

PUBLIC NOTICE OF MEETING
BOARD OF PUBLIC WORKS

Pursuant to Section 19.84, Wisconsin Statutes, notice is hereby given to the public that a regular meeting of the Board of Public Works of the City of De Pere will be held on Monday, January 11, 2010, 7:30 pm **in the Council Chambers of the City Hall.**

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

AGENDA FOR SAID MEETING:

1. Roll Call
2. Approve minutes of the regular meeting held on December 7, 2009, which were previously forwarded to Board Members
3. Presentation of Project 09-12 Traffic Analysis Design
4. Discuss St. Bernard Storm Sewer
5. Discuss Rubbish and Brush Pick up Policy
6. Approve Revocable Occupancy Permit for KDL to construct a fiber optic network.
7. Approve changes to the City of De Pere 2010 Construction Specifications
8. Discuss Apollo/Morning Glory intersection alignment
9. Approve Excavation Permit Fees for Boring and Open Cutting of City Streets
10. Discussion of Walkway on Scheuring Rd, from American to Lawrence
11. Approve purchase of New Sewer Truck
12. Public Comment
13. Future Agenda Items
14. Adjournment

Scott J. Thoresen, P.E.
Public Works Director

AGENDA SENT TO:

Alderspersons/Aldermanic Candidates
Mayor
Administrator
Clerk's Office
Bulletin Boards
Lee Schley
Karen Heyrman
Legal Office

De Pere Journal
Green Bay Press Gazette
TV and Radio Stations
De Pere Area Business Alliance
North American Communications
WI Public Service Corporation
Ms. Diane Hockers, 429 S. Ninth St, De Pere
Mike May and John Bieberitz, Traffic Analysis & Design

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

BOARD OF PUBLIC WORKS

A regular meeting of the Board of Public Works was held on Monday, December 7, 2009 at 4:00 pm in the Council Chambers at City Hall.

1. Roll Call

Members present on roll call: Mayor Walsh, Alderperson's Wilmet, Donovan, Boyd and Heuvelmans.
Members absent on roll call: None

Others present: Scott Thoresen - Director of Public Works, Lee Schley - City Engineer and Sue Selissen - Public Works Secretary, recording secretary.

2. Approve minutes of the regular meeting held on November 9, 2009; which were previously forwarded to Board Members

Minutes of the November 9, 2009 regular meeting previously forwarded to members of the Board were presented. A motion to approve the minutes was made by Alderperson Wilmet, seconded by Alderperson Donovan. Upon vote, motion was carried unanimously.

3. Approve Spring and Fall Brush and Rubbish, Bulky and Metal Item curbside collection weeks

Scott Thoresen, Public Works Director, presented this agenda item to the Board. He added that dropping off bulky items at the Compost is being review. A motion to approve brush pick up the 1st full weeks of June and October and Rubbish pick up the 1st full weeks of May and September was made by Alderperson Donovan, seconded by Alderperson Wilmet. Upon vote, motion was carried unanimously.

4. Update the Board on Purchasing the Property at 504 Lande

Scott Thoresen, Public Works Director, updated the Board on this item. A discussion was held and most members felt that the City should make an offer sooner vs. later (after completion of the expansion analysis.) A motion to move forward with purchasing the property was made by Mayor Walsh, seconded by Alderperson Donovan. Upon vote, motion was carried. 1 Nay - Alderperson Wilmet, 4 Ayes - Mayor Walsh, Alderpersons Boyd, Donovan & Heuvelmans.

5. Discuss Request for Street Department to set up for Celebrate De Pere

Scott Thoresen, Public Works Director, updated the Board on this item. A motion to approve assisting with set up and take down of Celebrate De Pere was made by Alderperson Heuvelmans, seconded by Alderperson Boyd. Upon vote, motion was carried unanimously.

6. Approve Proposed Revised Excavation Permit

Lee Schley, City Engineer, updated the Board on this item recommending an increase in our current fees and implementing two addition fees, which would help deter boring and open cutting of our city streets. Per Lee, several communities have already made these changes and some are addressing this issue at their board meetings this month. After some discussion, a motion was made by Alderperson Wilmet to refer back to staff and readdress the fees at January's Board meeting, seconded by Alderperson Donovan. Upon vote, motion carried unanimously.

7. Approve Quote for Project 09-14, Water System Analysis

Scott Thoresen, Public Works Director, presented this item to the Board. A motion was made by Mayor Walsh to accept the quote from SEH, seconded by Alderperson Heuvelmans. Upon vote, motion was carried. Alderperson Wilmet abstained from the vote.

8. Approve 2nd Revision to State/Municipal Agreement 8th & Ashland Roundabout

Lee Schley, City Engineer, updated the Board on this item. A motion was made by Alderperson Wilmet to approve the revision, seconded by Alderperson Boyd. Upon vote, motion carried unanimously.

9. Approve City of De Pere's 2010 Construction Specifications

Lee Schley, City Engineer, updated the Board on this item. A motion was made by Mayor Walsh to approve the 2010 Construction Specifications, seconded by Alderperson Donovan. Upon vote, motion carried unanimously.

10. Approve Policy to Extend Storm Sewer Laterals

Lee Schley, City Engineer, updated the Board on this item. After a brief discussion a motion was made by Alderperson Boyd to approve the policy to extend Storm Sewer Laterals, seconded by Alderperson Wilmet. Upon vote, motion carried unanimously.

11. Discuss Sidewalk/Trail along the south side of Scheuring Rd from American to Lawrence

Lee Schley, City Engineer, updated the Board on this item. A discussion was held and the Board asked that Lee follow up with the abutting businesses to see if they are interested in contributing to the costs of the Asphalt Trail, which would require no maintenance on their part. Even if they choose to not contribute, the City will still proceed with laying the Asphalt Trails. A motion was made by Alderperson Heuvelmans to approve the Asphalt Trails, seconded by Alderperson Donovan. Upon vote, motion carried unanimously.

12. Update for Board on Bump ins or Relocation of Bus Shelter located on 9th & Main

Lee Schley, City Engineer, updated the Board on this item stating that the County is currently looking into moving the shelter. Lee offered some recommendations to the Transit Authority and requested that they come and view their planned placement of the shelter again. The Board requested that Lee check into the pick up area change that was made a few months ago, stating that the shelter was now about 40 yards away from the pickup/drop off stop. Lee will follow up and update the Board next month.

13. Update on response from Wisconsin Dept of Transportation regarding Pedestrian Signage at the Roundabout on the Main Street Bridge

Lee Schley, City Engineer, informed that Board that information was not available to present to them. He said he would bring it to the Board again at January's meeting.

14. Public Comment

None.

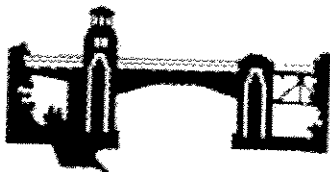
15. Future Agenda Items

The Board requested that Lee follow up with the Traffic/Parking Committee about a 4-way Stop Sign at Des Plaines and Charles.

15. Adjournment.

A motion was made by Mayor Walsh at 5:15 pm to adjourn, seconded by Alderperson Donovan. Upon vote, motion was carried unanimously.

SCOTT J. THORESEN, P.E.
DIRECTOR OF PUBLIC WORKS



Memorandum

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

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

Re: Project 09-12 Traffic Signal Analysis

Date: January 6, 2010

Discussion: In August, Traffic Analysis & Design was hired to complete an analysis of 13 signalized intersections in De Pere. A draft of the executive summary is attached. Signal timing at these intersections was updated in December of 2009. Traffic Analysis will present information of their findings and answer questions from the Board.

DRAFT

**THE CITY OF DE PERE
TRAFFIC SIGNAL ANALYSIS**

CITY OF DE PERE, BROWN COUNTY, WISCONSIN
(City Project #09-12)

DATE SUBMITTED: December 17, 2009

PREPARED FOR:

City of De Pere
Municipal Service Center
925 South Sixth Street
De Pere, Wisconsin 54115
Phone: (920) 339-4084 ext. 2239
Facsimile: (920) 339-4071
Contact Person: Karen Heyrman, P.E.

PREPARED BY:

Traffic Analysis & Design, Inc.
N36 W7505 Buchanan Street
Cedarburg, WI 53012
Phone: (800) 605-3091
Facsimile: (262) 377-4381
Contact Persons: Michael May, P.E., PTOE
John Bieberitz, P.E., PTOE

CHAPTER I – EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

The City of De Pere has retained Traffic Analysis & Design, Inc. to evaluate existing traffic signal operations at thirteen intersections, to recommend changes to the timing plans where appropriate, to provide recommendations for future improvements as traffic volumes increase, and to analyze the impact to the Main Avenue/Reid Street corridors with the USH 41 interchange at Scheuring Road under construction from Year 2010 through Year 2014. Impacts to the Main Avenue intersection with Eighth Street were also analyzed to determine the need for left-turn and right-turn lanes that may result from modifications to the Ashland Avenue corridor in July of 2010.

This report documents the procedures, findings and conclusions of the traffic signal analysis. The analysis identifies recommended improvements based on existing intersection geometrics, existing and forecasted traffic volumes, WisDOT plans to reconstruct the USH 41 interchange with Scheuring Road, and the modification of Ashland Avenue to allow right-in/right-out only at Ninth Street.

PART B – STUDY AREA INTERSECTIONS

The study area identified by the City of De Pere consists of thirteen traffic signalized intersections. A map illustrating these intersections is shown in Exhibit 1-1. The intersections are listed below along with their existing traffic signal modes of operation.

