and stimulate new development. The City may enter into agreements with property owners, businesses, developers, or non-profit organizations to share costs to encourage the desired kinds of improvements. In such cases, the City will execute development agreements with the developers and/or businesses, which will identify the type and amount of assistance to be provided.

The City may provide funds either directly or through an organization authorized by Wisconsin Statutes (such as a Redevelopment Authority, Public Housing Authority, development organizations, or other appropriate organizations) to make capital available to businesses and/or developers to stimulate or enable economic development and housing development projects within TID No. 11. Funds may be provided in the form of a cash grant, forgivable loan, direct loan, or loan guarantee.

The City originally budgeted $4,468,000 under this category and this project plan does not add additional costs.

f. Professional Services

Including, but not limited to, those costs incurred for architectural, planning, engineering, and legal advice related to implementing the Project Plan, negotiating with property owners and developers, and planning for the redevelopment of the area.

The City originally budgeted $25,000 under this category. The Project Plan Amendment adds $175,000 to this category to assist with surveys and other environmental work for a total impact of $200,000.

g. Discretionary Payments

Payments made at the discretion of the local legislative body, which are found to be necessary or convenient to the creation and/or amendment of tax incremental districts or the implementation of Project Plans. This could include expenditures to fund programs to eliminate blight; improve housing stock; remove social obstacles to development; provide labor force training, daycare services, or neighborhood improvements to improve the quality of life or safety of the residents, workers, or visitors; and other payments which are necessary or convenient to the implementation of this Project Plan.

The City did not originally budget for Discretionary Payments. The Project Plan Amendment adds $25,000 to this category for potential marking strategies and economic development strategies around the South Bridge Connection Corridor.

h. Administration Costs

Administrative costs include but are not limited to, a reasonable portion of the salaries of the City Administrator, Building Inspector, Attorney, Finance Director, Auditor, Assessor, Public Works employees, City Engineer, consultants, and others directly involved in planning and administering the projects and overall District. Administration costs also include any annual payments required to be paid to the Wisconsin Department of Revenue (DOR) under state law.

The City originally budgeted $85,000 for administration costs. The Project Plan Amendment adds $375,000 to this category for reasonable salaries of City staff related to the implementation of City staff necessary to support the development of the TID for a total impact of $460,000.

i. TID Organizational/Amendment Costs

Organizational costs include but are not limited to, the fees of the financial consultant, attorney, engineers, planners, community development consultants, surveyors, GIS professionals, environmental consultants, appraisers, and other contract services related to the planning and creation and/or amendment of the TID. This shall include the preparation of feasibility studies, project plans, and engineering to determine project costs and prepare plans, maps, legal services, environmental investigations, grant applications, regulatory approvals, and other payments made that are necessary or convenient to the creation and/or amendment of this tax increment district. Also included as an eligible administrative cost is the $1,000 Certification Fee charged by the Wisconsin Department of Revenue.

The City originally budgeted $3,000 for the creation of the District. The Project Plan Amendment adds $1,000 for a total impact of $4,000.

j. Inflation

Throughout the past 20 years, the annual rate of inflation in the construction industry has averaged between 2% and 4% but that has increased significantly over the past few years. The inflation appreciation rate, for the purpose of making projections, is 4% as illustrated in Appendix B.

The City anticipates $200,000 in inflation costs throughout the life of the TID.

k. Financing Costs

Including, but not limited to, all interest paid to holders of evidence of indebtedness issued to pay for project costs and any premium paid over the principal amount of the obligations due to their redemption of the obligations before maturity.

The total financing cost allocated to the TID will be dependent on the amount and time of the loans. The City anticipated $1,187,083 in financing costs. The project plan amendment adds approximately $860,000 in additional financing costs throughout the life of the TID, not including capitalized interest.

The projects listed above will provide the necessary facilities and support to enable and encourage the development of TID No. 11. These projects may be implemented in varying degrees in response to development needs. The cost estimates above may be adjusted for inflation at the time they are incurred.

I. DETAILED LIST OF PROJECT COSTS

Figure No. 2 below summarizes the detailed project costs for project categories anticipated to be implemented during the remaining expenditure period of TID No. 11. This format follows Department of Revenue guidance on detailed project costs, which states "this list should show estimated expenditures expected for each major category of public improvements."

Amendment costs listed are based on 2023 prices and are preliminary estimates. The City reserves the right to revise these cost estimates to reflect unforeseen circumstances between 2023 and the time of construction or implementation, such as a higher-than-anticipated inflation rate or financing costs that vary from projections due to market conditions at the time of a bond issuance. The city could pursue grant programs to help share project costs included in this Project Plan, as appropriate. Planned project costs are listed in the table below. A more detailed list of planned project costs is included as part of the Financial Attachments in Appendix B.

The City may fund specific project cost items shown below in greater or lesser amounts in response to opportunities that will help the City accomplish the purposes of TID No. 11. The city will use the overall benefit to the city and economic feasibility (i.e., the availability of future revenue to support additional project costs) in determining the actual budget for project cost items throughout the TID's expenditure period.

Figure 2: Planned Project Costs Summary

TID No. 11 **Created/Revised: 8/16/2023**

Category	Project Plan Costs	Amendments Plan Costs	Other's Share	TID Share
A. Infrastructure	$2,255,000	$12,550,000	$9,571,000	$5,234,000
B. Capital Costs	$0	$0	$0	$0
C. Site Development Costs	$0	$500,000	$0	$500,000
D. Land Acquisition & Assembly	$0	$825,000	$0	$825,000
E. Development Incentives	$4,478,000		$0	$4,478,000
F. Professional Services	$25,000	$175,000	$0	$200,000
G. Discretionary Payments	$0	$25,000	$0	$25,000
H. Administration Costs	$85,000	$375,000	$0	$460,000
I. Organizational Costs	$3,000	$1,000	$0	$4,000
J. Inflation	$0	$0	$0	$0
Subtotal	$6,846,000	$14,451,000	$9,571,000	$11,726,000
K. Financing Costs *(less Capitalized Interest)*		$0		$2,042,846
Capitalized Interest				$0
Total TID Expenditure				**$13,768,846**

Non-project costs are public works projects that only partly benefit the TID or are not eligible to be paid with tax increment, or costs not eligible to be paid with Tax Incremental Financing funds. Examples would include:

- A public improvement made within the TID that also benefits property outside the TID. That portion of the total project costs allocable to properties outside of the TID would be a non-project cost.

- A public improvement made outside the TID that only partially benefits property within the TID. That portion of the total project costs allocable to properties outside of the TID would be a non-project cost.

- Projects undertaken within the TID as part of the implementation of this Project Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

  The city anticipates approximately $9,571,000 of project funding from other governmental agencies, other TIDs, and other grant programs for the completion of the future South Bridge Connector project improvements that would also benefit parcels outside of the TID. Table 1 in Appendix B illustrates these costs.

J. ECONOMIC FEASIBILITY, FINANCING & TIMETABLE

In order to evaluate the economic feasibility of the TID, it is necessary to project the amount of tax increment revenue that can reasonably be generated from the District. The ability of the municipality to finance proposed projects must also be determined. The District is economically feasible if the tax increment revenue projected to be generated over the life of the TID is sufficient to pay all project and financing costs incurred during the TID's expenditure period. The components of such an analysis include:

- The expected increase in property valuation due to inflation and the impact of general economic conditions on the TID.
- The expected increase in property valuation is due to new development encouraged by the TID.
- Any change that may take place in the full value tax rate.
- The expected TID revenues.
- The expected TID cash flow (the timing of the revenue).

The economic feasibility must make some projections and assumptions. These assumptions are as follows:

a. Increase in Property Value

For the purposes of projecting assessed values for the remainder of the District's life, the Project Plan used a 1% property appreciation rate per year. This estimate is below the recent local, state, and national averages.

b. Effective Tax Rate

The second variable to consider in projecting TID revenues is the full-value tax rate. The full-value tax rate is adjusted annually based on property valuation and the amount of funds required by all taxing jurisdictions to support their adopted annual budgets. For the purposes of projecting the mill rate for the remainder of the District's life, the Project Plan used the 2020 reported interim tax rate of $0.16925 as projected by the City. The assumption of a -0.5% change will provide a conservative estimate since the rate drastically dropped by 18% over the past several years and we anticipate it to return to the previous year's values over the remaining life of the district.

c. Cash Flow

Another consideration regarding the adequacy of TID revenues toward paying TID project costs is the relative timing of revenue and expenditures or cash flow. There are sufficient TID revenues over the life of the TID to pay for all costs. The Tax Increment Cash Flow Worksheet shown in Appendix B summarizes the assumed cash flow.

K. FINANCING METHODS & TIMETABLE

a. Financing Methods

An important aspect to consider in assessing the economic feasibility of TID No. 11 is the ability of the City to finance desired projects to encourage development. Financial resources available to the City include general obligation notes and bonds, revenue bonds, special assessments, and federal and state community development programs.

General obligations of the City are limited by state law to five percent of the equalized property value. As of December 32, 2022, the City had a total debt capacity of approximately $165.76 million and approximately $51,957,867 million in existing debt. There is approximately $5.735 million in anticipated new project costs within the TID; however, not all anticipated project costs will need to be borrowed. For example, TID administration costs can be paid out of City operating funds and reimbursed from the TID when funds are available. Other expenses can be paid out of TID cash flow as projects are constructed and assessed, and begin paying property taxes. The City can finance some project costs through direct debt or bond instruments, utilizing the general revenue capacity of the City to secure those instruments. There are other mechanisms available to pay for some project costs that would not count against the City's constitutional debt capacity. "Developer-Financed TIF" (PAYGO) is one of these options, where the developer borrows funds that the City would have borrowed under a traditional TIF, and is then reimbursed by the City.

b. Timetable

The maximum life of the TID is 20 years; a three-year extension may be requested. The City of De Pere has a maximum of 15 years to incur TIF expenses for the projects outlined in this Project Plan. The City of De Pere is not mandated to make the improvements defined in this Project Plan; each project will require case-by-case review and approval. The decision to proceed with a particular project will be based on the economic conditions and budgetary constraints at the time a project is scheduled for consideration. The actual implementation of the projects may be accelerated or deferred, depending on conditions existing at the time.

Additionally, current state statutes allow a municipality to collect revenue from a TID that is about to close for one additional year to benefit affordable housing and improve the City's

housing stock. The City of De Pere may opt to take advantage of this provision before the termination of TID No. 11.

The timing for each of the planned redevelopment projects is shown in the TID Pro Forma (Attachment No. 4 in Appendix B) and Increment Projections (Attachment No. 7 in Appendix B) worksheets.

c. TID Expenditure Period

The expenditure period for the District ends on September 1, 2030. The City could incur additional project costs until this date. The City is not mandated to make the improvements defined in this Project Plan; each project will require case-by-case review and approval. The decision to proceed with a particular project will be based on the economic conditions and budgetary constraints at the time a project is scheduled for consideration. The actual implementation of the projects may be accelerated or deferred, depending on conditions existing at the time.

d. TID Closure Date

The mandate closure date is September 1, 2035. Therefore, the final collection year for TID No. 11 is 2036. If the City were to close the TID after April 15 of the same calendar, the TID would receive one additional year of increment revenue. It is noted that per Act 256 in 2015, the State approved adding a one-year life and allocation extension for new TIDs when the municipality adopts the resolution between September 30 and May 15. This is to account for the difference between annual TID creation deadlines and required closure deadlines.

L. EQUALIZED VALUE TEST

Wisconsin Statutes Section 66.1105(4)(gm)4.c states that the equalized value of the taxable property of the new TID combined with the value increments of all existing districts cannot exceed 12% of the total equalized value of the taxable property within the municipality. Figure 3 below uses values listed in the Wisconsin Department of Revenue's 2023 TIF Value Limitation Report.

Figure 3: TID Valuation Compliance Test

TID No. 11

Description	Type	*Current*	*Proposed*
Report Year (8/9/2023)		2023	2023
Recent Annual Reported Total Municipal Equalized Value		$ 3,315,310,100	$ 3,315,310,100
12% Test		$ 397,837,212	$ 397,837,212
Tax Increment District No. 007	Increment	$ 7,817,300	$ 7,817,300
Tax Increment District No. 008	Increment	$ 24,712,100	$ 24,712,100
Tax Increment District No. 009	Increment	$ 9,563,300	$ 9,563,300
Tax Increment District No. 010	Increment	$ 15,355,200	$ 15,355,200
Tax Increment District No. 011	Increment	$ 43,051,400	$ 43,051,400
Tax Increment District No. 011 Amendment Area	Base+		$ 26,534,335
Tax Increment District No. 012	Increment	$ 121,957,700	$ 121,957,700
Tax Increment District No. 013	Increment	$ 16,996,500	$ 16,996,500
Tax Increment District No. 014	Increment	$ 1,926,800	$ 1,926,800
Tax Increment District No. 015	Increment	$ 38,347,200	$ 38,347,200
Tax Increment District No. 016	Increment	$ -	$ -
Tax Increment District No. 017	Increment	$ 20,632,600	$ 20,632,600
Total (*A negative increment is treated as zero increment)		$ 300,360,100	$ 326,894,435
Percent of City's Equalized Value in Existing TIDs		9.06%	9.86%
Remaining Available TID Value		$ 97,477,112	$ 70,942,777
Compliance		OK	OK

M. STATEMENT OF IMPACT TO OVERLYING TAXING JURISDICTIONS

All overlapping taxing jurisdictions will benefit from increased property values, job creation, and redevelopment or development of properties, as well as other economic activities. Therefore, upon closure of the TID, the projected increments should be dispersed between all of the overlying taxing jurisdictions. Figure 4 provides a summary of the impact on the overlying taxing jurisdictions throughout the life of the District.

Figure 4: Analysis of Impact on Overlying Jurisdictions
TID No. 11

Taxing Jurisdiction	2022 Tax Increment Worksheet Interim Rate	% of Mill Rate by Jurisdiction	Annual Taxes Collected on Base Value Distributed to Taxing Jurisdictions	Annual Taxes Collected After TID	Increase in Annual Tax Collections After TID	City Levy Increase (50%) Annual Tax Collections After TID
County	$0.002740720	19.01%	$35,668	$239,206	$203,538	
Local	$0.004478348	31.07%	$58,281	$58,281	$0	$166,291
School District	$0.006656861	46.18%	$86,632	$581,000	$494,368	
Tech. College	$0.000539320	3.74%	$7,019	$47,071	$40,052	
Total	$0.014415249	**100.0%**	**$187,600**	**$925,558**	**$737,958**	**$166,291**

N. STATEMENT OF PROPOSED CHANGES TO MUNICIPAL MAPS, PLANS, AND ORDINANCES

For areas located in the city, this Project Plan does not propose changes to the Comprehensive Plan, City maps, City ordinances, or Building Codes as part of this Project Plan. The Project Plan presented here complies with the City's adopted Comprehensive Plan. Modifications to the City's Zoning Code and other City ordinances may be necessary in the future if deemed appropriate for redevelopment. Zoning is shown in Appendix A. Development proposals will have to go through the appropriate procedure to receive the proper zoning for a proposed project.

