

AGENDA
PUBLIC WORK'S COMMITTEE MEETING
Wednesday, December 13, 2017
5:30 P.M., Allouez Village Hall

NOTICE IS HEREBY GIVEN THAT ACTION BY THE COMMITTEE MAY BE TAKEN ON ANY OF THE ITEMS WHICH ARE DESCRIBED IN THIS AGENDA. ACTION TAKEN WOULD BE TO MAKE RECOMMENDATIONS TO VILLAGE BOARD FOR THEIR APPROVAL

1. MODIFY/ADOPT AGENDA
2. APPROVE MINUTES from the October 11, 2017 meeting.

OLD BUSINESS:

NONE

NEW BUSINESS:

3. DISCUSSION/ACTION: LIBAL STREET TRAFFIC STUDY (Village President Rafter).
4. DISCUSSION/ACTION: DESIGNATED SIGNATURE AUTHORITY FOR STORMWATER ANNUAL REPORT (DPW Berndt).
5. DISCUSSION/ACTION: UPDATED CIP PLAN (DPW Berndt).

DISCUSSION:

6. ADJOURNMENT

NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above noticed meeting to gather information; no action will be taken by any governmental body at the above noticed meeting other than the governmental body specifically referred to above in this notice.

MINUTES
PUBLIC WORK'S COMMITTEE MEETING
Wednesday, October 11, 2017
5:30 P.M., Allouez Village Hall

Present: Jim Genrich, Rick King, Curt Beyler, Jim Rafter, Lynn Green, Craig Berndt and Brad Lange

1. MODIFY/ADOPT AGENDA

Green/King moved to adopt the agenda as presented. All ayes

2. APPROVE MINUTES from the September 13, 2017 meeting.

Rafter/Beyler moved to approve the September 13, 2017 minutes. All ayes

OLD BUSINESS:

NONE

NEW BUSINESS:

3. DISCUSSION/ACTION: COMMERCIAL BUSINESSES
GARBAGE/RECYCLING COLLECTION (Village President Rafter).

Discussion: Rafter - do we do any collection of garbage or recycling at any businesses currently? A request for assistance from Doug Meikle, Doug's Take 5.

Beyler/Rafter moved to suspend the rules. All ayes

Doug Meikle, Doug's Take 5, currently shares his commercial dumpsters with another business. He finds that a lot of recycling material is placed in his dumpster from outside sources, which is okay, however it fills his dumpster and it does cost him to have the them picked up. Feels he is providing a service for others and would like to be allowed to have a village bin so that the excess can be placed in it and the village pick it up. The recycling bin will be used on an as-needed basis as the excess material is sporadic.

King/Beyler moved to return to order. All ayes

Discussion:

King – years ago the village did pick up businesses

Berndt – we currently pick up at 7 to 8 businesses and would limit it to 1 garbage and 1 recycling.

Rafter – how do we go about it?

Berndt-we can provide these services but the customer must purchase the bins as we no longer provide them at no charge, and the service must be similar to a residential customer, ie, one bin for garbage or one bin for recycling.

Genrich/King moved to have the street department pick garbage and recycling with Meikle purchasing bins from the village. All ayes

4. DISCUSSION/ACTION: DISCUSSION ON ADDITIONAL PEDESTRIAN CROSSINGS IN ALLOUEZ (DPW Berndt).

Berndt – Are there areas in the village where more pedestrian crossings are needed? Staff has no specific plans at this time, but can look at the entire village for additional locations where a “Hawk” or “Rapid Flashing Beacon” may be needed. One possible location could be Webster Ave. and Greene Ave. Riverside Drive has already been determined a location of crossing.

Rafter – Briar and Webster should be looked at.

Berndt – We could do some pedestrian counts at various locations.

Rafter – Suggests contacting the bus service and the Bike/Ped Plan for input.

King/Beyler moved to suspend the rules. All ayes

Jim O’Rourke – Bike/Ped Committee did look into the best locations for crossings that would connect the East River Trail with the Fox River Trail. Derby Lane, Broadview, and Taft are good locations. Create walking loops for neighborhoods.

Rafter/Beyler moved to return to order. All ayes

Beyler – we should look north of St. Joseph

The consensus of the Public Works Committee, per suggestion of Berndt, was to take a look at Webster Avenue and Libal Street based on information we have to determine if preliminary locations can be identified, and to consider methods to obtain pedestrian information on current use, and to integrate this information with the new pedestrian plan for the village. Report back to committee at a future date when further information is available.