- Main Avenue & Lawrence Drive (actuated-coordinated, shares controller with Tenth);
- Main Avenue & Tenth Street (actuated-coordinated, shares controller with Lawrence);
- Main Avenue & Ninth Street (actuated-coordinated);
- Main Avenue & Eighth Street (pretimed-coordinated);
- Main Avenue & Fourth Street (actuated-coordinated);
- Reid Street & Fifth Street (pretimed-coordinated);
- Reid Street & Fourth Street (pretimed-coordinated);
- Reid Street & Third Street (actuated-coordinated, but at different weekday morning and weekday evening cycles than the rest of the Main Avenue & Reid Street corridors);
- George Street & Wisconsin Street (actuated-uncoordinated);
- George Street & Erie Street (actuated-uncoordinated);
- Broadway & Merrill Street/Front Street (actuated-uncoordinated);
- Broadway & Cook Street (actuated-uncoordinated); and
- Lawrence Drive & Employers Boulevard/Fortune Avenue (actuated-uncoordinated).

PART C – PLANNED IMPROVEMENT PROJECTS

C1. Ashland Avenue Improvement Project

Improvements are planned to the Ashland Avenue corridor, which is located north of the study area, in July of 2010. Based on discussions with City staff, the improvements are to include the construction of a roundabout at the Ashland Avenue intersection with Eighth Street and right-

in/right-out restrictions to Ninth Street where it intersects Ashland Avenue. Upon completion, the project is anticipated to result in less traffic demand on Ninth Street and more traffic demand on Eighth Street. The operational impacts of this project are included in both the Year 2029 forecast analysis and an analysis conducted to estimate the impacts caused by the Scheuring Road interchange reconstruction.

C2. USH 41 & Scheuring Road Interchange Reconstruction Project

WisDOT is planning to close Scheuring Road at its interchange with USH 41 as part of its efforts to reconstruct system interchanges. During construction this closure is expected to impact the Main Avenue and Reid Street corridors. The operational impacts of this project are included in an analysis conducted to estimate the impacts caused by the Scheuring Road interchange reconstruction.

PART D – EXISTING YEAR OPERATIONS, PROPOSED TIMING IMPROVEMENTS

Operations both without and with the proposed timing improvements are discussed in Chapter III (page 13) of this study. All movements at the study area intersections are expected to improve to acceptable levels of service with the proposed timing improvements. Further, an assessment of measures of effectiveness indicates less total delay per vehicle, fewer stops per vehicle, and higher travel time efficiency with the proposed traffic signal timing changes.

Recommendations as they pertain to traffic signal timings include modifying the language of City of De Pere Municipal Code 150-20 to provide “normal” operation at the Reid Street intersection with Third Street 24 hours a day (no “flash” operation). The Reid Street & Third Street traffic signal does not currently operate in flash as stipulated by Code, and due to the traffic patterns at the intersection it is safer and more efficient to run the traffic signal under normal operation.

Equipment-related recommendations include updating the traffic signals at Main Avenue & Fourth Street. The cabinet appears to be wired inefficiently and caused initial confusion when recently opened. Pedestrian push button placement at the intersection was also confusing and the push buttons were worn and/or sticking, and the vehicle detection for northbound traffic is in the parking lane rather than the travel lane. Other equipment-related field notes with more minor maintenance suggestions are provided in Chapter III, Part E (page 17).

PART E – FORECAST YEAR OPERATIONS WITH ADDITIONAL IMPROVEMENTS

The Year 2029 forecasted traffic volumes were analyzed based on the existing intersection configurations and minor adjustments to the proposed traffic signal timing splits and offsets. The Year 2029 forecasted traffic volumes assume the Ashland Avenue improvement project is complete. The following improvements, outlined in greater detail and in Chapter IV (page 19), are recommended to accommodate the Year 2029 forecast traffic volumes.

Main Avenue & Lawrence Drive

- Provide an exclusive left-turn lane and an exclusive right-turn lane on the Main Avenue eastbound approach.
- Install protected-permitted westbound left-turn signal heads.

Main Avenue & Tenth Street

- Extend the Main Avenue eastbound left-turn lane.

- Stripe an exclusive right-turn lane and a shared through/right-turn lane on the Tenth Street southbound approach.
- Stripe a stop line on the northbound approach from Festival Foods.

Main Avenue & Ninth Street

- Provide an exclusive right-turn lane on the Main Avenue eastbound approach.
- Extend the exclusive left-turn lane and provide an exclusive right-turn lane on the Ninth Street northbound approach.
- Extend the Main Avenue westbound left-turn lane.
- Provide an exclusive right-turn lane on the Ninth Street southbound approach.

Main Avenue & Eighth Street

- Provide an exclusive left-turn lane on the Main Avenue eastbound approach.
- Stripe an exclusive left-turn lane and a shared through/right-turn lane on the Eighth Street northbound approach.
- Provide an exclusive left-turn lane on the Main Avenue westbound approach.
- If possible, extend the Main Avenue westbound right-turn lane. Providing this improvement may be difficult due to the gasoline station in the northeast corner of the intersection, which is why it is an “if possible” recommendation.
- Stripe an exclusive left-turn lane and a shared through/right-turn lane on the Eighth Street southbound approach.
- Install an actuated traffic signal (the intersection is currently pretimed), including protected-permitted southbound left-turn signal heads.
- Make the right-turn island on the northeast corner of the intersection wheelchair accessible.
- Modify the northwest corner of the intersection to include a landing for wheelchair users.

Main Avenue & Fourth Street

- Stripe an exclusive left-turn lane on the Main Avenue westbound approach.
- Update the traffic signals at the intersection. As previously mentioned, the cabinet appears to be wired inefficiently and caused quite a bit of initial confusion during a recent field visit with TAPCO. Pedestrian push button placement was confusing and the push buttons were worn and/or sticking. The vehicle detection for northbound traffic is in the parking lane rather than in the travel lane.

Reid Street & Fifth Street

- No improvements are expected to be necessary.

Reid Street & Fourth Street

- No improvements are expected to be necessary.

Reid Street & Third Street

- Provide a shared through/right-turn lane on the Reid Street eastbound approach, resulting in dual eastbound left-turn lanes that do not share capacity with the eastbound through and right-turn traffic.
- Extend the shared through/right-turn lane on the Third Street northbound approach.
- Provide an exclusive right-turn lane on the Reid Street westbound approach.

George Street & Wisconsin Street

- No improvements are expected to be necessary.

George Street & Erie Street

- No improvements are expected to be necessary.

Broadway & Merrill Street/Front Street

- Provide an exclusive left-turn lane on the Broadway southbound approach.
- Provide an exclusive left-turn lane on the Broadway northbound approach.

Broadway & Cook Street

- Slot the northbound and southbound Broadway exclusive left-turn lanes such that a neutral or positive offset of the opposing left-turn lanes is achieved. Opposing left-turn motorists typically enter intersections such that their passenger sides are facing each other. Due to the wide median, motorists were observed entering the intersection such that their driver sides are facing each other, which adds at least two unnecessary conflict points at the intersection. Slotted left-turn lanes will also help left-turn motorists see around each other and, due to the speed of traffic on Broadway (35 mph southbound, 45 mph northbound), may further increase the safety of the intersection.
- Restripe the stop lines on the Broadway northbound and southbound approaches to run parallel to cross traffic.

Lawrence Drive & Employers Boulevard/Fortune Avenue

- No improvements are expected to be necessary.

Other Recommendations

- With the exception of the Reid Street intersection with Third Street, pedestrian push button placements are not convenient for pedestrians at most of the study area intersections. In many cases the push buttons are out of arms reach from the sidewalk (in some cases nearly 5 to 10 feet into grassy area) and are distant from the pedestrian ramps (in some cases nearly 10-feet from ramps). This type of placement is not desirable for wheelchair users and during the winter months, with snow piles on the ground, it makes it difficult for other pedestrians to reach the buttons as well. It is illegal for a pedestrian to cross an intersection on a DON'T WALK indication, which means the push buttons are critical to actuate the WALK indication. It is recommended to revisit and revise push button placement at these signalized intersections.

- Should reconstruction, resurfacing, or other projects come online in the future, it is recommended to consider the use of tactile Type 2 accessible pedestrian ramps in place of the Type 1 ramps that exist at many of the intersections. Type 2 ramps provide two ramps on each corner and result in shorter crossing distances, which translates to less flashing DON'T WALK time, which translates to more green time and capacity to accommodate critical vehicular traffic movements. They also minimize pedestrian exposure to vehicular traffic.
- Should the opportunity arise, it is recommended to widen Main Avenue to accommodate two westbound and two eastbound lanes of traffic from Allard Street to Sixth Street. This improvement will require widening the road under the railroad bridge located east of Allard Street.
- Where possible, minimize the number of access points to the study corridors and encourage the use of shared driveways and internal site connections. Such improvements will help reduce conflict points as well as make it easier for patrons to visit multiple users without using a public street to visit a business one or two parcels away.
- Several visits to the City of De Pere with observations of the roundabout at the Main Avenue intersection with Broadway indicate that the striping and signing may need to be reconfigured or reconstructed with new traffic control (e.g. traffic signals). During the weekday evening peak hour, the roundabout northbound approach traffic spills back on Broadway through Merrill Street/Front Street and eastbound approach traffic spills back nearly completely over the Main Avenue Bridge. Traffic counts suggest that perhaps the northbound approach should be revised to provide an exclusive left and shared left/through/right through the roundabout, the southbound approach should be revised to provide a shared left-turn/through and exclusive right through the roundabout, and the eastbound approach should be revised to include a shared left/through/right and an exclusive free-flow right through the roundabout. Again, other traffic control types may also need to be considered by the City and WisDOT to improve this congested intersection.