O. RELOCATION

No persons are expected to be displaced or relocated as a result of proposed projects in TID No. 11; however, if relocation were to become necessary in the future, the City will do so in full accordance with all applicable state statutes and rules. The following is the method proposed by the city for displacement or relocation. Before negotiations begin for the acquisition of property or easements, all property owners will be contacted to determine if there will be displaced persons as defined by Wisconsin Statutes and Administrative Rules. If it appears there will be displaced persons, all property owners and prospective displaced persons will be provided with an informational pamphlet prepared by the State of Wisconsin. If any person is displaced as a result of the acquisition, they will be given a pamphlet on "Relocation Benefits" as prepared by the DOA. The City will file a relocation Project Plan with the DOA and shall keep records as required by Wisconsin Statutes section 32.27. The City will provide each owner a full narrative appraisal, a map showing the owners of all property affected by the proposed project, and a list of neighboring landowners to whom offers are being made as required by law.

P. CITY ATTORNEY OPINION

The City Attorney for the City of De Pere, Wisconsin has reviewed the Project Plan for Tax Incremental Finance District Number 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1, City of De Pere, Wisconsin, dated _____, and has found that it is complete and complies with Section 66.1105, Wisconsin Statutes. The City Attorney's letter is included as Appendix B.

Q. LEGAL DESCRIPTION (AMENDED)

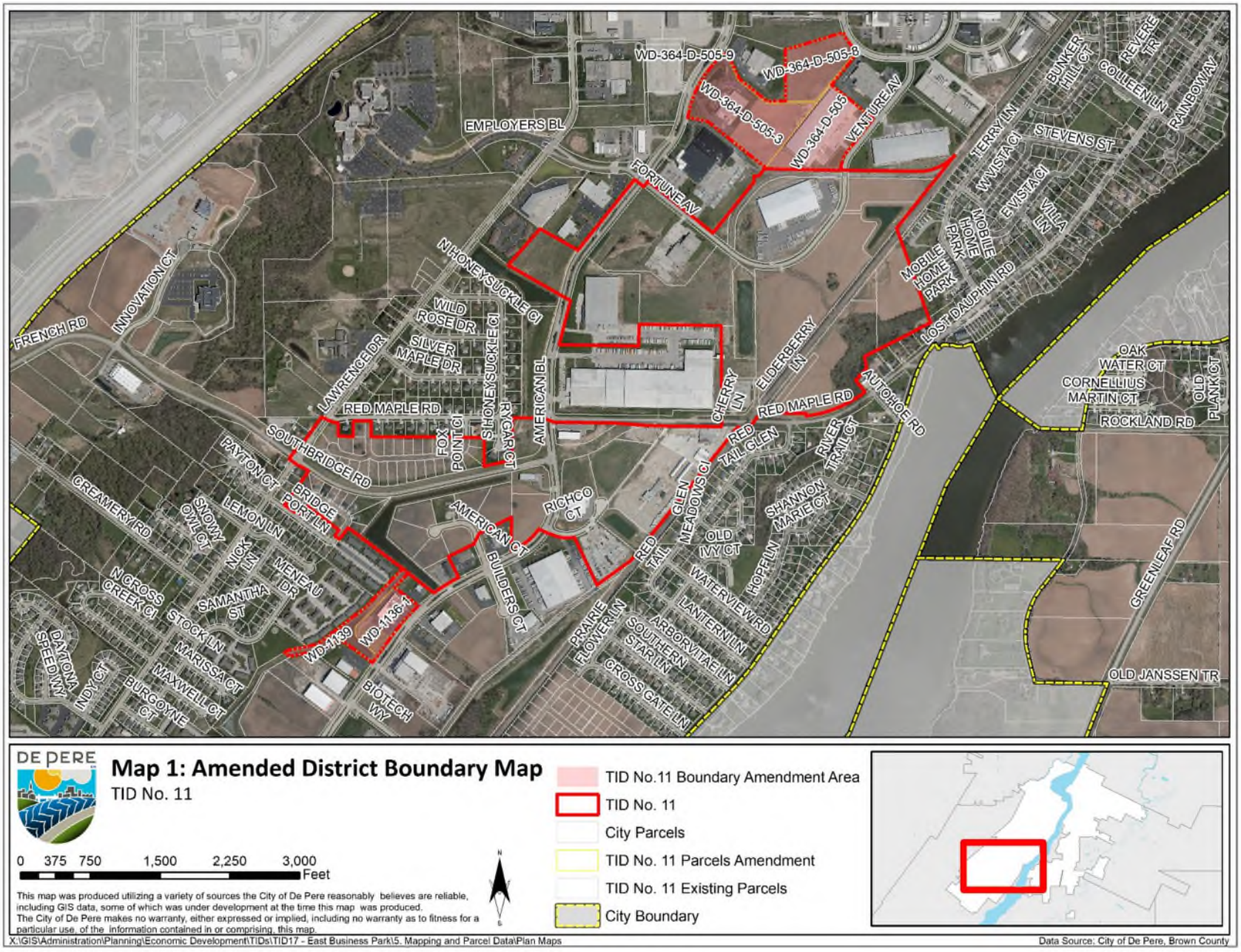
The description of the proposed boundaries of the Tax Incremental District being considered is located in the City of De Pere, Brown County, Wisconsin, generally, more particularly described as follows: Part of Lot 2, Volume 58 of Certified Survey Maps, Page 266, Map Number 8344; all of Lot 2, Volume 41 of Certified Survey Maps, Page 100, Map Number 6194; all of Lots 1 and 2, Volume 58 of Certified Survey Maps, Page 29, Map Number 8276; all of Lot 1 and Outlot 1, Volume 52 of Certified Survey Maps, Page 114, Map Number 7598; part of Lot 1, Volume 50 of Certified Survey Maps, Page 241, Map Number 7396; all of Lot 1, Volume 47 of Certified Survey Maps, Page 64, Map Number 6967; all of Lot 1 and Outlot 1 of Volume 40 of Certified Survey Maps, Page 322, Map Number 6146; part of Lots 1 and 2 of Volume 31 of Certified Survey Maps, Page 77, Map Number 4822; part of Lot 1, Volume 26 of Certified Survey Maps, Page 26, Map Number 4189; all of Lot 1, Volume 23 of Certified Survey Maps, Page 196, Map Number 3987; part of Lots 3 and 5, all of Lots 4 and 6, De Pere Business Park South Addition; all of Lots 17, 18, 19, 20, 21, 22 and 23, Southbridge Business Park Second Addition; all of Lot 14, Southbridge Business Park First Addition; part of Outlot 1, Southbridge Business Park; part of Lot 110, Williams Grant; part of Lots 3 and 4, part of the Northwest ¼ of the Northwest ¼, part of the Northeast ¼ of the Northwest ¼, Section 5; part of Government Lot 1 and Lot 2, Section 6; being a part of Township 22 North, Range 20 East; part of the Northeast ¼ of the Southeast ¼ of Section 31, part of the Southeast ¼ of the Southwest ¼, part of the Southwest ¼ of the Southwest ¼, part of the Northwest ¼ of the Southwest ¼ and part of the Northeast ¼ of the Southwest ¼, part of the Southwest ¼ of the Northeast ¼, part of the Southeast ¼ of the Northeast ¼, part of the Northwest ¼ of the Southeast ¼ part of the Southwest ¼ of the Southeast ¼, part of Lot 1, Section 32, being a part of Township 23 North, Range 20 East, all being in the City of De Pere, Brown County, Wisconsin described as follows:

Beginning at the northwest corner of said Section 5; thence S89° 03' 19"E, 330.06 feet on the north line of Lot 1, Volume 47 of Certified Survey Maps, Page 64, Map Number 6967 to the west right of way of American Boulevard; thence S70° 38' 54"E, 126.79 feet to the intersection of the east right of way of American Boulevard and the south right of way of Red Maple Road; thence S89° 03' 19"E, 688.55 feet on said south right of way to the northerly right of way of Southbridge Road; thence S85° 54' 57"E, 365.19 feet crossing Southbridge Road to a point on the south right of way of Southbridge Road; thence S89° 03' 19"E, 752.37 feet on said south right of way; thence N00° 32' 09"W, 170.05 feet to the north right of way of Southbridge Road, being the southeast corner of Lot 2, Volume 39 of Certified Survey Maps, Page 340, Map Number 6018; thence N00° 32' 09"W, 916.56 feet on the east line of said Lot 2 to the northeast corner of land described in Document Number 2580618; thence N88° 57' 26"W, 882.54 feet on the north line of said Document Number 2580618 to the east line of said Lot 2, Volume 41 of Certified Survey Maps, Page 100, Map Number 6194; thence S01°02’34”W, 234.51 feet on said east line to the southeast corner of said Lot 2; thence N88°57’26”W, 856.00 feet on the south line of said lot 2 to the east right of way of American Boulevard; thence N14°28’30”E, 488.73 feet on said east right of way; thence N60° 20' 43"W, 124.34 feet to the southeast corner of Lot 6, De Pere Business Park South Addition; thence N60° 20' 43"W, 649.58 feet to the southwest corner of said Lot 6; thence N41° 24' 00"E, 522.57 feet on the westerly line of Lot 6 and Lot 5, De Pere Business Park South Addition to the northerly line of lands described in Document Number 1756176; thence S60° 20' 43"E, 467.82 feet on said northerly line to the westerly right of way of American Boulevard; thence continuing on said westerly right of way 5.68 feet on the arc of a 723.41 foot radius to the right, having a long chord that bears N38°43’05”E, 5.68 feet; thence N38° 40' 16"E, 956.15 feet on said westerly right of way; thence S51° 19' 44"E, 120.00 feet to the easterly right of way of American Boulevard; thence continuing on said easterly right of way 18.55 feet on the arc of a 12.00 foot radius curve to the right, having a long chord that bears N83° 40' 16"E, 16.97 feet to the southerly right of way of Fortune Avenue; thence N39° 22' 01"E, 80.00 feet to the northerly right of way of Fortune Avenue; thence S51° 19' 33"E, 888.00 feet on said northerly right of way to the easterly line of Lot 1, Volume 20 of Certified Survey Maps, Page 173,

Map Number 3602; thence N38° 35' 43"E, 705.93 feet on said easterly line; thence N00° 32' 25"W, 60.75 feet on said easterly line to the Center ¼ corner of said Section 32; thence S88° 59' 30"E, 48.50 feet on said easterly line; thence N38° 35' 43"E, 101.05 feet to the southwest corner of Lot 1, Volume 37 of Certified Survey Maps, Page 163, Map Number 5651; thence S88° 59' 30"E, 1644.28 feet on the south line of said Lot 1 and the south line of Lot 1, Volume 36 of Certified Survey Maps, Page 217, Map Number 5535; thence continuing on said south line 472.48 feet on the arc of a 531.01 foot radius curve to the left, having a long chord that bears N65°31'04"E, 457.04 feet to the northerly line of said Lot 1; thence S51°20'52"E, 0.16 feet on said northerly line to the westerly right of way of the Wisconsin Central Ltd. Railroad; thence S38°39'08"W, 349.15 feet on said westerly right of way to the south line of the Southeast ¼ of the Northeast ¼ of said Section 32; thence S38° 39' 08"W, 674.39 feet on said westerly right of way to the intersection with the westerly line of Volume 3 of Certified Survey Maps, Page 339, Map Number 854 extended northerly; thence S19° 52' 42"E, 1078.85 feet on said westerly line to the easterly extension of the northerly line of Volume 26 of Certified Survey Maps, Page 156, Map Number 4235; thence S62° 02' 12"W, 232.89 feet on said northerly line to the northeast corner of said Certified Survey Map; thence S62°02'12"W, 101.32 feet on said northerly line; thence S63°28'56"W, 464.78 feet on said northerly line to the westerly line of said Certified Survey Map; thence S09° 18' 42"E, 131.00 feet on said westerly line extended to the northerly line of lands described in Jacket 18028 Image 54; thence S41° 41' 18"W, 173.20 feet to the northwest corner of said lands; thence S39° 18' 42"E, 157.59 feet on the westerly line of said lands to the northerly right of way of Red Maple Road; thence 694.28 feet along said northerly right of way on the arc of a 1288.14 foot radius curve to the right, having a long chord that bears S67°38'47"W, 685.91 feet; thence N00° 53' 25"E, 27.49 feet on said northerly right of way; thence N88° 53' 39"W, 483.68 feet on said northerly right of way to the easterly right of way of the Wisconsin Central Ltd. railroad; thence S38° 39' 08"W, 252.76 feet on said easterly right of way to the southerly right of way of Red Maple Road; thence N66° 31' 00"W, 103.56 feet to the northeast corner of Lot 1, Volume 58 of Certified Survey Maps, Page 29, Map Number 8276; thence S38° 38' 40"W, 1840.72 feet on the westerly right of way of the Wisconsin Central Ltd. railroad to the northerly line of Outlot 1, Volume 53 of Certified Survey Maps, Page 275, Map Number 7774; thence S54° 13' 00"W, 446.57 feet on said northerly line to the westerly line of Lot 1, Volume 50 of Certified Survey Maps, Page 241, Map Number 7396; thence N25° 30' 05"W, 570.11 feet on said westerly line to the southerly right of way of Richco Road; thence continuing on said southerly right of way 265.12 feet on the arc of a 375.00 foot radius curve to the right, having a long chord that bears N82°03'51"W, 259.63 feet; thence continuing on said southerly right of way 17.61 feet on the arc of a 12.00 foot radius curve to the left, having a long chord that bears S76°09'21"W, 16.07 feet; thence N55° 53' 49"W, 120.00 feet to the westerly right of way of American Boulevard; thence continuing on said westerly right of way 346.74 feet on the arc of a 679.30 foot radius curve to the right, having a long chord that bears S48°43'34"W, 342.99 feet; thence S63° 20' 58"W, 52.97 feet on said westerly right of way to the east line of Southbridge Business Park First Addition; thence N00° 27' 44"E, 365.13 feet on said east line to the southeast corner of Lot 17, Southbridge Business Park Second Addition; thence S63° 20' 58"W, 391.71 feet to the southwest corner of said Lot 17; thence S26° 34' 09"W, 125.24 feet to the southeast corner of Lot 23, Southbridge Business Park Second Addition; thence S63° 20' 58"W, 307.25 feet on the south line of said Southbridge Business Park Second Addition to the west line of Document Number 2132758; thence S26° 39' 02"E, 250.16 feet on said west line to the northerly right of way of American Boulevard; thence continuing on said northerly right of way 315.84 feet on the arc of a 1970.00 foot radius curve to the left, having a long chord that bears S58°10'42"W, 315.50 feet to the southerly line of Outlot 1, Southbridge Business Park; thence N52° 31' 15"W, 154.37 feet on said southerly line; thence N51° 56' 37"W, 193.44 feet on said southerly line; thence N50° 54' 34"W, 80.31 feet to the northeast corner of Lot 9, Southbridge Estates; thence N52° 59' 36"W, 731.31 feet to the northwest corner of said Lot 9; thence S37° 11' 10"W, 157.17 feet on the westerly line of said Lot 9 to Bridge Port Court; thence

N52° 59' 36"W, 60.00 feet on the northerly line of said Bridge Port Court to the easterly line of Lot 8, Southbridge Estates; thence N37° 11' 10"E, 75.00 feet on the easterly line to the northeast corner of said Lot 8; thence N52° 48' 50"W, 431.46 feet to the northwest corner of Lot 5, Southbridge Estates; thence southerly 15.64 feet on the west line of said Lot 5 on the arc of a 65.00 foot radius curve to the left, having a long chord that bears S42°32’53”W, 15.60 feet; thence S35° 39' 21"W, 95.58 feet on said westerly line to Whistler Court; thence N54° 20' 39"W, 60.00 feet on the northerly right of way of said Whistler Court; thence S35° 39’ 21”W, 10.00 feet on the westerly right of way of Whistler Court; thence continuing on said westerly right of way 19.17 feet on the arc of a 12.00 foot radius curve to the right, having a long chord that bears S81° 25’ 15.5”W, 17.20 feet to the northerly right of way of Bridge Port Lane; thence N52° 48’50”W, 49.86 feet on said northerly right of way; thence N54° 20’39”W, 82.34 feet on said northerly right of way to the southeast corner of Lot 4, Southbridge Estates; thence N35° 39' 21"E, 445.68 feet to the northeast corner of Lot 1, Southbridge Estates; thence N57° 57' 39"W, 104.27 feet on the southerly right of way of Southbridge Road; thence continuing on said southerly right of way 41.22 feet on the arc of a 34.00 foot radius curve to the left, having a long chord that bears S87° 21’12”W, 38.75 feet; thence N46° 27' 58"W, 116.41 feet to the intersection of the southerly right of way of Southbridge Road and the westerly right of way of Lawrence Drive; thence N39° 07' 10"E, 150.27 feet to the intersection of the northerly right of way of Southbridge Road and the westerly right of way of Lawrence Drive; thence N80° 37' 37"E, 21.21 feet on said westerly right of way of Lawrence Drive; thence N35° 38' 16"E, 401.88 feet on said westerly right of way; thence S67° 21' 44"E, 117.19 feet to the southerly right of way of Red Maple Road; thence continuing on said southerly right of way 77.21 feet on the arc of a 140.00 foot radius curve to the left, having a long chord that bears S78° 07’ 10”E, 76.24 feet to the west line of Lot 1, Volume 58 of Certified Survey Maps, Page 266, Map Number 8344; thence S00° 09' 52"W, 141.80 feet on said west line; thence S87° 00' 00"E, 160.20 feet on the south line of said Lot 1; thence N00° 09' 52"E, 170.00 feet on the east line of said Lot 1 to the south right of way of Red Maple Road; thence S89° 50' 08"E, 192.00 feet on said south right of way to the west line of Lot 64, Honeysuckle Acres 3rd Addition; thence S00° 09' 52"W, 170.00 feet on said west line to the south line of said Honeysuckle Acres 3rd Addition; thence S89° 50' 08"E, 989.00 feet on said south line to Fox Point Circle; thence S85°45’ 07”E, 70.18 feet on said south line to the southwest corner of Lot 1, Volume 59 of Certified Survey Maps, Page 285, Map Number 8459; thence S89° 50' 08"E, 159.09 feet to the southeast corner of said Lot 1; thence S00° 27' 44"W, 307.05 feet to the southwest corner of Lot 3, RyGar Heights; thence N77° 38' 48"E, 307.66 feet to the southeast corner of Lot 4, RyGar Heights; thence N00° 28' 00"E, 455.38 feet on the east line of RyGar Heights to the POINT OF BEGINNING. Said description contains 341.33 acres of land more or less excluding wetlands.

APPENDIX A: MAPS


WD-364-D-505-9
WD-364-D-505-8
WD-364-D-505-3
WD-364-D-505
EMPLOYERS BL
VENTURE AV
FORTUNE AV
BUNKER HILL CT
REVERE TR
COLLEEN LN
RAINBOW AV
TERRY LN
W VISTA CI
E VISTA CI
STEVENS ST
VILLA LN
MOBILE HOME PARK
LOST DAUPHIN RD
INNOVATION CT
FRENCH RD
N HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
LAWRENCE DR
HONEYSUCKLE CI
RYCAR CT
AMERICAN BL
ELDERBERRY LN
CHERRY LN
RED MAPLE RD
AUTOHOE RD
OAK WATER CT
CORNELLIUS MARTIN CT
OLD PLANK CT
ROCKLAND RD
SOUTHBRIDGE RD
FOX POINT CI
PAYTON CT
BRIDGE PORT LN
CREAMERY RD
SNOWY OWL CT
LEMON LN
NICK LN
MENEAU DR
N CROSS CREEK CI
STOCK LN
SAMANTHA ST
MARISSA CT
MAXWELL CT
BURGOYNE CT
INDY CT
DAYTONA SPEEDWY
WD-1139
WD-1136-1
BIOTECH WY
AMERICAN CT
BUILDERS CT
RICHCO CT
RED TAIL GLEN
GLEN MEADOWS CI
RIVER TRAIL CT
SHANNON MARIE CT
OLD IVY CT
HOPE LN
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
PRAIRIE FLOWER LN
CROSS GATE LN
GREENLEAF RD
OLD JANSSEN TR
DE PERE
Map 1: Amended District Boundary Map
TID No. 11
0 375 750 1,500 2,250 3,000
Feet
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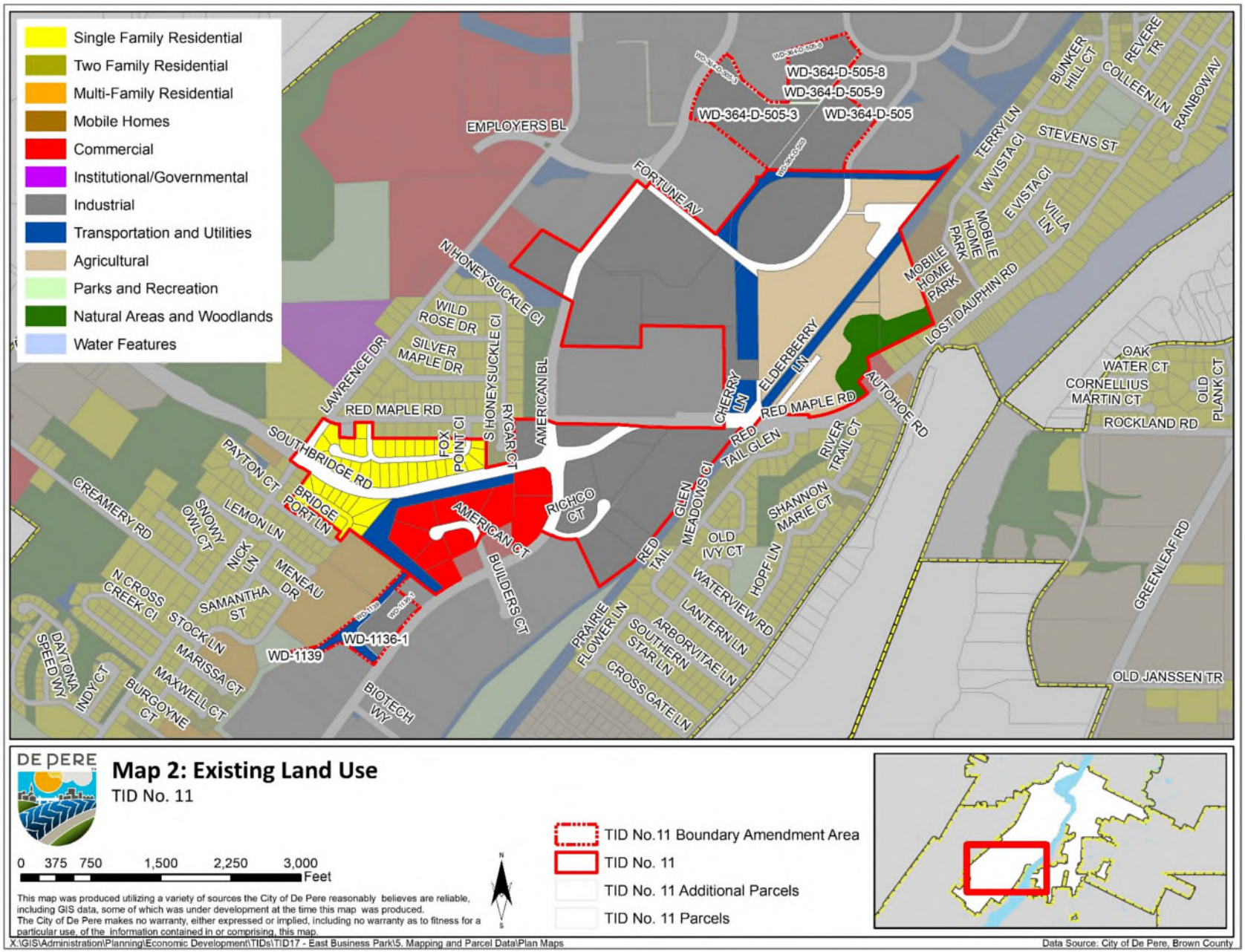
X:\GIS\Administration\Planning\Economic Development\TIDs\TID17 - East Business Park\5. Mapping and Parcel Data\Plan Maps
TID No.11 Boundary Amendment Area
TID No. 11
City Parcels
TID No. 11 Parcels Amendment
TID No. 11 Existing Parcels
City Boundary
Data Source: City of De Pere, Brown County


Single Family Residential
Two Family Residential
Multi-Family Residential
Mobile Homes
Commercial
Institutional/Governmental
Industrial
Transportation and Utilities
Agricultural
Parks and Recreation
Natural Areas and Woodlands
Water Features
WD-364-D-505-8
WD-364-D-505-9
WD-364-D-505-3
WD-364-D-505
EMPLOYERS BL
FORTUNE AV
N HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
LAWRENCE DR
S HONEYSUCKLE CI
AMERICAN BL
RYGAR CT
RED MAPLE RD
FOX POINT CI
SOUTHBRIDGE RD
PAYTON CT
CREAMERY RD
BRIDGE PORT LN
LEMON LN
SNOWY OWL CT
NICK LN
MENEAU DR
N CROSS CREEK CI
SAMANTHA ST
STOCK LN
MARISSA CT
MAXWELL CT
BURGOYNE CT
DAYTONA SPEED WY
INDY CT
BIOTECH WY
WD-1136-1
WD-1139
AMERICAN CT
BUILDERS CT
RICHCO CT
GLEN MEADOWS CI
RED TAIL GLEN
RIVER TRAIL CT
SHANNON MARIE CT
OLD IVY CT
HOPF LN
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
CROSS GATE LN
PRAIRIE FLOWER LN
CHERRY LN
ELDERBERRY LN
AUTOHOE RD
MOBILE HOME PARK
LOST DAUPHIN RD
TERRY LN
W VISTA CI
E VISTA CI
VILLA LN
STEVENS ST
BUNKER HILL CT
REVERE TR
COLLEEN LN
RAINBOW AV
OAK WATER CT
CORNELLIUS MARTIN CT
OLD PLANK CT
ROCKLAND RD
GREENLEAF RD
OLD JANSSEN TR
DE PERE
Map 2: Existing Land Use
TID No. 11
0 375 750 1,500 2,250 3,000
Feet
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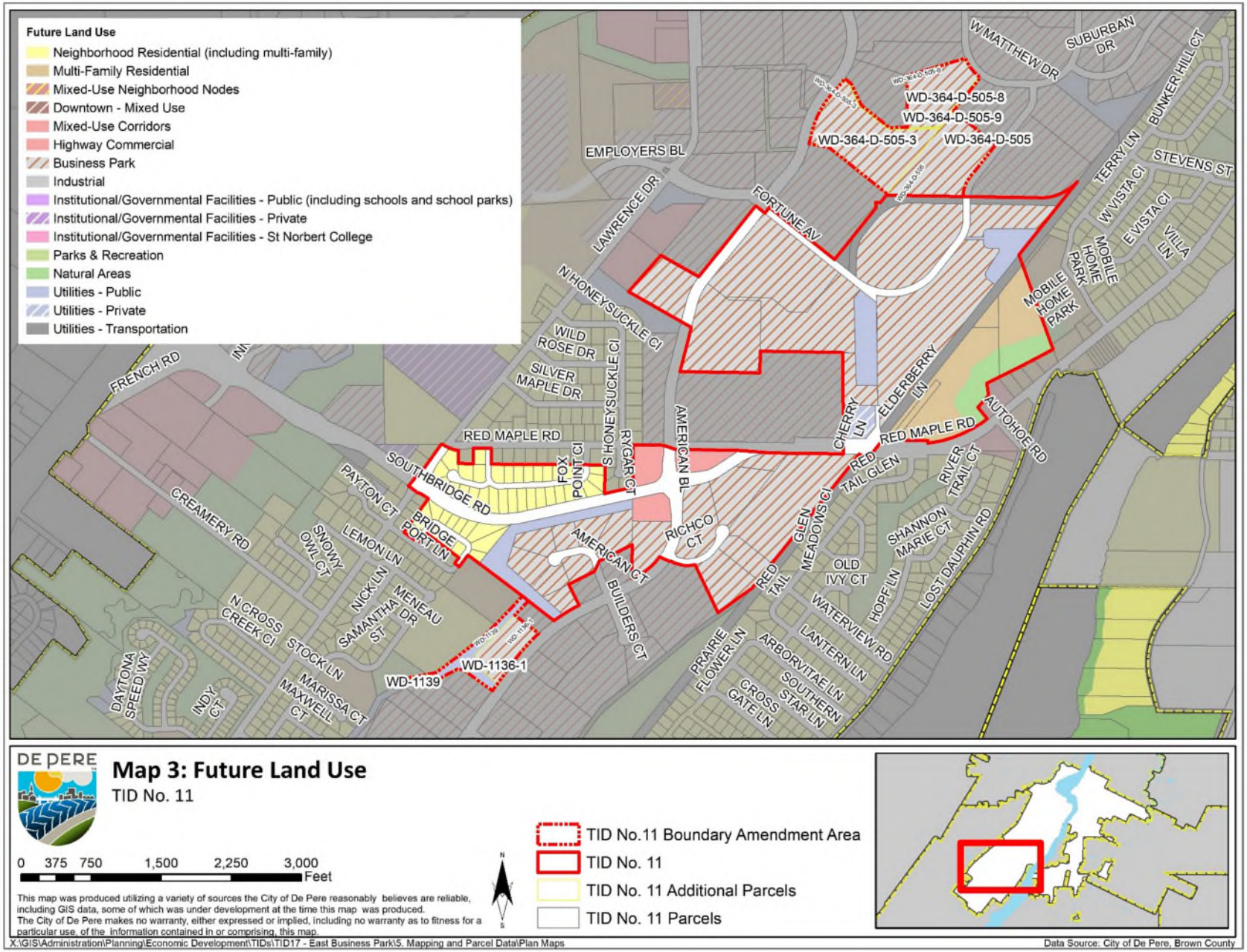
TID No.11 Boundary Amendment Area
TID No. 11
TID No. 11 Additional Parcels
TID No. 11 Parcels
Data Source: City of De Pere, Brown County