PART F – SCHEURING ROAD CONSTRUCTION TRAFFIC IMPROVEMENTS

The anticipated Scheuring Road reconstruction traffic volumes were analyzed based on the existing intersection configurations and minor adjustments to the proposed traffic signal timing splits and offsets. The following improvements, outlined in greater detail and in Chapter V (page 25), are recommended to accommodate the Main Avenue and Reid Street intersections during the construction project. These improvements should be given high priority consideration with any construction mitigation work being performed by the USH 41 project team.

Main Avenue & Lawrence Drive

- Provide an exclusive right-turn lane on the Main Avenue eastbound approach.
- Stripe an exclusive left-turn lane and a shared left-turn/through/right-turn lane on the Lawrence Drive northbound approach. This improvement may require lanes be narrowed south of the intersection to provide ample storage for at least 300-feet of queued traffic in each of the northbound approach lanes. *This is a temporary improvement and, after construction, should be restriped back to the shared left-turn/through and exclusive right-turn lanes that exist today.*

- Stripe an exclusive left-turn lane and a shared through/right-turn lane on the McDonalds Restaurant southbound approach. *This is a temporary improvement and, after construction, should be restriped back to the shared left-turn/through and exclusive right-turn lanes that exist today.*
- Replace northbound/southbound traffic signal heads with four-section split phase signal heads. Revise the intersection sequence of operations to match the diagram shown in Exhibit 5-2 of Chapter V. This sequence of operations provides for split phasing of the northbound and southbound approaches to Main Avenue. *This is a temporary improvement and, after construction, the signals and sequence of operations should either be restored to how they exist today, or modified to reflect how they are recommended to operate to accommodate Year 2029 forecast traffic.*

Main Avenue & Tenth Street

- No improvements are expected to be necessary.

Main Avenue & Ninth Street

- If possible, extend the Main Avenue westbound exclusive left-turn lane.

Main Avenue & Eighth Street

- Stripe an exclusive left-turn lane and a shared through/right-turn lane on the Eighth Street northbound approach.
- Stripe an exclusive left-turn lane and a shared through/right-turn lane on the Eighth Street southbound approach.

Main Avenue & Fourth Street

- Consider striping an exclusive left-turn lane on the Main Avenue westbound approach.

Reid Street & Fifth Street

- During the weekday morning peak hour plan, increase the green time for Fifth Street by 5-seconds and decrease the green time for Reid Street by 5-seconds during construction. No changes to the offset are necessary. *This is a temporary improvement, and after construction the timings should be reverted back to how they are proposed to accommodate existing traffic.*

Reid Street & Fourth Street

- During the weekday morning peak hour plan, increase the green time for Fourth Street by 5-seconds and decrease the green time for Reid Street by 5-seconds during construction. No changes to the offset are necessary. *This is a temporary improvement, and after construction the timings should be reverted back to how they are proposed to accommodate existing traffic.*

Reid Street & Third Street

- Extend the shared through/right-turn lane on the Third Street northbound approach.

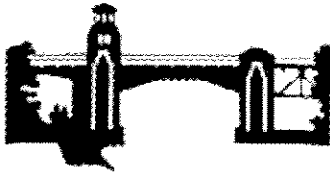
Other Considerations

- Suggested signed detour routes for traffic to/from the south on USH 41 should include the use of the Freedom Road (CTH S) interchange, Packerland Drive (CTH F, CTH EB), Lawrence Drive, Fortune Avenue, American Boulevard, and Grant Street (CTH EE).
- Suggested signed detour routes for traffic to/from the north on USH 41 should include the use of the Main Avenue (CTH G) interchange, Packerland Drive (CTH F, CTH EB), Lawrence Drive, Fortune Avenue, American Boulevard, and Grant Street (CTH EE).

PART G – CONCLUSION

Except where noted, all movements at the study area intersections are expected to operate safely and efficiently with the improvements identified in this study.

A separate document contains
the MAP for this agenda item



Memorandum

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

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

Re: Storm Sewer Extension, St. Bernard Drive, schedule public hearing for assessments.

Date: January 6, 2010

Discussion: The Engineering Department completed the field investigation for the extension of storm sewer on St. Bernard Drive. A public meeting for residents was held on January 5, 2010, at the Municipal Service Center to provide residents with the results and discuss the proposed plan for storm sewer. This information will be presented to the Board of Public Works at the January 11, meeting. Verbal and written comments were solicited at the public meeting. Residents concerns were also discussed by phone both when residents were notified of the field survey as well as the public meeting. A summary of the residents concerns follows.

Wilcox Court residents say Wilcox Ct has no storm sewer and they get the runoff from St. Bernard back yards. Our fieldwork confirms this and we believe the installation of field inlets will collect the majority of the runoff before it reaches these yards.

St. Bernard resident suggest water is coming from the rain to trail. We have verified 1.79 ERU contribution for the trail and have asked for commitment to participate in the cost of the storm sewer by January 8, 2010. The assessment includes this contribution.

St. Bernard resident is concerned about the cost because the economy is bad and he is out of work. Previous discussions at the Board of Public Works suggested 80% of the main line pipe could be funded by the storm water utility. Laterals were the responsibility of the property owner. Also, the payback period could be extended over several years; ten years was discussed previously. These residents were told that we assumed the board would still commit to these items.

St. Bernard resident has drain in his back yard and has no problems. This drain is a 6" corrugated pipe that serves about 5 properties. The pipe is estimated to be 15 years old. It is unclear who owns and/or maintains this pipe. Discussions with several owners were that if this pipe were to fail they would most likely want to connect to the pipe in the street because this could be accomplished without impacting multiple yards. Some of these residents were not opposed to paying for the cost of 20% of the main line pipe and the cost to extend the lateral. Some said they would think about it.

A written comment was provided that says the homeowner would not be opposed if there was an 80% City 20% owner cost share on the storm sewer as the City suggested, the cost of the sewer needs to be shared by all of the properties using it based on their ERUs (i.e. DNR, Brown County, State, etc for the walking trail included), that the property owners that have the existing private sewer put in their laterals but be exempt on the timeline to connect to the lateral, and a six inch lateral is installed. All of these requests seem reasonable.

Residents at the public meeting were not opposed to the installation of the storm sewer. It was suggested that a 4" pipe might result in some savings to homeowners. Staff believes we should not deviate from the standard 6" pipe size for storm sewer laterals.

Residents asked if roof drains were required to be connected. The ordinance does not specify the connection of roof drains is required. Staff feels this would be the ideal time to do this and would encourage them to include roof drains in the connection.

The City has a permit fee for excavations occurring within the right of way. There was a question regarding this fee for hooking up to the storm sewer lateral. The fee associated with the location of this excavation is currently \$100. This fee cannot be waived. Also, the permit is a way of tracking the hook ups.

Residents were aware that they would be given one year to hook up to the storm sewer lateral and asked when this would begin. We told them they would be required to connect by fall of 2011. Most thought they would hook in 2010.

It was asked about connecting multiple buildings to one lateral. We informed them the intent was to extend one lateral per lot of record so there was not any question about who owned and maintained this pipe.

Fiscal Impact: Laterals (assessed): \$31,850
20% of Pipe (Assessed): \$19,800
80% of Pipe to Storm Water Utility: \$79,400

Recommendation: The staff recommendation is to schedule a public hearing for the attached assessments to install storm sewer and laterals on St. Bernard Drive prior to the street overlay planned for construction in 2010. One lateral will be extended to each lot and the location will be verified with the property owners. Properties that currently do not have sump pumps connected to the storm sewer will be given one year to connect to the lateral provided. If property owner can provide evidence that there is an individual existing lateral connection from the property to the City owned storm sewer a new lateral will not be required. Those that currently have a connection to a private line will receive a lateral and will have their assessment deferred until they connect to the lateral pipe provided or until the property is sold.

SCHEDULE B
ESTIMATE OF COST OF PROPOSED IMPROVEMENTS

<u>IMPROVEMENT</u>	<u>ITEM</u>	<u>TOTAL</u>	<u>ASSESSABLE</u>	<u>NON-ASSESSABLE</u>
<u>Storm Sewer</u>				
St Bernard Drive	TOTAL	\$99,200	\$19,800	\$79,400
<u>Storm Sewer Laterals</u>				
St Bernard Drive	TOTAL	\$31,850	\$31,850	\$00.0

SCHEDULE C
PROPOSED ASSESSMENT RATES

<u>IMPROVEMENT</u>	<u>ASSESSABLE UNIT</u>	<u>NUMBER OF UNITS</u>	<u>TOTAL COST</u>	<u>ASSESS. COST</u>	<u>100% ASSESSMENT</u>	<u>RECOMMENDED ASSESSMENT</u>
<u>Storm Sewer</u>						
St Bernard Drive	ERU	48.4	\$99,200	\$19,800	\$409.09	\$409.09
<u>Storm Sewer Laterals</u>						
St. Bernard Drive	Each	49	\$31,850	\$31,850	\$650	\$650

SCHEDULE D - Equivalent Residential Unit (ERU)**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$409.09