Future Land Use
Neighborhood Residential (including multi-family)
Multi-Family Residential
Mixed-Use Neighborhood Nodes
Downtown - Mixed Use
Mixed-Use Corridors
Highway Commercial
Business Park
Industrial
Institutional/Governmental Facilities - Public (including schools and school parks)
Institutional/Governmental Facilities - Private
Institutional/Governmental Facilities - St Norbert College
Parks & Recreation
Natural Areas
Utilities - Public
Utilities - Private
Utilities - Transportation
WD-364-D-505-8
WD-364-D-505-9
WD-364-D-505-3
WD-364-D-505
WD-1139
WD-1136-1
EMPLOYERS BL
FORTUNE AV
LAWRENCE DR
N HONEYSUCKLE CI
S HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
FRENCH RD
RED MAPLE RD
SOUTHBRIDGE RD
PAYTON CT
CREAMERY RD
FOX POINT CI
RYGAR CT
AMERICAN BL
AMERICAN CT
RICHCO CT
BUILDERS CT
BRIDGE PORT LN
LEMON LN
SNOWY OWL CT
NICK LN
MENEAU
SAMANTHA DR
N CROSS CREEK CI
STOCK LN
MARISSA CT
MAXWELL CT
INDY CT
DAYTONA SPEED WY
CHERRY LN
ELDERBERRY LN
AUTOHOE RD
RED TAIL GLEN
RIVER TRAIL CT
GLEN MEADOWS CI
SHANNON MARIE CT
OLD IVY CT
HOPE LN
LOST DAUPHIN RD
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
CROSS GATE LN
PRAIRIE FLOWER LN
W MATTHEW DR
SUBURBAN DR
BUNKER HILL CT
TERRY LN
STEVENS ST
W VISTA CI
E VISTA CI
VILLA LN
MOBILE HOME PARK
MOBILE HOME PARK
DE PERE
Map 3: Future Land Use
TID No. 11
0 375 750 1,500 2,250 3,000
Feet
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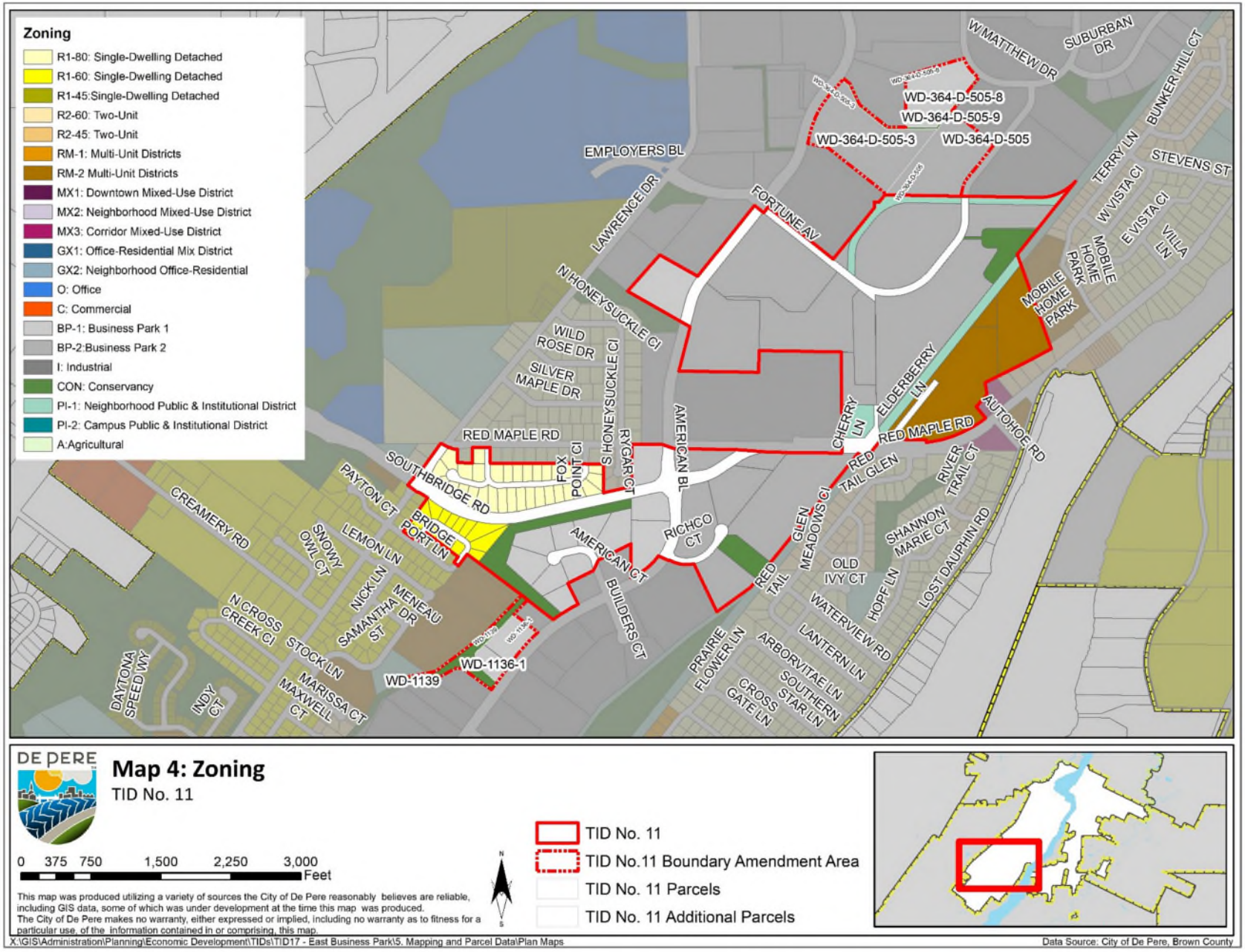
TID No.11 Boundary Amendment Area
TID No. 11
TID No. 11 Additional Parcels
TID No. 11 Parcels
X:\GIS\Administration\Planning\Economic Development\TIDs\TID17 - East Business Park\5. Mapping and Parcel Data\Plan Maps
Data Source: City of De Pere, Brown County


Zoning
R1-80: Single-Dwelling Detached
R1-60: Single-Dwelling Detached
R1-45:Single-Dwelling Detached
R2-60: Two-Unit
R2-45: Two-Unit
RM-1: Multi-Unit Districts
RM-2 Multi-Unit Districts
MX1: Downtown Mixed-Use District
MX2: Neighborhood Mixed-Use District
MX3: Corridor Mixed-Use District
GX1: Office-Residential Mix District
GX2: Neighborhood Office-Residential
O: Office
C: Commercial
BP-1: Business Park 1
BP-2:Business Park 2
I: Industrial
CON: Conservancy
PI-1: Neighborhood Public & Institutional District
PI-2: Campus Public & Institutional District
A:Agricultural
W MATTHEW DR
SUBURBAN DR
BUNKER HILL CT
WD-364-D-505-8
WD-364-D-505-9
WD-364-D-505-3
WD-364-D-505
TERRY LN
STEVENS ST
W VISTA CI
E VISTA CI
VILLA LN
EMPLOYERS BL
LAWRENCE DR
FORTUNE AV
N HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
S HONEYSUCKLE CI
MOBILE HOME PARK
ELDERBERRY LN
CHERRY LN
RED MAPLE RD
AUTOHOE RD
RIVER TRAIL CT
RED TAIL GLEN
GLEN MEADOWS CI
SHANNON MARIE CT
OLD IVY CT
HOPE LN
LOST DAUPHIN RD
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
CROSS GATE LN
PRAIRIE FLOWER LN
BUILDERS CT
AMERICAN BL
AMERICAN CT
RICHCO CT
FOX POINT CI
RYGAR CT
SOUTHBRIDGE RD
PAYTON CT
BRIDGE PORT LN
CREAMERY RD
SNOWY OWL CT
LEMON LN
NICK LN
MENEAU
SAMANTHA DR
ST
N CROSS CREEK CI
STOCK LN
DAYTONA SPEED WY
INDY CT
MARISSA CT
MAXWELL CT
WD-1139
WD-1136-1
Map 4: Zoning
TID No. 11
0 375 750 1,500 2,250 3,000
Feet
TID No. 11
TID No.11 Boundary Amendment Area
TID No. 11 Parcels
TID No. 11 Additional Parcels
This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced.
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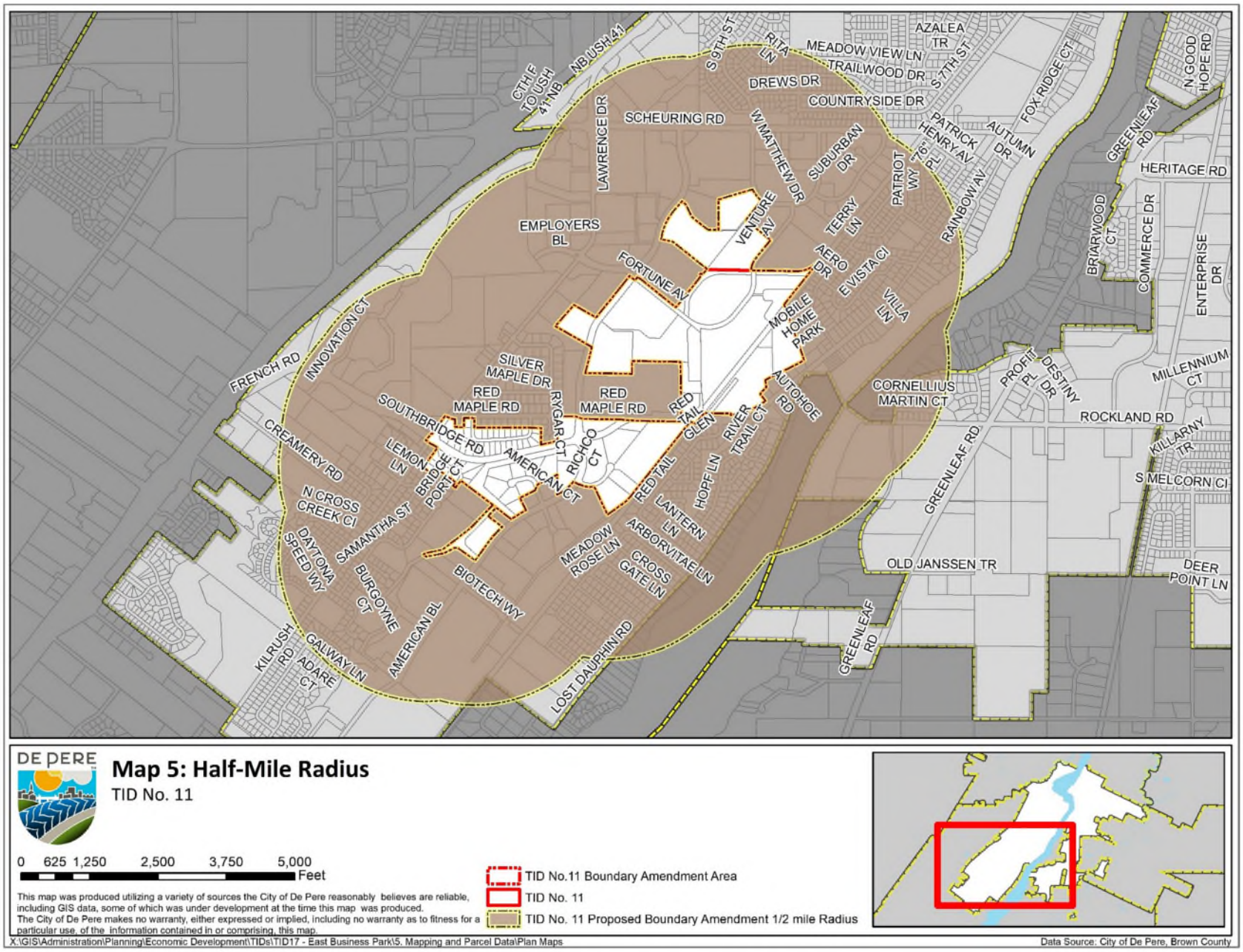
X:\GIS\Administration\Planning\Economic Development\TIDs\TID17 - East Business Park\5. Mapping and Parcel Data\Plan Maps
Data Source: City of De Pere, Brown County