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
KEVIN R & SHIELA J KEYSER 846 HICKORY VALLEY CT DE PERE, WI 54115	ED-371-B-10 439-441 S. ST BERNARD DRIVE	1.4	572.73
MARGARET H HOCKERS 718 N WISCONSIN ST DE PERE, WI 54115-2652	ED-371-B-11 443-445 S. ST BERNARD DRIVE	1.4	572.73
JOHN & DEBRA BUCKMASTER 4588 CREEK VALLEY LN ONEIDA, WI 54155-9168	ED-371-B-26 438-440 S. ST BERNARD DRIVE	1.4	572.73
THOMAS A & LEONA R MAGNANT 410 S. ST BERNARD DR DE PERE, WI 54115-2409	ED-371-B-25 444-446 S. ST BERNARD DR	1.4	572.73
JOHN & DEBRA BUCKMASTER 4588 CREEK VALLEY LN ONEIDA, WI 54155-9168	ED-371-B-24-1 & ED 371-B-24-2 450-454 S. ST BERNARD DRIVE 18 APARTMENTS	9	3,681.81
MICHAEL & LISA SELNER 516 N 8TH ST UNIT B DE PERE, WI 54115	ED-371-B-24 456-458 S. ST BERNARD DRIVE	1.4	572.73
DAVID S & DEBORAH DUQUAINE 3897 WILLOW TREE LN DE PERE, WI 54115	ED-371-B-23 461-463 N. ST BERNARD DRIVE	1.4	572.73
ALAN HEUBSCHER PO BOX 363 DE PERE, WI 54115-0363	ED-371-B-22 457-459 N. ST BERNARD DRIVE	1.4	572.73
SCOTT & AMY SORENSEN 1521 N BAY HIGHLANDS DR GREEN BAY, WI 54311	ED-371-B-21 453-455 N. ST BERNARD DRIVE	1.4	572.73
FRANK VANDENHOUTEN 1753 MARTINWOOD CT DE PERE, WI 54115	ED-371-B-20 449-451 ST BERNARD DRIVE	1.4	572.73
MICHAEL FRISQUE 1104 GRAND OAKS LN DE PERE, WI 54115	ED-371-B-19 445-447 N. ST BERNARD DRIVE	1.4	572.73

SCHEDULE D - Equivalent Residential Unit (ERU)**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$409.09

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
THOMAS HOWLETT 1370 FOX RIVER DR DE PERE, WI 54115	ED-371-B-18 441-443 N. ST BERNARD DRIVE	1.4	572.73
JOE & HILARY LAMBERT 547 SONGBIRD AV WRIGHTSTOWN, WI 54180	ED-371-B-17 437-439 N. ST BERNARD DRIVE	1.4	572.73
JAMES & EILEEN MONTGOMERY 1895 HORSESHOE CT DE PERE, WI 54115	ED-371-B-16 433-435 N. ST BERNARD DRIVE	1.4	572.73
KATHLEEN SCHADRIE 429 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-6 429 N. ST BERNARD DRIVE	1	409.09
DAVID TRUCKEY 425 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-5 425-427 N. ST BERNARD DRIVE	1.4	572.73
STEPHEN VOSS 471 N GOOD HOPE RD DE PERE, WI 54115	ED-1203-N-4 421-423 N. ST BERNARD DRIVE	1.4	572.73
JAMES VANDE YACHT 1463 SUNSET BEACH RD SUAMICO, WI 54173	ED-1203-N-3 417-419 N. ST BERNARD DRIVE	1.4	572.73
M SODERLND & M FLEMMING PO BOX 5512 DE PERE, WI 54115	ED-1203-N-2 411-413 N. ST BERNARD DRIVE	1.4	572.73
MARK SODERLUND PO BOX 5512 DE PERE, WI 54115	ED-1203-N-1-1 405-407 N. ST BERNARD DRIVE	1.4	572.73
JAIRO HUILAR PO BOX 12132 GREEN BAY, WI 54307	ED-371-B-15 432-434 N. ST. BERNARD DRIVE	1.4	572.73
DAFFINSON PROPERTIES #3 LLC 635 BREVOORT LN GREEN BAY, WI 54301-2627	ED-371-B-14 438-440 N. ST BERNARD DRIVE	1.4	572.73

SCHEDULE D - Equivalent Residential Unit (ERU)

PRELIMINARY ASSESSMENTS

TYPE OF IMPROVE: STORM SEWER

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$409.09

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
WORKTH L & ROSEMARY LAES 239 SIOUX LN GREEN BAY, WI 54301-1813	ED-371-B-13 442-444 N. ST BERNARD DR	1.4	572.73
JAMES S DE MOULIN 1101 RED WING TR DE PERE, WI 54115-3289	ED-371-B-12 448-452 N. ST BERNARD DR	1.4	572.73
L CHURCHILL & D MAKOWSKI 428 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-12 428 N. ST BERNARD DRIVE	1	409.09
ROBERT FREISLEBEN 424 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-11 424 N. ST BERNARD DRIVE	1	409.09
BRIAN & LORETTA JARVEY 420 ST BERNARD DRIVE DE PERE, WI 54115	ED-1203-N-10 420 N. ST BERNARD DRIVE	1	409.09
JIM & DEBORAH SCRAY 416-418 N ST BERNARD DRIVE DE PERE, WI 54115	ED-1203-N-9 416-418 N. ST BERNARD DRIVE	1.4	572.73
ALAN HEUBSCHER PO BOX 363 DE PERE, WI 54115	ED-1203-N-8 412-414 N. ST BERNARD DRIVE	1.4	572.73
WISCONSIN DEPARTMENT OF NATURAL RESOURCES PO BOX 7921 MADISON, WI 53707-7921	ED-80-3 S BROADWAY	1.8	736.36
	TOTAL	48.4	19,799.96

SCHEDULE D**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER LATERALS

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$650.00

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
NICHOLAS P & BETHANY A LEAO 1309 FOX RIVER DR DE PERE, WI 54115-2408	ED-371-B-1 1309 FOX RIVER DRIVE	1	\$650
NIKOLA COSO 9623 FORREST SR #5B HIGHLAND, IN 46322	ED-371-B-2 407-409 S. ST BERNARD DRIVE	1	\$650
JUSTIN M HOERTH 411 S. ST BERNARD DRIVE DE PERE, WI 54115-2408	ED-371-B-3 411 S. ST BERNARD DRIVE	1	\$650
TROY E & ELIZABETH L PLEAU 413 S. ST BERNARD DRIVE DE PERE, WI 54115	ED-371-B-4 413 S. ST BERNARD DRIVE	1	\$650
MATTHEW R HOFFMAN 2719 S. ONEIDA ST GREEN BAY, WI 54304	ED-371-B-5 417-419 S. ST BERNARD DRIVE	1	\$650
KYLE & LEONARD KRZEWINA 423 S. ST BERNARD DRIVE DE PERE, WI 54115-2408	ED-371-B-6 423-425 S. ST BERNARD DRIVE	1	\$650
MAUREEN J MALCOLM 427 S. ST BERNARD DRIVE DE PERE, WI 54115-2408	ED-371-B-7 427 S. ST BERNARD DRIVE	1	\$650
ROGER & KAREN RUF 1120 CARDINAL ST DE PERE, WI 54115-4000	ED-371-B-8 429-431 S. ST BERNARD DRIVE	1	\$650
STEPHEN J & SANDRA K ABITZ 2467 CTH ZZ DE PERE, WI 54115-9681	ED-371-B-9 433-435 S. ST BERNARD DRIVE	1	\$650
KEVIN R & SHIELA J KEYSER 846 HICKORY VALLEY CT DE PERE, WI 54115	ED-371-B-10 439-441 S. ST BERNARD DRIVE	1	\$650

SCHEDULE D**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER LATERALS

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$650.00

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
MARGARET H HOCKERS 718 N WISCONSIN ST DE PERE, WI 54115-2652	ED-371-B-11 443-445 S. ST BERNARD DRIVE	1	\$650
TRAVIS B & JULIA ZIMMERMAN 1325 FOX RIVER DRIVE DE PERE, WI 54115-2431	ED-371-B-34 1325-1327 FOX RIVER DRIVE	1	\$650
THOMAS A & LEONA R MAGNANT 410 S. ST. BERNARD DRIVE DE PERE, WI 54115-2409	ED-371-B-33 410 S. ST BERNARD DRIVE	1	\$650
ROBERT L & LINDA M BORMAN 412 S. ST BERNARD DRIVE DE PERE, WI 54115-2409	ED-371-B-32 412 S. ST BERNARD DRIVE	1	\$650
DANIEL J AMBROSIUS 416 S ST BERNARD DRIVE DE PERE, WI 54115-2409	ED-371-B-31 416 S. ST BERNARD DRIVE	1	\$650
DANNY A & JANICE A BESSON 420 S. ST BERNARD DRIVE DE PERE, WI 54115-2409	ED-371-B-30 420 S. ST BERNARD DRIVE	1	\$650
MICHAEL E & SAUNDRA L DELGIACCO 262 NOB HILL LN DE PERE, WI 54115-3447	ED-371-B-29 424 S. ST BERNARD DRIVE	1	\$650
JESSE BRUNNER 430 S. ST BERNARD DRIVE DE PERE, WI 54115-2409	ED-371-B-28 430 S. ST BERNARD DRIVE	1	\$650
FRANCES M LANDWEHR 434 S. ST BERNARD DR DE PERE, WI 54115-2409	ED-371-B-27 434-436 S. ST BERNARD DRIVE	1	\$650
JOHN & DEBRA BUCKMASTER 4588 CREEK VALLEY LN ONEIDA, WI 54155-9168	ED-371-B-26 438-440 S. ST BERNARD DRIVE	1	\$650

SCHEDULE D**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER LATERALS

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$650.00

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
THOMAS A & LEONA R MAGNANT 410 S. ST BERNARD DR DE PERE, WI 54115-2409	ED-371-B-25 444-446 S. ST BERNARD DR	1	\$650
JOHN & DEBRA BUCKMASTER 4588 CREEK VALLEY LN ONEIDA, WI 54155-9168	ED-371-B-24-1 & ED 371-B-24-2 450-454 S. ST BERNARD DRIVE 18 APARTMENTS	2	\$1,300
MICHAEL & LISA SELNER 516 N 8TH ST UNIT B DE PERE, WI 54115	ED-371-B-24 456-458 S. ST BERNARD DRIVE	1	\$650
DAVID S & DEBORAH DUQUAINE 3897 WILLOW TREE LN DE PERE, WI 54115-8651	ED-371-B-23 461-463 N. ST BERNARD DRIVE	1	\$650
ALAN HEUBSCHER PO BOX 363 DE PERE, WI 54115-0363	ED-371-B-22 457-459 N. ST BERNARD DRIVE	1	\$650
SCOTT & AMY SORENSEN 1521 N BAY HIGHLANDS DR GREEN BAY, WI 54311	ED-371-B-21 453-455 N. ST BERNARD DRIVE	1	\$650
FRANK VANDENHOUTEN 800 MCCASTLEN ST GREEN BAY, WI 54301	ED-371-B-20 449-451 N. ST BERNARD DRIVE	1	\$650
MICHAEL FRISQUE 1104 GRAND OAKS LN DE PERE, WI 54115	ED-371-B-19 445-447 N. ST BERNARD DRIVE	1	\$650
THOMAS HOWLETT 1370 FOX RIVER DR DE PERE, WI 54115	ED-371-B-18 441-443 N. ST BERNARD DRIVE	1	\$650
JOE & HILARY LAMBERT 547 SONGBIRD AV WRIGHTSTOWN, WI 54180	ED-371-B-17 437-439 N. ST BERNARD DRIVE	1	\$650

SCHEDULE D**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER LATERALS

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$650.00

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
JAMES & EILEEN MONTGOMERY 1895 HORSESHOE CT DE PERE, WI 54115	ED-371-B-16 433-435 N. ST BERNARD DRIVE	1	\$650
KATHLEEN SCHADRIE 429 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-6 429 ST N. BERNARD DRIVE	1	\$650
DAVID TRUCKEY 425 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-5 425-427 N. ST BERNARD DRIVE	1	\$650
STEPHEN VOSS 471 N GOOD HOPE RD DE PERE, WI 54115	ED-1203-N-4 421-423 N. ST BERNARD DRIVE	1	\$650
JAMES VANDE YACHT 1463 SUNSET BEACH RD SUAMICO, WI 54173	ED-1203-N-3 417-419 N. ST BERNARD DRIVE	1	\$650
MARK E SODERLUND & MICHAEL P FLEMING PO BOX 5512 DE PERE, WI 54115	ED-1203-N-2 411-413 N. ST BERNARD DRIVE	1	\$650
MARK E SODERLUND & MICHAEL P FLEMING PO BOX 5512 DE PERE, WI 54115	ED-1203-N-1-1 405-407 N. ST BERNARD DRIVE	1	\$650
MARK E SODERLUND & MICHAEL P FLEMING PO BOX 5512 DE PERE, WI 54115-5512	ED-1203-N-1 1217 FOX RIVER DRIVE	1	\$650
LYLE & JEANETTE VAN ESS 3162 CTH S LITTLE SUAMICO, WI 54141-9318	ED-1203-N-7 406-408 ST BERNARD DRIVE	1	\$650
JAIRO HUILAR PO BOX 12132 GREEN BAY, WI 54307	ED-371-B-15 432-434 N. ST. BERNARD DRIVE	1	\$650

SCHEDULE D**PRELIMINARY ASSESSMENTS**

TYPE OF IMPROVE: STORM SEWER LATERALS

LOCATION: ST BERNARD DRIVE

COST PER UNIT (PRELIMINARY) \$650.00

<u>PROPERTY OWNER</u>	<u>LOT NO.</u> <u>PROPERTY ADDRESS</u> <u>PARCEL NUMBER</u>	<u>UNIT</u>	<u>TOTAL</u> <u>COST</u>
DAFFINSON PROPERTIES #3 LLC 635 BREVOORT LN GREEN BAY, WI 54301-2627	ED-371-B-14 438-440 N. ST BERNARD DRIVE	1	\$650
WORKTH L & ROSEMARY LAES 239 SIOUX LN GREEN BAY, WI 54301-1813	ED-371-B-13 442-444 N. ST BERNARD DR	1	\$650
JAMES S DE MOULIN 1101 RED WING TR DE PERE, WI 54115-3289	ED-371-B-12 448-452 N. ST BERNARD DR	1	\$650
L CHURCHILL & D MAKOWSKI 428 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-12 428 N. ST BERNARD DRIVE	1	\$650
ROBERT FREISLEBEN 424 N ST BERNARD DR DE PERE, WI 54115	ED-1203-N-11 424 N. ST BERNARD DRIVE	1	\$650
BRIAN & LORETTA JARVEY 420 ST BERNARD DRIVE DE PERE, WI 54115	ED-1203-N-10 420 ST BERNARD DR	1	\$650
JIM & DEBORAH SCRAY 416-418 N. ST BERNARD DRIVE DE PERE, WI 54115	ED-1203-N-9 416-418 N. ST BERNARD DRIVE	1	\$650
ALAN HEUBSCHER PO BOX 363 DE PERE, WI 54115	ED-1203-N-8 412-414 N. ST BERNARD DRIVE	1	\$650
	TOTAL	49	\$31,850

Memo

To: Honorable Mayor Mike Walsh and Members of the Board of Public Works
From: David R. Hongisto, Assistant Assessor
Date: January 29, 2009
Re: Statement of Benefit for 2009 Storm Sewer Main and Lateral extensions on North and South St. Bernard Drive

I have been requested by the Department of Public Works to determine if the addition of storm sewer main and laterals will in fact benefit the serviced properties.

The addresses of the properties in question are those properties listed in the Preliminary Resolution.

Based upon said review and being knowledgeable of property values within the City of De Pere, I hereby state that the above referenced properties would in fact be benefited by the construction of the said public improvements.

I have arrived at this opinion for the following reasons:

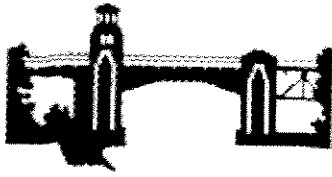
1. Provides improved public safety by reducing storm water discharge onto public sidewalks and streets.
2. Protects residential foundations by directing storm water away from the structure.
3. Helps increase marketability of properties.

City of De Pere Public Works Department

Memo

To: Honorable Mayor Walsh
Members of the Board of Public Works
From: Scott J. Thoresen, Director of Public Works *S.J.T.*
Date: January 6, 2010
Subject: Discussion of Rubbish and Brush Pick Up Policy

Aldersperson Heuvelmans requested the BOPW further discuss the brush and rubbish pick up policy.



Memorandum

Date: January 6, 2010

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

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

Subject: Request for a revocable occupancy permit, Kentucky Data Link, Inc.

Discussion: KDL is requesting a revocable occupancy permit for two 1.25" inner ducts with fiber optic cable that will be placed on Lawrence Drive about 625 feet south of Scheuring Road. A revocable occupancy permit is required for the section of pipe crossing Lawrence Drive.

Fiscal Impact: None

Recommendation: To approve the request for the revocable occupancy permit.



January 5, 2010

City of De Pere
925 South Sixth Street
De Pere, WI 54115-1199

Ms. Karin Heyrman:

Enclosed please find a set of construction plans that show the installation of two 1.25" inner ducts and a fiber optic cable. This cable is being installed in order to supply a customer with service that is located at 1710 Lawrence Road, De Pere, WI.

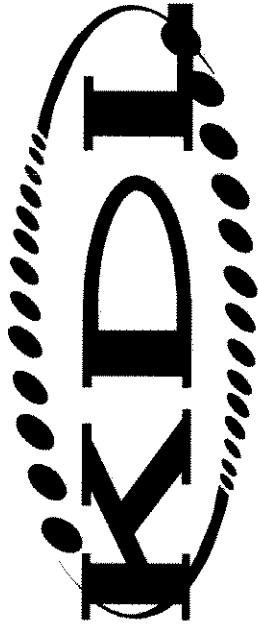
The route will start on the north side of Scheuring Road 420' east of Lawrence Drive at an existing Kentucky Data Link (KDL) hand hole. From this point the route KDL will be taking will head south across Scheuring Road for a distance of 142' then turn west and proceed 355'. Here a hand hole will be installed and then continue south along the east side of Lawrence Road 623' where another hand hole will be installed. KDL will continue west crossing Lawrence Drive then following along the north side of Entergys Drive to enter onto private property.

Please put this before the Public Works Review Committee which meets on January 11, 2010 to be approved as a permit to construct the proposed fiber optic network. If you have any questions please feel free to call me at my office 812-759-7997 or on my mobile phone at 763-354-9797.

Sincerely,

A handwritten signature in black ink, appearing to read "Cahil Heltemes". The signature is fluid and cursive, with the first name "Cahil" being more prominent than the last name "Heltemes".

Cahil Heltemes
Project Manager



KENTUCKY DATA LINK, INC.

ROUTE: 415A PHASE: - SECTION: -
DE PERE, WI - SKOGEN FOODS

FOR CONSTRUCTION
DATE: 01/04/10

KENTUCKY DATA LINK, INC.
3701 COMMUNICATIONS WAY
EVANSVILLE, IN 47715 (800) 709-5690

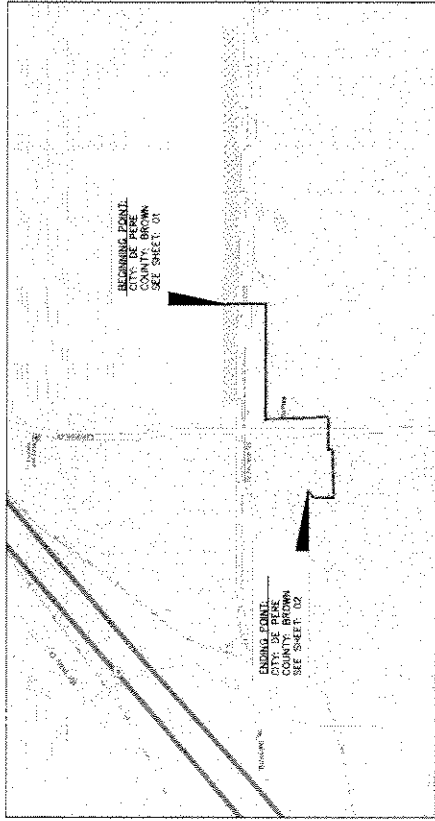
THIS DRAWING AND DESIGN ARE
THE SOLE PROPERTY OF
KENTUCKY DATA LINK, INC.
AND SHALL BE KEPT IN
CONFIDENTIAL. THIS DRAWING
MAY NOT BE REPRODUCED OR
USED FOR ANY OTHER
PURPOSE WITHOUT THE
WRITTEN CONSENT OF
KENTUCKY DATA LINK, INC.
AND SHALL BE RETURNED
UPON REQUEST.