DE PERE
Map 5: Half-Mile Radius
TID No. 11
0 625 1,250 2,500 3,750 5,000
Feet
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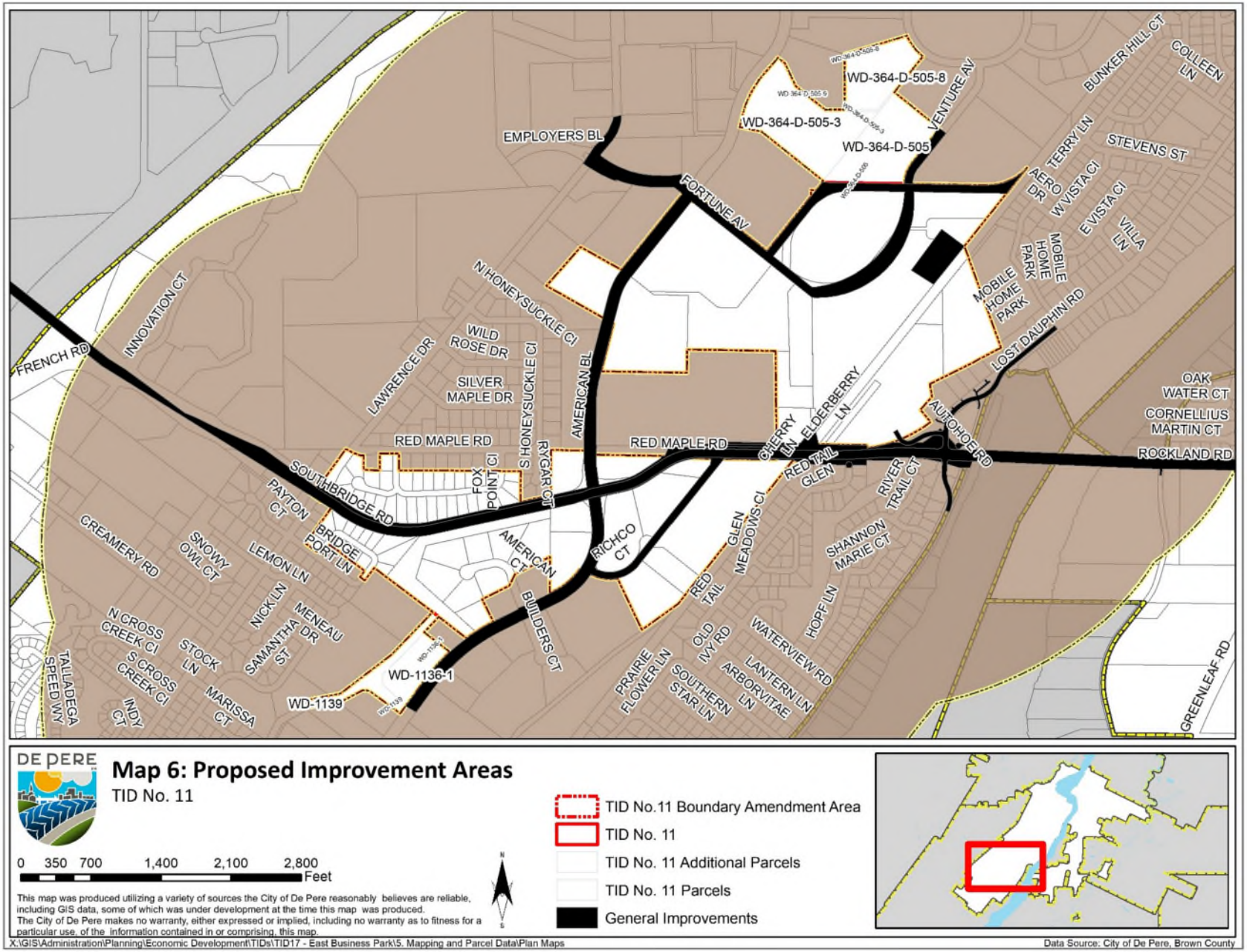
TID No.11 Boundary Amendment Area
TID No. 11
TID No. 11 Proposed Boundary Amendment 1/2 mile Radius
X:\GIS\Administration\Planning\Economic Development\TIDs\TID17 - East Business Park\5. Mapping and Parcel Data\Plan Maps
Data Source: City of De Pere, Brown County
SCHEURING RD
DREWS DR
COUNTRYSIDE DR
MEADOW VIEW LN
TRAILWOOD DR
AZALEA TR
S 7TH ST
S 9TH ST
RITA LN
CTH F TO USH 41 NB
NB USH 41
LAWRENCE DR
W MATTHEW DR
SUBURBAN DR
PATRIOT WY
PATRICK HENRY AV
AUTUMN DR
FOX RIDGE CT
GREENLEAF RD
N GOOD HOPE RD
HERITAGE RD
BRIARWOOD CT
COMMERCE DR
ENTERPRISE DR
EMPLOYERS BL
VENTURE AV
TERRY LN
AERO DR
E VISTA CI
VILLA LN
RAINBOW AV
FORTUNE AV
MOBILE HOME PARK
FRENCH RD
INNOVATION CT
SILVER MAPLE DR
RED MAPLE RD
RED MAPLE RD
SOUTHBRIDGE RD
RYGAR CT
RICHCO CT
RED TAIL GLEN
RIVER TRAIL CT
AUTOHOE RD
CORNELLIUS MARTIN CT
PROFIT PL
DESTINY DR
MILLENNIUM CT
ROCKLAND RD
KILLARNY TR
S MELCORN CI
CREAMERY RD
LEMON BRIDGE LN
AMERICAN CT
RED TAIL
HOPF LN
LANTERN LN
ARBORVITAE LN
N CROSS CREEK CI
SAMANTHA ST
DAYTONA SPEEDWY
BURGOYNE CT
BIOTECH WY
MEADOW ROSE LN
CROSS GATE LN
GREENLEAF RD
OLD JANSSEN TR
DEER POINT LN
AMERICAN BL
KILRUSH RD
GALWAY LN
ADARE CT
LOST DAUPHIN RD
GREENLEAF RD


WD-364-D-505-8
WD-364-D-505-3
WD-364-D-505
WD-1136-1
WD-1139
EMPLOYERS BL
FORTUNE AV
VENTURE AV
BUNKER HILL CT
COLLEEN LN
TERRY LN
STEVENS ST
AERO DR
W VISTA CI
E VISTA CI
VILLA LN
MOBILE HOME PARK
LOST DAUPHIN RD
OAK WATER CT
CORNELLIUS MARTIN CT
ROCKLAND RD
AUTOHOE RD
ELDERBERRY LN
CHERRY LN
RED TAIL GLEN
RIVER TRAIL CT
SHANNON MARIE CT
GLEN MEADOWS CI
RED TAIL
HOPE LN
WATERVIEW RD
LANTERN LN
ARBORVITAE LN
SOUTHERN STAR LN
PRAIRIE FLOWER LN
OLD IVY RD
GREENLEAF RD
BUILDERS CT
RICHCO CT
AMERICAN CT
AMERICAN BL
N HONEYSUCKLE CI
S HONEYSUCKLE CI
WILD ROSE DR
SILVER MAPLE DR
LAWRENCE DR
INNOVATION CT
FRENCH RD
RED MAPLE RD
SOUTHBRIDGE RD
FOX POINT CI
RYAN CT
PAYTON CT
BRIDGE PORT LN
CREAMERY RD
SNOWY OWL CT
LEMON LN
NICK LN
MENEAU
SAMANTHA DR
ST
N CROSS CREEK CI
S CROSS CREEK CI
STOCK LN
INDY CT
MARISSA CT
TALLADEGA SPEED WY
DE PERE
Map 6: Proposed Improvement Areas
TID No. 11
0 350 700 1,400 2,100 2,800
Feet
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TID No.11 Boundary Amendment Area
TID No. 11
TID No. 11 Additional Parcels
TID No. 11 Parcels
General Improvements
X:\GIS\Administration\Planning\Economic Development\TIDs\TID17 - East Business Park\5. Mapping and Parcel Data\Plan Maps
Data Source: City of De Pere, Brown County

TID No. 11 Parcel Addition Information List

TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1

City of De Pere

Map ID	Basic Parcel Information				Supplemental Parcel Information (Place "X" In Column)										Current Assessment Information				Equalized DOR Full Value Assessment Information			
										Land Use Classification								95.82% Value			
	Parcel Number	Existing TID (x)	Owner	Lot GIS Acres	Rehab/ Conservation Status	Vacant (by assessment def)	Other Tax Exempt	Municipal Owned	Retail	Commercial/Mixed Use	Zoned/ Suitable Industrial	Residential (Current)	Residential (New Platted)	Manufacturing (DOR List)	Land Value	Improvement Value	Personal Property Value	Total Value	Land Value	Improvement Value	Personal Property Value	Total Value
1	WD-364-D-505-8		DEPERE CITY OF	8.595		X		X			X				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	WD-364-D-505-9		DEPERE CITY OF	0.904		X		X							$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3	WD-364-D-505-3		DK AMERICAN BLVD LLC	16.434							X			X	$ 746,300	$ 2,568,400	$ -	$ 3,314,700	$ 746,300	$ 2,568,400	$ -	$ 3,314,700
4	WD-364-D-505		GLORY ROAD #1 LLC ETAL	12.560							X				$ 477,300	$ 9,820,800	$ -	$ 10,298,100	$ 498,121	$ 10,249,217	$ -	$ 10,747,339
5	WD-1139		DEPERE CITY OF (merged)	4.283				X							$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
6	WD-1136-1		WASHWORLD OF DE PERE LLC	5.257							X				$ 154,500	$ 2,883,100	$ -	$ 3,037,600	$ 161,240	$ 3,008,871	$ -	$ 3,170,111
			Total Real Property	48.033	0.00	9.50	0.00	13.78	0.00	0.00	42.85	0.00	0.00	16.43	$ 1,378,100	$ 15,272,300	$ -	$ 16,650,400	$ 1,405,661	$ 15,826,488	$ -	$ 17,232,149
			Total ROW and Waterways	0	0%	20%	0%	29%	0%	0%	89%	0%	0%	34%			**Total Assessed Value**	**$ 16,650,400**			Removal of Overlapping TID Values		$ -
			Total TID Boundary	48.033																	**Total DOR Equalized Value**	**$ 17,232,149**

Table 1: Planned Project Costs

TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1 — **Created/Revised: 8/16/2023**

	Type of Expenditure	Creation Amount	Amendment Amount	% Paid By: TID Project	% Paid By: Other	TID Costs Allocated to Project
A.	***Infrastructure***					
	Southbridge Lawrence-American	$305,000	$0	100%	0%	$305,000
	Southbridge American - Rail	$950,000	-$650,000	100%	0%	$300,000
	1/2 Mile Road Repair	$1,000,000	$0	100%	0%	$1,000,000
	South Bridge Connection (including within 1/2 mile) (segments 2&3)	$0	$13,200,000	100%	27.5%	$3,629,000
		$0	$0	100%	0%	$0
		$0	$0	100%	0%	$0
	Total Capital Costs	**$2,255,000**	**$12,550,000**			**$5,234,000**
B.	***Capital Improvement Cost***					
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Infrastructure	**$0**	**$0**			**$0**
C.	***Site Development Costs***					
	Stream Relocation - WD-D0077	$0	$500,000	100%	0%	$500,000
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Site Development Costs	**$0**	**$500,000**			**$500,000**
D.	***Land Acquisition & Assembly***					
	Potential Land Purchase	$0	$825,000	100%	0%	$825,000
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Land Acquisition & Assembly	**$0**	**$825,000**			**$825,000**
E.	***Development Incentives***					
	Developer Cash Grant and PAYGO	$4,478,000	$0	100%	0%	$4,478,000
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Development Incentives	**$4,478,000**	**$0**			**$4,478,000**
F.	***Professional Services***					
	Consulting	$25,000	$175,000	100%	0%	$200,000
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Professional Services	**$25,000**	**$175,000**			**$200,000**
G.	***Discretionary Payments***					
	Marketing or Studies	$0	$25,000	100%	0%	$25,000
	Reserved	$0	$0	100%	0%	$0
	Reserved	$0	$0	100%	0%	$0
	Total TID Discretionary Payments	**$0**	**$25,000**			**$25,000**
H.	***Administration Costs***					
	City Staff	$85,000	$375,000	100%	0%	$460,000
	DOR Fees	$0	$0	100%	0%	$0
	Audits	$0	$0	100%	0%	$0
	Total TID Administration Costs	**$85,000**	**$375,000**			**$460,000**
I.	***Organizational Costs***					
	Department of Revenue Submittal Fee	$3,000	$1,000	100%	0%	$4,000
	Professional Fees	$0	$0	100%	0%	$0
	City Staff & Publishing	$0	$0	100%	0%	$0
	Total TID Organization Costs	**$3,000**	**$1,000**			**$4,000**
J.	**Inflation**	**$0**	**$200,000**			**$200,000**
	Org Total TID Project Costs	***$6,846,000***				
	Amended Total TID Project Costs (less financing and inflation)		***$4,880,000***			
K.	***Financing Costs***					
	Total Interest, Fin. Fees, Less Cap. Interest (org)	$1,187,083				$1,187,083
	Total Interest, Fin. Fees, Less Cap. Interest (South Bridge- Amd)	$698,598				$698,598
	Total Interest, Fin. Fees, Less Cap. Interest (Other)	$157,165				$157,165
	Plus Capitalized Interest	$0	$0			$0
	Total Financing Costs		**$0**			**$2,042,846**
					TOTAL ORG TID EXPENDITURE	***$8,033,083***
					TOTAL AMENDED TID EXPENDITURE	***$5,735,763***

TID No. 11 Tax Increment ProForma

City of De Pere

TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1

8/16/2023

Assumptions

TID Creation Date	**9/1/15**	Equalized Base Value	$ 13,014,000	Previous Base Value	$6,079,500
Valuation Date	**1/1/15**	Projected Tax Rate	0.01692	Projected for 2023 Tax Bills	
Last Expenditure Year	**2030**	Annual Change in Tax Rate	-0.50%		
Termination Year	**2035**	Property Appreciation Rate	1.00%		
TID Category	Mixed-Use	Construction Inflation Rate	0.00%		

Construction Year	Valuation Year	TID Revenue Year	Previous Valuation	Inflation Increment	TIF Increment: Construction	TIF Increment: Land	Total Valuation	Cumulative Increment	TIF Tax Rate*	TIF Revenue	TID Revenue Year
2015	2016	2017							As Reported	$0	2017
2016	2017	2018							As Reported	$11,831	2018
2017	2018	2019							As Reported	$40,691	2019
2018	2019	2020							As Reported	$137,742	2020
2019	2020	2021							As Reported	$159,373	2021
2020	2021	2022	0			0	17,189,000	11,109,500	As Reported	$219,256	2022
2021	2022	2023	17,189,000		14,646,300	0	31,835,300	18,821,300	0.016925	$318,542	2023
2022	2023	2024	31,835,300		24,230,100	0	56,065,400	43,051,400	0.016064	$691,575	2024
2023	2024	2025	56,065,400	560,654	(9,094,100)	0	47,531,954	34,517,954	0.015629	$539,479	2025
2024	2025	2026	47,531,954	475,320	**6,800,000**	0	54,807,274	41,793,274	0.015349	$641,494	2026
2025	2026	2027	54,807,274	548,073	8,000,000	0	63,355,346	50,341,346	0.015080	$759,170	2027
2026	2027	2028	63,355,346	633,553	8,000,000	0	71,988,900	58,974,900	0.015005	$884,921	2028
2027	2028	2029	71,988,900	719,889	500,000	0	73,208,789	60,194,789	0.014930	$898,710	2029
2028	2029	2030	73,208,789	732,088	500,000	0	74,440,877	61,426,877	0.014855	$912,519	2030
2029	2030	2031	74,440,877	744,409	500,000	0	75,685,285	62,671,285	0.014781	$926,351	2031
2030	2031	2032	75,685,285	756,853	500,000	0	76,942,138	63,928,138	0.014707	$940,204	2032
2031	2032	2033	76,942,138	769,421	7,000,000	0	84,711,560	71,697,560	0.014634	$1,049,198	2033
2032	2033	2034	84,711,560	847,116	0	0	85,558,675	72,544,675	0.014560	$1,056,286	2034
2033	2034	2035	85,558,675	855,587	0	0	86,414,262	73,400,262	0.014488	$1,063,400	2035
2034	2035	2036	86,414,262	864,143	0	0	87,278,405	74,264,405	0.014415	$1,070,540	2036
Total				**$8,507,105**	**$61,582,300**	**$0**	**$987,013,164**			**$12,131,017**	

Termination Year

Notes:
- Negative increments treated as zero TID revenue
- Reported Value
- Includes $9,594,100 of prior year corrections - will be reduced in 2024
- Estimates mill rates
- Prior year correction
- Wolter $4,800,000 & Washworld $2,000,000 (2023 Amendments)
- Fortune Ave Project ($10,000,000 split 2024 & 2025) Robinson Metal Expansion (4,000,000 split 2024-2025) Washworld $2,000,000
- WD-D0075-2 Multifamily
- American Court and other Small Projects (Reduced to 500,000 from 700,000)

Table 3: TID No. 11 Tax Increment Cash Flow
City of De Pere
TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1
8/16/2023