REV	DATE	DESCRIPTION	BY	CHK	APP

COVER SHEET
ROUTE: RTE-415A
PROJECT: DE PERE, WI - SKOGEN FOODS
LOCATION: DE PERE, BROWN CO., WI

DATE: 01/04/10	SCALE: 1"=10'
BY: [Signature]	CHK: [Signature]
APP: [Signature]	PROJECT NUMBER: 415A
DATE: 01/04/10	DATE: 01/04/10
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APP: [Signature]	PROJECT NUMBER: 415A

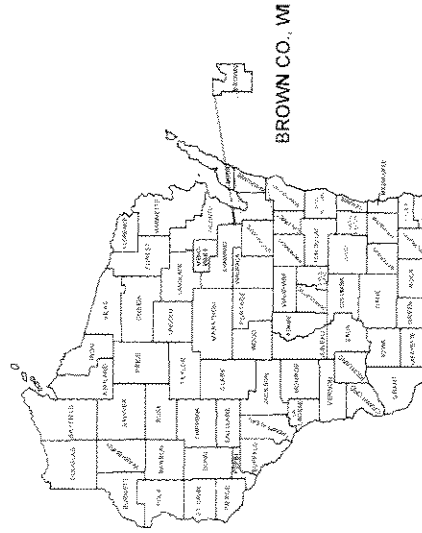
PROJECT INFORMATION:			CONTACT NAMES AND NUMBERS:			DRAWING LIST:			DRAWING STATUS		
TOTAL MINOR FOOTAGE: (10% Margin Added)	Q: 1.15	- 0' TOT.	PRODUCT MANAGER:	CARL HELTNER, (CELL) 763-254-8797		SHEET	DESCRIPTION	SHEET	DATE	DESCRIPTION	DRAWER
TOTAL US FOOTAGE:	2,594'		ENGINEER:	MIKE PRATHER, (CELL) 502-982-3942		C01	COVER SHEET		01/04/10	FOR CONSTRUCTION	LED
TOTAL FIBER MILES:	0.49		DESIGNER:	USA B DAVIS, (OFFICE) 812-253-1626		C02	GENERAL LOCATION PLAN				
						C03	LEGEND AND GENERAL NOTES				
						1 - 2	CONSTRUCTION DRAWINGS				



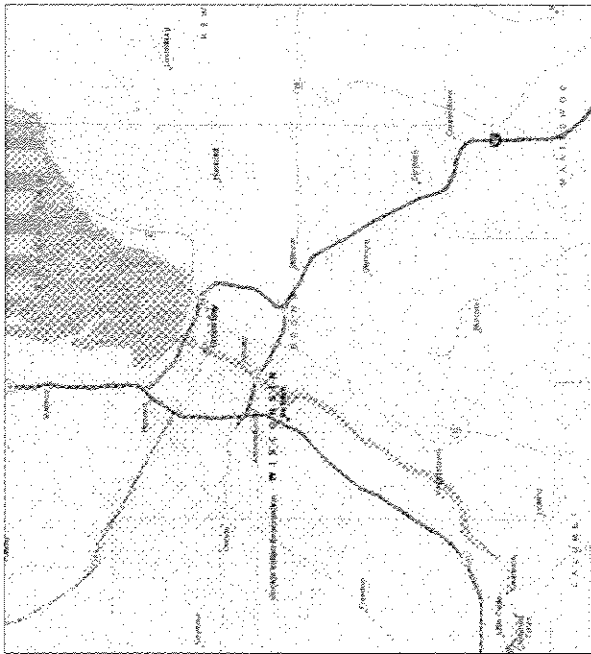
ROUTE OVERVIEW



FOR CONSTRUCTION
DATE: 01/04/10



STATE OVERVIEW



COUNTY OVERVIEW

	POLE/PROPOSED POLE
	TELEPHONE POLE
	JOINT USAGE: POWER AND TELEPHONE POLE
	JOINT USAGE: POWER AND TELEPHONE POLE (WITH POWER TRANSFORMER)

NEW CLY & ANCHOR

3001 MAY 15

2351

YVAWIGH ST

RAILROAD CR.

ALE POSTS

PHYSICS

ANNA LEE

OPERATION

 UNIVERSITY OF MICHIGAN PRESS

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WASH STATE

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SHEET _____ ROUTE NUMBER (WITH PHASE OF SERVICE) _____

1. MAINTAIN A MIN. 36" DEPTH.

3. RESTORE ALL SURFACES TO BETTER OR ORIGINAL CONDITION.

1. IL - "AILE" - 1-800-482-0123 - "CHICAGO DIGGER" 1-312-744-7000
2. IN - "UPPS, 'HOLEY MOLEY" - 1-800-392-5544
3. KY - KENTUCKY UNDERGROUND PROTECTION, INC. - 1-800-752-6007
4. OH - OUPS - 1-800-311-3692 or 1-800-362-2764
5. TN - TOGS - 1-800-351-1111
6. VA - VAPS "MISS UTILITY OF VIRGINIA" - 1-888-258-0808 or 1-800-552-7001
7. WV - "MISS UTILITY OF WEST VIRGINIA, INC. - 1-800-245-4448
8. MI - "MISS DIG SYSTEM" (MICHIGAN) - 1-800-482-7171
9. MI - "DIGGERS HOTLINE" - 1-800-242-8511
10. MN - "GOPHER STATE ONE CALL" - 1-800-202-5166
11. IA - "IOWA ONE CALL" - 1-800-752-6969
12. AL - "ALABAMA ONE CALL" - 1-800-292-8325
13. AR - ARKANSAS ONE CALL SYSTEM, INC. - 1-800-482-8998
14. GA - GEORGIA UTILITIES PROTECTION CENTER - 1-800-282-7411
15. MS - "MISSISSIPPI ONE CALL" - 1-800-227-6477
16. MO - "MISSOURI ONE CALL" - 1-800-344-7483
17. FL - "SUNSHINE STATE ONE CALL" - 1-811 or (800)-432-4770
18. LA - "LA ONE CALL" - 1-800-272-3020
19. OK - "CALL ONE" OKLAHOMA ONE CALL - 1-800-522-6543
20. TX - TOGS - "TEXAS ONE CALL SYSTEM" - 1-800-245-4545

A	ANCHOR - ANCHOR
B	BELL
C	CABLE TV
F	FIRE
F/A OR E/A	FOG LINE or EDGE LINE
G	GUAY
M/S	MOSQUITO
N	NIGHT
NK	NO AC or NO NUMBER
ONG	OVERHEAD GUY
O/S	OFFSET - USED AS A POINT OF REFERENCE
P	POWER
R	ROUTE TO PULS CITY
R/C	ROUTE LINE or RUNNING LINE
R/L	ROUTE LINE CHARGE
R/R	REMOVE AND REPLACE
R/W or ROW	ROW or LINE OF WAY
S	SPLIT
S/B	BLACK SPAN
STRAND	BARE STRAND MESSENGER
T	TELEPHONE
T/P	TOP OF POLE
TS	TRAFFIC SIGNAL
TT	TRIM TREES

[illegible]

100

AL FOOTAGE: XXX
ERGROUND FOOTAGE: XXX

FOOTAGE TOTALS FOR

702 SHEET NUMBER
(SEE PERMIT DRAWING)

PERMIT DRAWING SECTION TITLE:

SECTION _____ A _____ SECTION NAME _____

0-857 132 987 (pb), £4

05 03 86 13 88 000

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FOR CONSTRUCTION

Figure 1

[illegible]