		Revenues																					
Year	Beginning Balance	Capital Interest & Debt Reserve	Tax Increment Revenue	Bond Premium and Proceeds	Property Sales	Other Income (grants, etc.)	General Fund Advance	Existing Debt	South Bridge Segment 2 Design	South Bridge Segment 2 Acquisiton	South Bridge Segment 2 Construction	South Bridge Segment 3 Design	South Bridge Segment 3 Acquisition	Future Development Incentive Debt Services	Future Development Incentive PAYGO (Washworld)	Future Development Incentive Debt Services	Stream Relocation WD-D0077	Professional Sevices	Debt Issuance/ Debt Service	Existing Development Grants	Land Purchase, Street Construction	Professional Services, Grants, Annual Admin	Annual Surplus (Deficit)	Balance After Surplus to Principal
2015	0																						
2016	0																						
2017	0																						
2018	0																						
2019	0																						69,065
2020	69,065	0	137,742	1,213,775	57,500	60	0	130,837						0		0		122,355	18,441	30,060	827	49,380	1,057,177	1,126,242
2021	1,126,242	0	159,373	0	0	22,525	0	262,755						0		0		8,169	0	78,536	0	36,506	(204,068)	922,173
2022	922,173	0	270,736	182,182	0	60	0	253,675	0	0	0	0	0	0	0	0	0	114,511	0	0	2,375	39,000	85,707	1,007,879
2023	1,011,950	0	318,542	0	0	20,239	0	275,467	0	0	0	0	0	0	0	0	0	5,000	0	0	10,000	40,000	8,314	1,020,264
2024	1,020,264	0	691,575	0	0	20,405	0	264,648	2,200	0	0	8,000	0	0	0	0	20,400	5,000	25,000	0	10,000	40,000	336,733	1,356,997
2025	1,356,997	0	539,479	0	0	27,140	0	273,100	7,397	0	0	26,899	0	22,950	35,000	0	20,400	5,000	0	0	10,000	40,000	125,873	1,482,870
2026	1,482,870	0	641,494	0	0	29,657	0	270,988	7,397	16,400	0	26,899	19,800	59,797	35,000	34,425	62,878	5,000	0	0	10,000	40,000	82,568	1,565,439
2027	1,565,439	0	759,170	0	0	31,309	0	268,653	7,397	55,142	0	26,899	66,574	59,797	35,000	34,425	62,878	5,000	0	0	10,000	40,000	118,715	1,684,153
2028	1,684,153	0	884,921	0	0	33,683	0	267,495	7,397	55,142	102,000	26,899	66,574	59,797	35,000	105,244	62,878	5,000	0	0	825,000	40,000	(739,822)	944,332
2029	944,332	0	898,710	0	0	18,887	0	267,208	7,397	55,142	378,746	26,899	66,574	59,797	35,000	105,244	62,878	5,000	0	0	10,000	40,000	(202,288)	742,043
2030	742,043	0	912,519	0	0	14,841	0	171,748	7,397	55,142	378,746	26,899	66,574	59,797	25,000	105,244	62,878	5,000	0	0	10,000	40,000	(87,065)	654,979
2031	654,979	0	926,351	0	0	13,100	0	49,038	21,349	55,142	378,746	77,632	66,574	59,797	0	105,244	291,120	10,000	0	0	10,000	40,000	(225,192)	429,787
2032	429,787	0	940,204	0	0	8,596	0	47,425	0	55,142	378,746	0	66,574	274,319	0	105,244	0	0	0	0	0	5,000	16,349	446,136
2033	446,136	0	1,049,198	0	0	8,923	0	25,813	0	159,145	378,746	0	192,139	0	0	394,557	0	0	0	0	0	5,000	(97,280)	348,856
2034	348,856	0	1,056,286	0	0	6,977	0	0	0	0	378,746	0	0	0	0	0	0	0	0	0	0	5,000	679,517	1,028,373
2035	1,028,373	0	1,063,400	0	0	20,567	0	0	0	0	742,925	0	0	0	0	0	0	0	0	0	0	5,000	336,043	1,364,416
2036	1,364,416	0	1,070,540	0	0	27,288	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	1,092,828	2,457,244
	Remaining Totals	0	12,131,017	182,182	0	304,196	0	2,703,409	67,932	506,398	3,117,401	247,023	611,383	656,048	200,000	989,630	646,312	192,041	25,000	78,536	907,975	459,661		

Other

$$$$$ Includes potential advanced payments with available increment at call dates

Outside Services, General Admin, Street Eng General Admin
Rail Mentance
Land Purchase
Stream Location
Future Southern Bridge Improvements
WD-1041 Project Incentive Debt
WD-D0077 Projects Incentive Debt
2.00% Interest Income

PLAN COMMISSION
RESOLUTION PC 23-01

RECOMMENDING ADOPTION OF THE PROPOSED PLAN AMENDMENT AND TO MODIFY THE BOUNDARY FOR TAX INCREMENTAL FINANCING DISTRICT No.11 (BOUNDARY AMENDMENT NO. 2)

WHEREAS, the proposed project plan amendment to modify the boundary for Tax Incremental Financing District No. 11 (TID #11) was filed with the City Clerk on August 15, 2023 and made available for inspection on weekdays between the hours of 7:30 a.m. and 5:00 p.m., and to any person requesting a copy thereof; and

WHEREAS, a public hearing scheduled pursuant to Wis. Stats. §66.1105(4)(e), which was held on August 28, 2023 affording interested parties a reasonable opportunity to express their views on the proposed boundary amendment as provided at Wis. Stats. §66.1105(4)(a) and (e); and

WHEREAS, notice of such hearing was published by Class 1 publication in the City's official newspaper on August 18, 2023 pursuant to Wis. Stats. § 66.1105(4)(h)1.; and

WHEREAS, a meeting pursuant to Wis. Stats. §66.1105(4)(m) of the TID #11 Joint Review Board within fourteen (14) days after the publication of the first notice of the above-referenced public hearing was held on August 24, 2023; and

WHEREAS, at the above-referenced public hearing conducted at the De Pere City Hall Council Chambers on August 28, 2023 at 7:00 p.m., the Plan Commission heard all interested parties, their agents and attorneys, regarding the proposed TID #11 boundary and project plan amendment and determined that the Project Plan and the District Boundaries as proposed are contiguous, contain only whole parcels, are in conformity with the City's Comprehensive Plan and are in the best interests of the City in order to foster logical and economic development and further

that the private development activities projected would not otherwise occur without tax incremental financing in that part of the City.

NOW THEREFORE, BE IT HEREBY RESOLVED, by the Plan Commission of the City of De Pere, Wisconsin, that:

> The Plan Commission recommends the District Boundaries for TID #11, City of De Pere, be amended as those boundaries are set forth in the proposed Project Plan Amendment to modify the boundary for such District, a copy of which is attached hereto and incorporated herein as if fully set forth.

BE IT FURTHER RESOLVED THAT:

> The Plan Commission hereby adopts the Project Plan Amendment and District Boundary Amendment for Tax Incremental Financing District Number 11, City of De Pere, as prepared and presented by City staff; further, that such Project Plan Amendment is hereby submitted to the Common Council of the City of De Pere in accordance with Wis. Stats. §66.1105(4)(f).

Adopted by the Plan Commission of the City of De Pere, Wisconsin, this 28th day of August, 2023.

APPROVED:

James Boyd, ~~Mayor~~
Plan Commission Chair

Ayes: 7
Nays: 0

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Voucher approval.**

ATTACHMENTS:

- 9-19-23 VOUCHERS (PDF)

VENDOR SET: 01 City of De Pere
BANK: * ALL BANKS
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
C-CHECK	VOID CHECK	V	9/19/2023			103643		
C-CHECK	VOID CHECK	V	9/13/2023			103687		
C-CHECK	VOID CHECK	V	9/13/2023			103689		

* * T O T A L S * *	NO			INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0			0.00	0.00	0.00
HAND CHECKS:	0			0.00	0.00	0.00
DRAFTS:	0			0.00	0.00	0.00
EFT:	0			0.00	0.00	0.00
NON CHECKS:	0			0.00	0.00	0.00
VOID CHECKS:	3	VOID DEBITS	0.00			
		VOID CREDITS	0.00	0.00	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 01 BANK: * TOTALS:	3	0.00	0.00	0.00
BANK: * TOTALS:	3	0.00	0.00	0.00

VENDOR SET: 01 City of De Pere
BANK: AP ASSOCIATED
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR	I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8828		EMC INSURANCE COMPANIES							
	I-7001231047	EMC INSURANCE COMPANIES	D	9/06/2023	187,265.00		000768		187,265.00
0016		ASSOCIATED BANK							
	I-T1 202309074450	FEDERAL WITHHOLDING	D	9/08/2023	44,842.65		000769		
	I-T3 202309074450	FICA TAXES	D	9/08/2023	45,857.76		000769		
	I-T4 202309074450	MEDICARE TAXES	D	9/08/2023	14,266.18		000769		104,966.59
5133		EMPOWER RETIREMENT (GREAT WEST							
	I-121202309074450	Employee Contributions	D	9/08/2023	6,658.00		000770		
	I-122202309074450	Employee Contributions	D	9/08/2023	1,348.62		000770		
	I-150202309074450	Employee Roth Contributions	D	9/08/2023	1,825.00		000770		
	I-152202309074450	Employee Roth Contributions	D	9/08/2023	568.07		000770		10,399.69
0483		NATIONWIDE RETIREMENT SOLUTION							
	I-104202309074450	EMPLOYEE CONTRIBUTIONS	D	9/08/2023	5,185.00		000771		
	I-151202309074450	Employee Roth Contributions	D	9/08/2023	1,541.00		000771		6,726.00
4043		WI DEPARTMENT OF REVENUE							
	I-T2 202309074450	STATE WITHHOLDING	D	9/08/2023	20,256.67		000772		20,256.67
0596		WI SCTF							
	I-201202309074450	CHILD SUPPORT/CITY OF DE PERE	D	9/08/2023	1,420.88		000773		1,420.88
0299		WI RETIREMENT FUND							
	C-304202308234416	RET FIRE CITY	D	9/13/2023	13.62CR		000774		
	C-304202308234417	RET FIRE CITY	D	9/13/2023	13.70CR		000774		
	C-304202308234418	RET FIRE CITY	D	9/13/2023	13.70CR		000774		
	C-314202308234416	RET FIRE EMPLOYEE	D	9/13/2023	5.62CR		000774		
	C-314202308234417	RET FIRE EMPLOYEE	D	9/13/2023	5.62CR		000774		
	C-314202308234418	RET FIRE EMPLOYEE	D	9/13/2023	5.42CR		000774		
	I-303202308084340	RET POLICE CITY	D	9/13/2023	17,356.54		000774		
	I-303202308224396	RET POLICE CITY	D	9/13/2023	17,786.77		000774		
	I-304202308084340	RET FIRE CITY	D	9/13/2023	18,120.01		000774		
	I-304202308224396	RET FIRE CITY	D	9/13/2023	18,789.16		000774		
	I-304202308224397	RET FIRE CITY	D	9/13/2023	245.16		000774		
	I-304202308224398	RET FIRE CITY	D	9/13/2023	246.60		000774		
	I-304202308224399	RET FIRE CITY	D	9/13/2023	246.60		000774		
	I-304202308234419	RET FIRE CITY	D	9/13/2023	41.10		000774		
	I-307202308084340	RET GENERAL EMPLOYER	D	9/13/2023	16,978.22		000774		
	I-307202308224396	RET GENERAL EMPLOYER	D	9/13/2023	16,850.68		000774		
	I-311202308084340	RET POLICE EMPLOYEE	D	9/13/2023	8,927.73		000774		
	I-311202308224396	RET POLICE EMPLOYEE	D	9/13/2023	9,149.00		000774		
	I-312202308084340	RET NON-REP EMPLOYEE PORTION	D	9/13/2023	16,978.22		000774		
	I-312202308224396	RET NON-REP EMPLOYEE PORTION	D	9/13/2023	16,850.68		000774		
	I-314202308084340	RET FIRE EMPLOYEE	D	9/13/2023	6,800.00		000774		
	I-314202308224396	RET FIRE EMPLOYEE	D	9/13/2023	7,051.12		000774		
	I-314202308224397	RET FIRE EMPLOYEE	D	9/13/2023	101.16		000774		

VENDOR SET: 01 City of De Pere
BANK: AP ASSOCIATED
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR	I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
	I-314202308224398	RET FIRE EMPLOYEE	D	9/13/2023	101.16		000774		
	I-314202308224399	RET FIRE EMPLOYEE	D	9/13/2023	97.56		000774		
	I-314202308234419	RET FIRE EMPLOYEE	D	9/13/2023	16.25		000774		172,676.04
5405		AT&T MOBILITY							
	I-287299516426X90123	AT&T MOBILITY	R	9/06/2023	1,421.37		103566		1,421.37
0011		AT&T WISCONSIN							
	I-202309064439	AT&T WISCONSIN	R	9/06/2023	857.14		103567		857.14
7520		BIANEW							
	I-202309064440	BIANEW	R	9/06/2023	20.00		103568		20.00
0043		BROWN COUNTY PARK MANAGEMENT							
	I-202309064441	BROWN COUNTY PARK MANAGEMENT	R	9/06/2023	50.00		103569		50.00
2984		BROWN COUNTY TREASURER							
	I-202309064442	BROWN COUNTY TREASURER	R	9/06/2023	2,422.60		103570		2,422.60
0520		CENTRAL BROWN COUNTY WATER AUT							
	I-3391	CENTRAL BROWN COUNTY WATER AUT	R	9/06/2023	313,252.63		103571		313,252.63
0276		DE PERE HARDWARE							
	I-223888	DE PERE HARDWARE	R	9/06/2023	46.97		103572		
	I-224049	DE PERE HARDWARE	R	9/06/2023	1.66		103572		48.63
0835		FOSTER COACH SALES INC							
	I-21245	FOSTER COACH SALES INC	R	9/06/2023	81,205.80		103573		81,205.80
0348		GREEN BAY METRO SEWERAGE DISTR							
	I-1979	GREEN BAY METRO SEWERAGE DISTR	R	9/06/2023	388,893.34		103574		
	I-1992	GREEN BAY METRO SEWERAGE DISTR	R	9/06/2023	56,248.98		103574		445,142.32
6541		TIM JONET							
	I-202309064443	TIM JONET	R	9/06/2023	2,565.36		103575		2,565.36
0239		JUDITH SCHMIDT LEHMAN							
	I-202309064444	JUDITH SCHMIDT LEHMAN	R	9/06/2023	5,864.25		103576		5,864.25
0555		SPECTRUM							
	I-202309064445	SPECTRUM	R	9/06/2023	24.12		103577		24.12
4816		STATE OF WI COURT FINES & SURC							
	I-202309064446	STATE OF WI COURT FINES & SURC	R	9/06/2023	7,772.07		103578		7,772.07