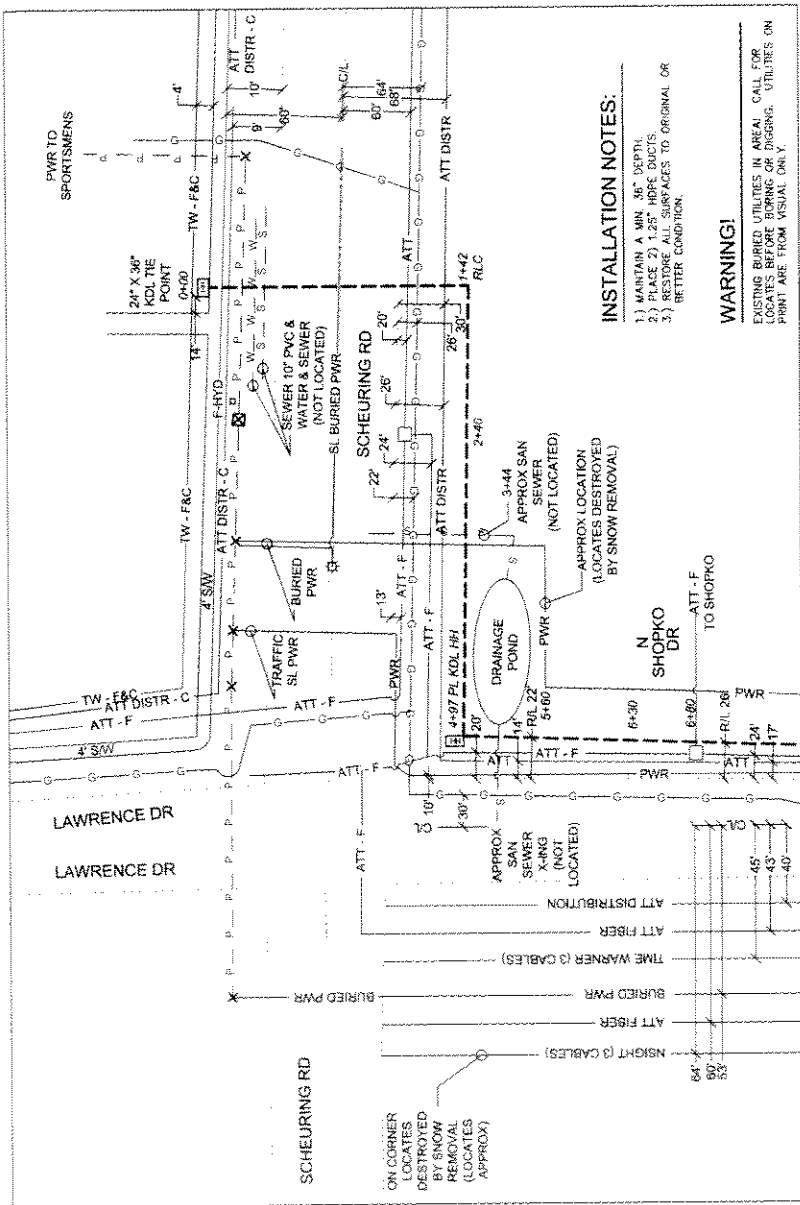


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NO.	DATE	DESCRIPTION
1	01/04/10	SCHEURING RD TO LAWRENCE DR

CONSTRUCTION DRAWING
ROUTE RTE415A
PROJECT DE PERE, WI - SKOGEN FOODS
LOCATION DE PERE, BROWN CO., WI

SHEET NO.	1	TOTAL SHEETS	2
SCALE	1" = 40'	DATE DRAWN	01/04/10
DATE CHECKED	01/04/10	PROJECT NUMBER	415A



INSTALLATION NOTES:

- 1.) MAINTAIN A MIN. 36" DEPTH.
- 2.) PLACE 2" 1.25" HOPE DUCTS.
- 3.) RESTORE ALL SURFACES TO ORIGINAL OR BETTER CONDITION.

WARNING!

EXISTING BURIED UTILITIES IN AREA. CALL FOR LOCATES BEFORE BORING OR DIGGING. UTILITIES ON PRINT ARE FROM VISUAL ONLY.

FOR CONSTRUCTION
DATE: 01/04/10



SCHEURING RD TO LAWRENCE DR

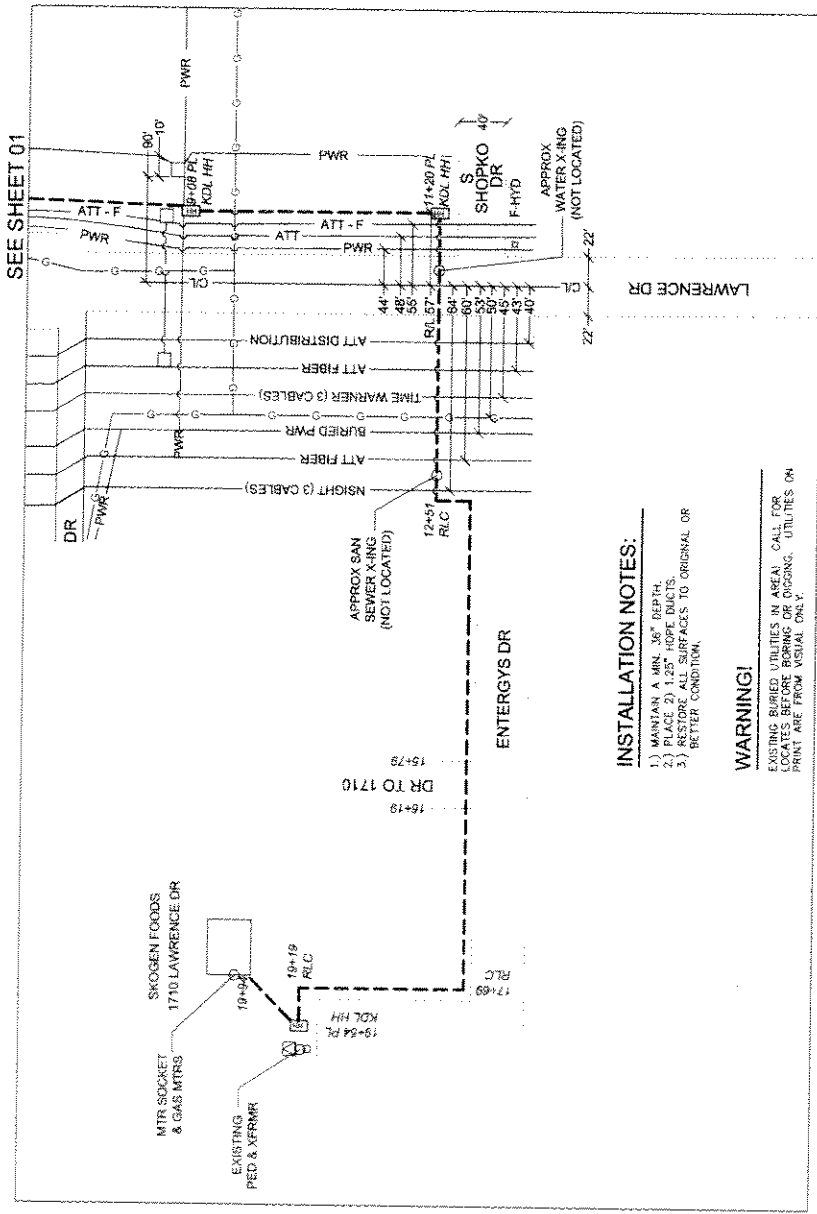
TOTAL AERIAL FOOTAGE: 0'
TOTAL UNDERGROUND FOOTAGE: 230' (SEE NOTE)
(NOTE: SLACK LOOP FOOTAGES ARE INCLUDED IN THESE TOTALS.)

SEE SHEET 02

REV	DATE	DESCRIPTION

CONSTRUCTION DRAWING
ROUTE 415A
PROJECT: DE PERE, WI - SKOGEN FOODS
LOCATION: DE PERE, BROWN CO., WI

PROJECT NUMBER	415A
SHEET	2
TOTAL SHEETS	2
DATE DRAWN	07/24/10
FILE NAME	0415A.dwg
DRAWN BY	
CHECKED BY	



INSTALLATION NOTES:

- 1.) MAINTAIN A MIN. 36" DEPTH.
- 2.) PLACE 2) 1.25" HOPE DUCTS.
- 3.) RESTORE ALL SURFACES TO ORIGINAL OR BETTER CONDITION.

WARNING!

EXISTING BURIED UTILITIES IN AREA - CALL FOR LOCATES BEFORE BORING OR DIGGING. UTILITIES ON PRINT ARE FROM VISUAL ONLY.

FOR CONSTRUCTION
DATE: 01/04/10

LAWRENCE DR

TOTAL AERIAL FOOTAGE: 0'
TOTAL UNDERGROUND FOOTAGE: 1764' (SEE NOTE)
(NOTE: SLACK LOOP FOOTAGES ARE INCLUDED IN THESE TOTALS.)

SEE SHEET 01



Memorandum

Date: November 18, 2009

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

From: Lee Schley, P.E.
City Engineer

Subject: Proposed revised excavation permit.

Discussion: The Public Works Dept. staff has been meeting over the past number of months with the Brown County Public Works Association in an attempt to develop a common excavation permit which could be used unilaterally throughout Brown County. The key components of the new permit are the Utility Project Permit Provisions, the Project Permit Application, the Construction Warranty and the Completion Certificate. The actual components of the permit are very similar to the permit presently used with the following exceptions:

- 1) Incorporated by reference is the Brown County Accommodation Policy.
- 2) The applicant will be required to perform all restoration including concrete work by a City of Depere pre-qualified contractor.
- 3) The applicant will be required to submit a Completion Certificate when the work is finished.
- 4) The applicant will be required to submit a five year warranty for all work performed within any hard surface. and
- 5) The fees to provide engineering services are modified to \$250 for the permit, \$50 for a minor permit, \$375 for boring a street, and \$750 for open-cutting a street. This replaces fees ranging from \$60 to \$250 depending on location.

Fiscal Impact: None

Recommendation: To accept the revised excavation permit as presented.

UTILITY PROJECT PERMIT FEE SCHEDULE

The following fee schedule applies to permits issued for utility construction in the municipal street right-of-way or utility easements within the municipality.

PERMIT APPLICATION FEES

Utility Project Permit Application Fee (1)	\$250
Minor Permit (Single/Two Family Residence)	\$50

WORK TO BE PERFORMED (4)

Boring under Road/Street Permit (per boring)	\$375
Road/Street Open-Cut Excavation (per excavation) (2)	\$750

Excavation in Right of Way (per 10" pothole or boring pit)	\$50
Excavation in Right of Way (per Structure)	\$250

ENGINEERING SERVICES PROVIDED BY VILLAGE/CITY (4)

Engineering Services for Permit Issuance and Compliance	Determined based on project scope.
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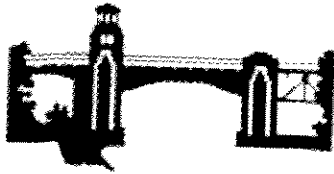
The cost of (Village/City) engineering services is in addition to the permit application fee and are considered non-permit costs. The engineering services may vary for each project depending on the scope of the project. These services will be estimated and included with the initial permit application. The engineering services may include the following tasks:

- Research of documents/plans and printing cost
- Technical assistance during design
- Plan technical review for ordinance compliance
- Engineering meetings
- Inspection of the work for ordinance compliance
- Erosion control compliance inspections
- Final inspection for completion and warranty

The estimated engineering services cost will be included and invoiced with the permit application fee. The engineering services are considered non-permit costs and are billed at cost plus overhead.