VENDOR SET: 01 City of De Pere
BANK: AP ASSOCIATED
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR	I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
1519		CHERYL J VERTZ							
	I-202309064447	CHERYL J VERTZ	R	9/06/2023	927.42		103579		927.42
1181		WI PARK AND RECREATION ASSOC							
	I-202309064448	WI PARK AND RECREATION ASSOC	R	9/06/2023	23,533.50		103580		23,533.50
0298		WI PUBLIC SERVICE							
	I-202309064449	WI PUBLIC SERVICE	R	9/06/2023	40,751.84		103581		40,751.84
0016		ASSOCIATED BANK							
	I-218202309074450	FF Welfare Fund Acct #80406116	R	9/08/2023	210.00		103582		210.00
7526		CITY OF DE PERE - FLEX							
	I-114202309074450	HEALTH CARE CONTRIBUTIONS	R	9/08/2023	3,007.54		103583		
	I-115202309074450	DEPENDENT CARE CONTRIBUTIONS	R	9/08/2023	384.60		103583		3,392.14
0472		FOX COMMUNITIES CREDIT UNION							
	I-211202309074450	DE PERE POLICE EMPLOYEE DUES	R	9/08/2023	850.00		103584		850.00
7950		FOX COMMUNITIES CREDIT UNION							
	I-216202309074450	LOCAL 141 CHARITIES	R	9/08/2023	19.00		103585		19.00
0471		IAFF LOCAL 141 AFL-CIO CLC							
	I-210202309074450	IAFF LOCAL 141 EMPLOYEE DUES	R	9/08/2023	798.75		103586		798.75
4262		LIFE INSURANCE OF THE SOUTHWES							
	I-116202309074450	ALTERNATIVE FICA	R	9/08/2023	1,631.65		103587		1,631.65
0302		AIRGAS USA LLC							
	I-9141247204	AIRGAS USA LLC	R	9/19/2023	213.98		103588		
	I-9141470832	AIRGAS USA LLC	R	9/19/2023	272.95		103588		
	I-9141470833	AIRGAS USA LLC	R	9/19/2023	244.44		103588		731.37
0652		AL'S UPHOLSTERING CO LLC							
	I-24894	AL'S UPHOLSTERING CO LLC	R	9/19/2023	120.00		103589		120.00
2982		ALL CITY COMMUNICATIONS							
	I-4699411-090123	ALL CITY COMMUNICATIONS	R	9/19/2023	166.10		103590		166.10
0007		AMBROSIUS SALES & SERVICE							
	I-594	AMBROSIUS SALES & SERVICE	R	9/19/2023	54.14		103591		
	I-59831	AMBROSIUS SALES & SERVICE	R	9/19/2023	227.96		103591		282.10

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2878		ARING EQUIPMENT CO INC							
	I-795374	ARING EQUIPMENT CO INC	R	9/19/2023	39.46		103592		39.46
0020		BADGERLAND PRINTING INC							
	I-40303	BADGERLAND PRINTING INC	R	9/19/2023	87.50		103593		87.50
0023		BATTERIES PLUS LLC							
	I-P65319362	BATTERIES PLUS LLC	R	9/19/2023	178.60		103594		178.60
8891		BAYCARE AURORA LLC							
	I-188-CI0000511	BAYCARE AURORA LLC	R	9/19/2023	41.51		103595		41.51
2831		BODART ELECTRIC SERVICE INC							
	I-10651	BODART ELECTRIC SERVICE INC	R	9/19/2023	2,092.50		103596		2,092.50
9059		BRYCE BOUGIE							
	I-202309124470	BRYCE BOUGIE	R	9/19/2023	185.00		103597		185.00
3008		BOUND TREE MEDICAL LLC							
	I-85064610	BOUND TREE MEDICAL LLC	R	9/19/2023	733.34		103598		
	I-85066121	BOUND TREE MEDICAL LLC	R	9/19/2023	239.76		103598		
	I-85068820	BOUND TREE MEDICAL LLC	R	9/19/2023	949.99		103598		1,923.09
0038		BROADWAY AUTOMOTIVE INC							
	I-661240P	BROADWAY AUTOMOTIVE INC	R	9/19/2023	1,128.84		103599		1,128.84
0039		BROOKS TRACTOR INC							
	I-387877	BROOKS TRACTOR INC	R	9/19/2023	11,450.62		103600		11,450.62
0536		CDW GOVERNMENT INC							
	I-LM23519	CDW GOVERNMENT INC	R	9/19/2023	8,961.54		103601		
	I-LM32175	CDW GOVERNMENT INC	R	9/19/2023	3,199.56		103601		12,161.10
7693		CERTAPRO PAINTERS							
	I-6596	CERTAPRO PAINTERS	R	9/19/2023	8,853.35		103602		
	I-6602	CERTAPRO PAINTERS	R	9/19/2023	18,647.50		103602		
	I-6609	CERTAPRO PAINTERS	R	9/19/2023	4,794.74		103602		32,295.59
8443		CINTAS							
	I-4163005142	CINTAS	R	9/19/2023	35.45		103603		
	I-4165818700	CINTAS	R	9/19/2023	35.45		103603		
	I-4166379973	CINTAS	R	9/19/2023	35.45		103603		106.35

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2708		CLEANING SOLUTION SERVICES INC							
	I-23289	CLEANING SOLUTION SERVICES INC	R	9/19/2023	1,436.94		103604		
	I-23295	CLEANING SOLUTION SERVICES INC	R	9/19/2023	2,218.50		103604		
	I-23329	CLEANING SOLUTION SERVICES INC	R	9/19/2023	312.36		103604		
	I-23330	CLEANING SOLUTION SERVICES INC	R	9/19/2023	179.67		103604		
	I-23332	CLEANING SOLUTION SERVICES INC	R	9/19/2023	1,865.85		103604		6,013.32
7997		COMPLETE OFFICE							
	I-AR56161	COMPLETE OFFICE	R	9/19/2023	31.30		103605		
	I-AR56162	COMPLETE OFFICE	R	9/19/2023	71.73		103605		
	I-AR56163	COMPLETE OFFICE	R	9/19/2023	35.76		103605		
	I-AR56164	COMPLETE OFFICE	R	9/19/2023	27.48		103605		166.27
7639		CORE & MAIN LP							
	I-T463968	CORE & MAIN LP	R	9/19/2023	4,290.00		103606		
	I-T478921	CORE & MAIN LP	R	9/19/2023	1,225.00		103606		
	I-T480331	CORE & MAIN LP	R	9/19/2023	736.00		103606		
	I-T480820	CORE & MAIN LP	R	9/19/2023	355.50		103606		6,606.50
9060		MORGAN CORNELIUS							
	I-202309124471	MORGAN CORNELIUS	R	9/19/2023	200.00		103607		200.00
8755		CR CANVAS SPECIALTIES INC							
	I-20020	CR CANVAS SPECIALTIES INC	R	9/19/2023	292.76		103608		292.76
5940		DE PERE CINEMA							
	I-JULY 2023	DE PERE CINEMA	R	9/19/2023	35.00		103609		35.00
0085		EMERGENCY MEDICAL PRODUCTS INC							
	I-2579834	EMERGENCY MEDICAL PRODUCTS INC	R	9/19/2023	7,399.00		103610		7,399.00
0200		FIRST SUPPLY LLC							
	I-13616666-01	FIRST SUPPLY LLC	R	9/19/2023	13.60		103611		
	I-13816666-00	FIRST SUPPLY LLC	R	9/19/2023	233.77		103611		
	I-13818823-00	FIRST SUPPLY LLC	R	9/19/2023	25.42		103611		
	I-13828529-00	FIRST SUPPLY LLC	R	9/19/2023	319.97		103611		
	I-13831933-00	FIRST SUPPLY LLC	R	9/19/2023	53.93		103611		646.69
3655		FUN EXPRESS LLC							
	I-72591286101	FUN EXPRESS LLC	R	9/19/2023	157.61		103612		
	I-72604052101	FUN EXPRESS LLC	R	9/19/2023	61.70		103612		219.31
8802		GFC LEASING - WI							
	I-I00851943	GFC LEASING - WI	R	9/19/2023	198.74		103613		198.74

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0116		GRAINGER INC							
	I-9795809376	GRAINGER INC	R	9/19/2023	208.65		103614		208.65
7675		GREEN BAY TENNIS CENTER INC							
	I-202309114451	GREEN BAY TENNIS CENTER INC	R	9/19/2023	7,604.80		103615		7,604.80
2947		MATTHEW GUTH							
	I-202309114452	MATTHEW GUTH	R	9/19/2023	62.33		103616		
	I-202309114453	MATTHEW GUTH	R	9/19/2023	31.99		103616		
	I-202309114454	MATTHEW GUTH	R	9/19/2023	53.94		103616		148.26
4902		HALRON LUBRICANTS INC							
	C-1433897-00	HALRON LUBRICANTS INC	R	9/19/2023	190.00CR		103617		
	I-1434233-00	HALRON LUBRICANTS INC	R	9/19/2023	2,524.49		103617		2,334.49
0446		HAWKINS INC							
	I-6572059	HAWKINS INC	R	9/19/2023	5,071.93		103618		5,071.93
9049		HERO INDUSTRIES INC							
	I-16323	HERO INDUSTRIES INC	R	9/19/2023	2,800.00		103619		2,800.00
0135		HYDROCLEAN EQUIPMENT INC							
	I-21595	HYDROCLEAN EQUIPMENT INC	R	9/19/2023	163.52		103620		163.52
5484		HYDROCORP INC							
	I-73754-IN	HYDROCORP INC	R	9/19/2023	2,968.00		103621		2,968.00
6932		IMAGETREND INC.							
	I-144854	IMAGETREND INC.	R	9/19/2023	268.80		103622		268.80
1399		INDOFF INC							
	I-3672570	INDOFF INC	R	9/19/2023	324.72		103623		
	I-3672942	INDOFF INC	R	9/19/2023	40.29		103623		
	I-3673281	INDOFF INC	R	9/19/2023	101.84		103623		
	I-3673574	INDOFF INC	R	9/19/2023	519.50		103623		986.35
8463		INDUSTRIAL/ORGANIZATIONAL SOLU							
	I-C56678A	INDUSTRIAL/ORGANIZATIONAL SOLU	R	9/19/2023	357.00		103624		357.00
8364		JOHNSTONE SUPPLY							
	I-6069610	JOHNSTONE SUPPLY	R	9/19/2023	84.44		103625		84.44
1276		JX ENTERPRISES INC							
	I-14269093P	JX ENTERPRISES INC	R	9/19/2023	578.23		103626		
	I-14270933P	JX ENTERPRISES INC	R	9/19/2023	119.98		103626		
	I-14272635P	JX ENTERPRISES INC	R	9/19/2023	400.99		103626		
	I-14272724P	JX ENTERPRISES INC	R	9/19/2023	114.51		103626		
	I-14272783P	JX ENTERPRISES INC	R	9/19/2023	119.98		103626		1,333.69

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9061		EMMA KIMPS							
	I-202309124472	EMMA KIMPS	R	9/19/2023	200.00		103627		200.00
4584		KRUCZEK CONST INC							
	I-202309114455	KRUCZEK CONST INC	R	9/19/2023	8,216.00		103628		
	I-202309114456	KRUCZEK CONST INC	R	9/19/2023	3,846.00		103628		
	I-202309114457	KRUCZEK CONST INC	R	9/19/2023	11,301.50		103628		
	I-202309114458	KRUCZEK CONST INC	R	9/19/2023	6,826.50		103628		
	I-202309114459	KRUCZEK CONST INC	R	9/19/2023	8,058.00		103628		
	I-202309114460	KRUCZEK CONST INC	R	9/19/2023	2,966.25		103628		
	I-202309114461	KRUCZEK CONST INC	R	9/19/2023	4,017.50		103628		
	I-202309114462	KRUCZEK CONST INC	R	9/19/2023	6,517.50		103628		51,749.25
3140		KUNDINGER FLUID POWER INC							
	I-50754766	KUNDINGER FLUID POWER INC	R	9/19/2023	44.48		103629		
	I-50756091	KUNDINGER FLUID POWER INC	R	9/19/2023	24.58		103629		
	I-50758649	KUNDINGER FLUID POWER INC	R	9/19/2023	429.71		103629		498.77
0154		LAMERS BUS LINES INC							
	I-41163	LAMERS BUS LINES INC	R	9/19/2023	60.00		103630		60.00
1105		LEDGEVIEW, TOWN OF							
	I-33	LEDGEVIEW, TOWN OF	R	9/19/2023	360.00		103631		360.00
7444		SARA LORNSON							
	I-202309114463	SARA LORNSON	R	9/19/2023	24.63		103632		24.63
0173		MENARDS INC							
	I-20211	MENARDS INC	R	9/19/2023	7.92		103633		
	I-20301	MENARDS INC	R	9/19/2023	50.82		103633		
	I-20574	MENARDS INC	R	9/19/2023	6.99		103633		
	I-20583	MENARDS INC	R	9/19/2023	12.35		103633		
	I-20630	MENARDS INC	R	9/19/2023	32.98		103633		
	I-20645	MENARDS INC	R	9/19/2023	87.92		103633		
	I-20646	MENARDS INC	R	9/19/2023	329.99		103633		
	I-20697	MENARDS INC	R	9/19/2023	334.15		103633		863.12
9062		ANNA METZLER							
	I-202309124473	ANNA METZLER	R	9/19/2023	230.00		103634		230.00
9063		MORGAN METZLER							
	I-202309124474	MORGAN METZLER	R	9/19/2023	100.00		103635		100.00

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8094		JACK MLNARIK							
	I-202309114464	JACK MLNARIK	R	9/19/2023	107.10		103636		107.10
9064		JAMISON J MOMMAERTS							
	I-202309124475	JAMISON J MOMMAERTS	R	9/19/2023	185.00		103637		185.00
8431		MULTI MEDIA CHANNELS LLC							
	I-75409	MULTI MEDIA CHANNELS LLC	R	9/19/2023	460.83		103638		460.83
0456		MUNICIPAL WELL & PUMP INC							
	I-21186	MUNICIPAL WELL & PUMP INC	R	9/19/2023	5,869.50		103639		5,869.50
3191		NCI							
	I-AR30454	NCI	R	9/19/2023	52.90		103640		52.90
7129		NELSON TACTICAL							
	I-3454	NELSON TACTICAL	R	9/19/2023	288.90		103641		
	I-3455	NELSON TACTICAL	R	9/19/2023	368.80		103641		657.70
0531		NORTHEAST AUTO PARTS INC							
	I-393875	NORTHEAST AUTO PARTS INC	R	9/19/2023	54.99		103642		
	I-394389	NORTHEAST AUTO PARTS INC	R	9/19/2023	3.55		103642		
	I-394499	NORTHEAST AUTO PARTS INC	R	9/19/2023	4.95		103642		
	I-394604	NORTHEAST AUTO PARTS INC	R	9/19/2023	10.48		103642		
	I-394605	NORTHEAST AUTO PARTS INC	R	9/19/2023	18.99		103642		
	I-394719	NORTHEAST AUTO PARTS INC	R	9/19/2023	159.59		103642		
	I-395249	NORTHEAST AUTO PARTS INC	R	9/19/2023	39.10		103642		
	I-395252	NORTHEAST AUTO PARTS INC	R	9/19/2023	118.08		103642		
	I-395336	NORTHEAST AUTO PARTS INC	R	9/19/2023	75.96		103642		
	I-395447	NORTHEAST AUTO PARTS INC	R	9/19/2023	65.97		103642		
	I-395506	NORTHEAST AUTO PARTS INC	R	9/19/2023	35.90		103642		
	I-395612	NORTHEAST AUTO PARTS INC	R	9/19/2023	17.68		103642		
	I-395659	NORTHEAST AUTO PARTS INC	R	9/19/2023	457.99		103642		
	I-395667	NORTHEAST AUTO PARTS INC	R	9/19/2023	28.76		103642		
	I-395669	NORTHEAST AUTO PARTS INC	R	9/19/2023	38.18		103642		
	I-395802	NORTHEAST AUTO PARTS INC	R	9/19/2023	244.34		103642		1,374.51
3250		NORTHERN LAKE SERVICE							
	I-2314406	NORTHERN LAKE SERVICE	R	9/19/2023	765.00		103644		765.00
9065		LANDON NUTHALS							
	I-202309124476	LANDON NUTHALS	R	9/19/2023	195.00		103645		195.00

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8953		NWPA							
	I-202309114465	NWPA	R	9/19/2023	60.00		103646		60.00
2788		CHAD OPICKA							
	I-202309114466	CHAD OPICKA	R	9/19/2023	399.51		103647		399.51
8327		OSBURN ASSOCIATES INC							
	I-303698	OSBURN ASSOCIATES INC	R	9/19/2023	164.48		103648		164.48
0197		PACKER CITY INTL TRUCKS INC							
	C-X101178461:01	PACKER CITY INTL TRUCKS INC	R	9/19/2023	109.20CR		103649		
	I-X101179749:01	PACKER CITY INTL TRUCKS INC	R	9/19/2023	284.97		103649		175.77
1331		PACKER FASTENER & SUPPLY INC							
	C-CM1310	PACKER FASTENER & SUPPLY INC	R	9/19/2023	16.72CR		103650		
	I-IN14381	PACKER FASTENER & SUPPLY INC	R	9/19/2023	16.72		103650		
	I-IN26191	PACKER FASTENER & SUPPLY INC	R	9/19/2023	14.53		103650		14.53
0208		POMP'S TIRE SERVICE INC							
	I-90085756	POMP'S TIRE SERVICE INC	R	9/19/2023	36.80		103651		
	I-90085953	POMP'S TIRE SERVICE INC	R	9/19/2023	290.78		103651		
	I-90085978	POMP'S TIRE SERVICE INC	R	9/19/2023	34.80		103651		362.38
9056		PRECISION WATER METER TESTING							
	I-019-23	PRECISION WATER METER TESTING	R	9/19/2023	1,700.00		103652		1,700.00
8067		QUADIENT LEASING USA INC							
	I-N10083041	QUADIENT LEASING USA INC	R	9/19/2023	320.67		103653		
	I-N10083342	QUADIENT LEASING USA INC	R	9/19/2023	320.67		103653		641.34
5194		RAY ALLEN MANUFACTURING CO INC							
	I-RINV319013	RAY ALLEN MANUFACTURING CO INC	R	9/19/2023	919.60		103654		919.60
6971		RENNERT'S FIRE EQUIP SERV INC.							
	I-1251	RENNERT'S FIRE EQUIP SERV INC.	R	9/19/2023	662.64		103655		662.64
2604		RIESTERER & SCHNELL INC							
	I-2430557	RIESTERER & SCHNELL INC	R	9/19/2023	1,986.72		103656		1,986.72
0222		RNOW INC							
	I-2023-67178	RNOW INC	R	9/19/2023	1,880.25		103657		
	I-2023-67279	RNOW INC	R	9/19/2023	186.24		103657		2,066.49

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8350		MATT SMITH							
	I-202309114467	MATT SMITH	R	9/19/2023	116.05		103658		116.05
0252		SOUTHSIDE TIRE CO INC							
	I-10306278	SOUTHSIDE TIRE CO INC	R	9/19/2023	308.75		103659		
	I-10306352	SOUTHSIDE TIRE CO INC	R	9/19/2023	93.82		103659		402.57
9058		STREAMLINE SAFETY							
	I-110	STREAMLINE SAFETY	R	9/19/2023	102.00		103660		102.00
1119		THE SWAN CLUB							
	I-11558	THE SWAN CLUB	R	9/19/2023	91.55		103661		91.55
1695		TOYS FOR TRUCKS							
	I-INV322221	TOYS FOR TRUCKS	R	9/19/2023	89.09		103662		89.09
0272		UNIFORM SHOPPE INC							
	I-337440	UNIFORM SHOPPE INC	R	9/19/2023	371.75		103663		
	I-337544	UNIFORM SHOPPE INC	R	9/19/2023	15.00		103663		386.75
7015		US BANK EQUIPMENT FINANCE							
	I-509494753	US BANK EQUIPMENT FINANCE	R	9/19/2023	289.92		103664		289.92
0277		VAN'S FIRE & SAFETY INC							
	I-6000839	VAN'S FIRE & SAFETY INC	R	9/19/2023	247.90		103665		247.90
8430		VANDEN LANGENBERG CONST LLC							
	I-202309114468	VANDEN LANGENBERG CONST LLC	R	9/19/2023	12,338.00		103666		12,338.00
4619		WATER TOWER CLEAN & COAT INC							
	I-WT78840	WATER TOWER CLEAN & COAT INC	R	9/19/2023	67,500.00		103667		67,500.00
2645		WI DEPT OF JUSTICE							
	I-202309114469	WI DEPT OF JUSTICE	R	9/19/2023	182.00		103668		182.00
0582		WI EMPLOYMENT RELATIONS COMMIS							
	I-425-0000000674	WI EMPLOYMENT RELATIONS COMMIS	R	9/19/2023	400.00		103669		400.00
4173		ZORN COMPRESSOR & EQUIPMENT IN							
	I-380270-00	ZORN COMPRESSOR & EQUIPMENT IN	R	9/19/2023	964.16		103670		964.16
9066		THE AMERICAN KENNEL CLUB							
	I-202309134490	THE AMERICAN KENNEL CLUB	R	9/13/2023	20.00		103671		20.00

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0011		AT&T WISCONSIN							
	I-202309124477	AT&T WISCONSIN	R	9/13/2023	1,231.35		103672		1,231.35
0044		BROWN COUNTY REGISTER OF DEEDS							
	I-202309124488	BROWN COUNTY REGISTER OF DEEDS	R	9/13/2023	60.00		103673		60.00
7639		CORE & MAIN LP							
	I-INV0002194	CORE & MAIN LP	R	9/13/2023	81.00		103674		81.00
8012		ENERGY SOLUTION PARTNERS LLC							
	I-136683	ENERGY SOLUTION PARTNERS LLC	R	9/13/2023	24,740.82		103675		24,740.82
7245		GREEN BAY WATER UTILITY							
	I-176677	GREEN BAY WATER UTILITY	R	9/13/2023	20,901.00		103676		20,901.00
7189		KWIK TRIP INC.							
	I-17859	KWIK TRIP INC.	R	9/13/2023	102.61		103677		102.61
0779		VICKIE LAMBERT							
	I-202309124478	VICKIE LAMBERT	R	9/13/2023	250.52		103678		250.52
0173		MENARDS INC							
	I-202309124479	MENARDS INC	R	9/13/2023	499.99		103679		499.99
8095		NORTHEAST WI TECH COLLEGE							
	I-202309124480	NORTHEAST WI TECH COLLEGE	R	9/13/2023	10,000.00		103680		10,000.00
1		RAVENEAU, CHE STEELE							
	I-202309124481	REFUND	R	9/13/2023	25.20		103681		25.20
0555		SPECTRUM							
	I-202309124482	SPECTRUM	R	9/13/2023	479.37		103682		479.37
7309		TRILLIUM CNG							
	I-231222748	TRILLIUM CNG	R	9/13/2023	5,395.94		103683		5,395.94
0298		WI PUBLIC SERVICE							
	I-202309124483	WI PUBLIC SERVICE	R	9/13/2023	587.79		103684		587.79
5260		WINDSTREAM							
	I-202309124489	WINDSTREAM	R	9/13/2023	41.84		103685		41.84
0055		CITY OF DE PERE - DENTAL							
	I-100202308084340	DENTAL FAMILY	R	9/13/2023	2,874.99		103686		
	I-100202308224396	DENTAL FAMILY	R	9/13/2023	2,874.99		103686		
	I-101202308084340	DENTAL FAMILY	R	9/13/2023	1,773.93		103686		
	I-101202308224396	DENTAL FAMILY	R	9/13/2023	1,773.93		103686		
	I-102202308084340	DENTAL SINGLE P/F	R	9/13/2023	301.80		103686		

VENDOR SET: 01 City of De Pere
BANK: AP ASSOCIATED
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR	I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
	I-102202308224396	DENTAL SINGLE P/F	R	9/13/2023	301.80		103686		
	I-103202308084340	DENTAL SINGLE	R	9/13/2023	342.04		103686		
	I-103202308224396	DENTAL SINGLE	R	9/13/2023	342.04		103686		
	I-126202308084340	DENTAL SINGLE	R	9/13/2023	16.78		103686		
	I-126202308224396	DENTAL SINGLE	R	9/13/2023	16.78		103686		
	I-127202308084340	DENTAL FAMILY	R	9/13/2023	861.66		103686		
	I-127202308224396	DENTAL FAMILY	R	9/13/2023	861.66		103686		
	I-128202308084340	DENTAL SINGLE P/F	R	9/13/2023	33.56		103686		
	I-128202308224396	DENTAL SINGLE P/F	R	9/13/2023	33.56		103686		
	I-129202308084340	DENTAL FAMILY P/F	R	9/13/2023	335.02		103686		
	I-129202308224396	DENTAL FAMILY P/F	R	9/13/2023	335.02		103686		
	I-135202308084340	DENTAL DA FAMILY 63%	R	9/13/2023	47.86		103686		
	I-135202308224396	DENTAL DA FAMILY 63%	R	9/13/2023	47.86		103686		
	I-202309124484	CITY OF DE PERE - DENTAL	R	9/13/2023	1,816.75		103686		14,992.03
0056		CITY OF DE PERE - HEALTH							
	I-108202308084340	HEALTH SINGLE	R	9/13/2023	5,566.20		103688		
	I-108202308224396	HEALTH SINGLE	R	9/13/2023	5,566.20		103688		
	I-109202308084340	HEALTH PLUS 1	R	9/13/2023	3,108.00		103688		
	I-109202308224396	HEALTH PLUS 1	R	9/13/2023	3,108.00		103688		
	I-110202308084340	HEALTH FAMILY	R	9/13/2023	45,877.86		103688		
	I-110202308224396	HEALTH FAMILY	R	9/13/2023	45,877.86		103688		
	I-111202308084340	HEALTH SINGLE P/F	R	9/13/2023	3,339.72		103688		
	I-111202308224396	HEALTH SINGLE P/F	R	9/13/2023	3,339.72		103688		
	I-112202308084340	HEALTH PLUS 1 P/F	R	9/13/2023	2,071.96		103688		
	I-112202308224396	HEALTH PLUS 1 P/F	R	9/13/2023	2,071.96		103688		
	I-113202308084340	HEALTH FAMILY P/F	R	9/13/2023	28,886.06		103688		
	I-113202308224396	HEALTH FAMILY P/F	R	9/13/2023	28,886.06		103688		
	I-136202308084340	HEALTH FAMILY 63% EE	R	9/13/2023	849.59		103688		
	I-136202308224396	HEALTH FAMILY 63% EE	R	9/13/2023	849.59		103688		
	I-140202308084340	VISION SINGLE	R	9/13/2023	64.02		103688		
	I-140202308224396	VISION SINGLE	R	9/13/2023	64.02		103688		
	I-141202308084340	VISION EE/SPOUSE	R	9/13/2023	77.28		103688		
	I-141202308224396	VISION EE/SPOUSE	R	9/13/2023	77.28		103688		
	I-142202308084340	VISION EE/CHILDREN	R	9/13/2023	19.44		103688		
	I-142202308224396	VISION EE/CHILDREN	R	9/13/2023	19.44		103688		
	I-144202308084340	VISION FAMILY	R	9/13/2023	255.36		103688		
	I-144202308224396	VISION FAMILY	R	9/13/2023	255.36		103688		
	I-202309124485	CITY OF DE PERE - HEALTH	R	9/13/2023	19,463.54		103688		199,694.52
0178		SECURIAN FINANCIAL GROUP, INC.							
	I-117202308084340	LIFE INSURANCE CONTRIBUTIONS	R	9/13/2023	763.43		103690		
	I-117202308224396	LIFE INSURANCE CONTRIBUTIONS	R	9/13/2023	766.10		103690		
	I-202309124486	SECURIAN FINANCIAL GROUP, INC.	R	9/13/2023	390.09		103690		
	I-221202308084340	LIFE INSURANCE AFTER TAX	R	9/13/2023	1,568.77		103690		
	I-221202308224396	LIFE INSURANCE AFTER TAX	R	9/13/2023	1,570.62		103690		5,059.01

VENDOR SET: 01 City of De Pere
BANK: AP ASSOCIATED
DATE RANGE: 9/06/2023 THRU 9/19/2023

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7872	STANDARD INSURANCE COMPANY							
I-202309124487	STANDARD INSURANCE COMPANY	R	9/13/2023	190.31		103691		
I-301202308084340	DISABILITY INSURANCE	R	9/13/2023	1,222.32		103691		
I-301202308224396	DISABILITY INSURANCE	R	9/13/2023	1,222.32		103691		2,634.95

* * T O T A L S * *	NO			INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	123			1,484,672.54	0.00	1,484,672.54
HAND CHECKS:	0			0.00	0.00	0.00
DRAFTS:	7			503,710.87	0.00	503,710.87
EFT:	0			0.00	0.00	0.00
NON CHECKS:	0			0.00	0.00	0.00
VOID CHECKS:	0	VOID DEBITS	0.00			
		VOID CREDITS	0.00	0.00	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 01 BANK: AP TOTALS:	130	1,988,383.41	0.00	1,988,383.41
BANK: AP TOTALS:	130	1,988,383.41	0.00	1,988,383.41
REPORT TOTALS:	130	1,988,383.41	0.00	1,988,383.41

SELECTION CRITERIA

VENDOR SET: 01-CITY OF DEPERE, WI
VENDOR: ALL
BANK CODES: All
FUNDS: All

CHECK SELECTION

CHECK RANGE: 000000 THRU 999999
DATE RANGE: 9/06/2023 THRU 9/19/2023
CHECK AMOUNT RANGE: 0.00 THRU 999,999,999.99
INCLUDE ALL VOIDS: YES

PRINT OPTIONS
SEQUENCE: CHECK NUMBER

PRINT TRANSACTIONS: YES
PRINT G/L: NO
UNPOSTED ONLY: NO
EXCLUDE UNPOSTED: NO
MANUAL ONLY: NO
STUB COMMENTS: NO
REPORT FOOTER: NO
CHECK STATUS: NO
PRINT STATUS: * - All

City of De Pere, Wisconsin

Request For Common Council Action

MEETING DATE:	**September 19, 2023**
DEPARTMENT:	**City Clerk**
FROM:	**Carey Danen**
SUBJECT:	**Future agenda items.**