If additional (Village/City) engineering and services such as non-compliance inspections for erosion control or construction related problems, these inspection and administrative costs will be invoiced to the Permittee as incurred.

- (1) Applies to any utility project including potholing. This fee does not apply to a single residential service project.
- (2) Applies to open cut of a roadway or street. Each open cut is a \$750 fee and a 5-year warranty agreement is also required.
- (3) Applies to electrical, natural gas or other utility service to single or two family residences.
- (4) If applicable to the project.



Memorandum

Date: January 6, 2010

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

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

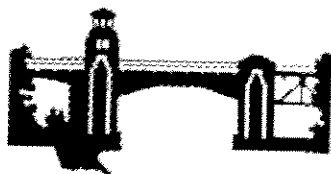
Subject: Approve changes to the City of De Pere 2010 Construction Specifications.

Discussion: During the 2010 plan preparation it was discovered that the City of De Pere Construction Specification referenced a 2009 document that no longer exists and sample form that were present in the previous specification document were absent. While these changes were made we took the opportunity to update some bid item numbers as well.

In an effort to reduce the costs to reproduce multiple copies of this lengthy document we have posted the City of De Pere 2010 Construction Specification on the City of De Pere web site with these changes for you to view.

Fiscal Impact: None.

Recommendation: To accept the 2010 Construction Specifications, as amended, as the official document the City of De Pere will follow.



Memorandum

Date: January 6, 2010

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

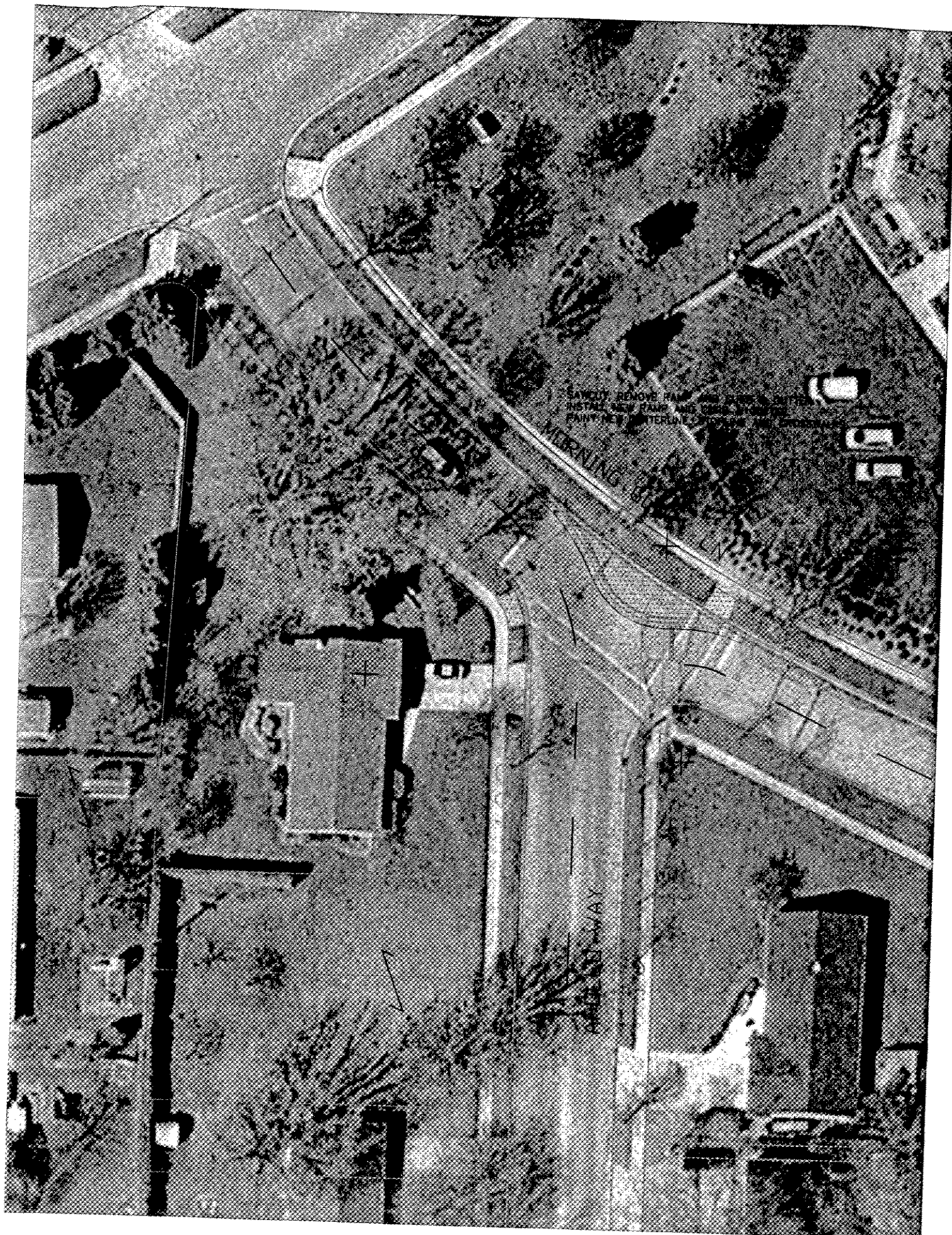
From: Karen Heyrman, P.E.
Assistant City Engineer

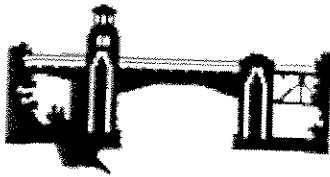
Subject: Proposed modifications to the intersection of Morning Glory Lane and Apollo Way.

Discussion: Morning Glory Lane from Apollo Way to Ninth Street and Apollo Way from Grant Street to Morning Glory Lane are going to receive an asphalt overlay in 2010. Staff would like to reconfigure the intersection to improve the safety and make it more pedestrian friendly. The eastbound Morning Glory Lane intersection with Apollo Way is currently controlled with "Right turn no stop" signage. This type of sign is no longer supported in the MUTCD. The City has phased out its use with the exception of this location. Because the main flow of traffic at the intersection is eastbound Morning Glory Lane to southbound Apollo Way and northbound Apollo Way to westbound Morning Glory Lane, staff is recommending the attached improvement to this intersection. Additionally, the section of Morning Glory Way between Apollo Way and Morning Glory Lane could be re-named to Apollo Way since this would become the "through" street. All property owners adjacent to the work have been sent the attached information and have been asked to comment prior to January 13, 2010. Currently, Nicolet Terrace has responded positively to this proposal.

Fiscal Impact: Curb.

Recommendation: To forward this plan to the City's traffic and parking committee to discuss the modifications to the intersection control. Their recommendation will be reviewed by the Board of Public Works at a later date.





Memorandum

Date: January 6, 2010

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

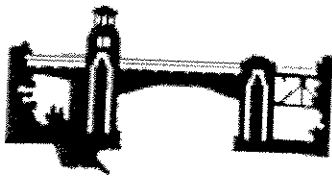
From: Lee Schley, P.E.
City Engineer

Subject: Revised Excavation Permits

Discussion: The department was asked to contact the area Department of Public Works to find out who had adopted the revised fee schedule for the excavation permits. Allouez has adopted, Suamico has adopted, Ashwaubenon is still in review, Lawrence will take the issue to their board 1/11/10 however they already charge similar fees, and Brown County Highway already charge similar fees.

Fiscal Impact: None

Recommendation: To accept the revised excavation permit and fees as presented.



Memorandum

Date: January 7, 2010

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

From: Al Luberda
Street Superintendent

Subject: Purchase of New Sewer Truck

Recommendation: Proposals were sent out for a new sewer truck body and one bid was received from Bruce Municipal Equipment, for \$244,880 less the trade-in of \$50,000 for a net purchase price of \$194,880.

This is the same unit the City has owned for 15 years with no problems prior to the purchase of the camel unit.

In addition, we received two proposals for a new chassis for the sewer truck body. After discussion with Staff, including the mechanics, we recommend the purchase of a new chassis for the sewer truck body with an EPA 2010 engine from Peterbilt Wis., Green Bay, at a price of \$98,775. Packer City IHC had a lower bid of \$96,455, however, they can only guarantee that price if the EPA 2007 engine is available. They quoted us a price of \$102,455 for the EPA 2010 engine, which is \$6,000 higher than the proposal we received from Peterbilt.

The Peterbilt unit also has an aluminum cab that deters rusting which could lend to a better trade-in value at a later time. The last 5 trucks the City purchased were Peterbilt units and our mechanics feel the Peterbilt units are easier to maintain and have a better parts inventory.

In addition to the purchase of the chassis, \$4,500 is needed to install a two-way radio, computer docking, safety lighting and decals.

My recommendation for purchase of a new sewer truck body and chassis is as follows:

Bruce Municipal Equipment – Sewer Truck Body	\$244,880
Trade-In	- 50,000
Sewer Truck Body with Trade-in	<u>\$194,880</u>
Peterbilt Wis., Green Bay –	
Chassis with EPA 2010 Engine	\$ 98,775
Two-way radio, computer docking, safety lighting and decals	<u>\$ 4,500</u>
TOTAL	<u>\$298,155</u>

In our 2010 Public Works budget, we have budgeted \$325,000 for this purchase.