5. DISCUSSION/ACTION: LRIP APPLICATION FOR WEST ST JOSEPH ST (DPW Berndt).

Berndt – this is a grant that the village receives every few years. Staff looked at St. Joseph as a possible project since it is in the TIF. A suggested project that is ready to go would be Warren Court. The project is for paving only.

Rafter – is this a state grant? How much will we be receiving?

Berndt - The grant amount is estimated at \$53,000 and is payable after the project is completed. This amount was included as Public Works revenue as part of the 2017 village budget.

Beyler/King moved to suspend the rules. All ayes

Jim O'Rourke – West St. Joseph has a Paser rating of 2. Village policy would be to install sidewalks.

Rafter/Green moved to pick up the rules. All ayes.

Consensus of committee is to move on a project that we can accomplish in 2018 such as Warren Court.

DISCUSSION:

6. DISCUSSION: SIDEWALK ON DERBY LANE PER PEDESTRIAN PLAN (Village President Rafter).

Rafter – this is being discussed tonight as it was brought to the attention of the Village Board at the Oct. 3 meeting and he suggested placing it on this agenda for discussion.

Green/King moved to suspend the rules. All ayes.

Val Hutchinson – What is the plan for sidewalks on Derby? The need was identified in 2004. Kwik Trip has increased traffic on Derby. There should have been an impact study done before Kwik Trip went in. The lack of sidewalks on Derby has forced people to walk in the street. A new sidewalk should be maintained by the village. Does the Bike/Ped Plan identify which side of the street the sidewalk would be placed on? The north side has more trees. Requested a traffic study.

John Abbott – His concerns are safety. Adults and kids in the street. A new sidewalk could be constructed creatively. Derby is very busy.

Jim O'Rourke – Agrees that Derby needs a sidewalk. Life safety issue. Suggests using TIF funds to pay for it. Quality of life. Makes the neighborhood more attractive.

Meg? 803 Derby Lane – Agrees with safety but doesn't see a need for a sidewalk on Derby. No need for a crossing on Derby and Riverside because it goes nowhere.

King – I see people walking all the time.

Beyler/Green – moved to pick up the rules. All ayes

Rafter – we do have a lot of streets with high traffic. We need to prioritize. Do a traffic study on Derby to gather the needed data.

Beyler – Suggests looking at all streets – what streets need to get reconstructed.

Berndt—Summarized the path forward that was established when the bike and pedestrian plan was developed and approved. Sidewalk routes were identified in selected areas/routes to provide connectivity both north/south and east/west to the trails and other communities. The sidewalks will be implemented over the next 15 years as feasible. Sidewalks on reconstruction streets are a high priority because they can be integrated into the projects and funding. The other sidewalk routes, on streets already reconstructed or on streets for future paving only, will be prioritized and completed as funds can be made available. The priority ranking is likely to be in 2018. Also, with the recent addition of the north Riverside Drive pedestrian crossing, Derby Lane provides connectivity to Webster Avenue so this may impact a decision on Derby Lane.

7. DISCUSSION: PUBLIC WORKS DIRECTOR POSITION AND PATH FORWARD (DPW Berndt).

Berndt – I will be retiring shortly after the first quarter of 2018 and would like to begin the process of finding a replacement. The goal is to bring on board a person that closely fits the village culture and that has the skill set to continue the Public Works programs now in place, especially to continue the street and utility reconstruction program. We should be looking for someone with:

Leadership skills—strong emphasis, most important, to ensure keeping the current programs moving forward (reconstruction projects in particular)

Experience-know the correct results/answers from experience, some background in water/sanitary/storm utilities that we have

Personnel management experience to some extent

Professional Engineer Registration desired –this denotes knowledge of civil/environmental engineering, needed for certain work the village does including regulatory reporting to WDNR. A P.E. would save some cost for future engineering projects.

Goal is to provide some transition time with the new DPW if possible. Berndt will help with transition after April if desired by village. Further information to follow.

8. ADJOURNMENT

Rafter/Beyler moved to adjourn at 6:35 pm. All ayes.

VILLAGE OF ALLOUEZ

Allouez Village Hall • 1900 Libal Street • Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 • Fax No.: (920) 448-2850

Department of Public Works

LIBAL STREET SPEED LIMIT

The question is whether the current 30 mph speed limit should be lowered to 25 mph. Traffic data collected on Libal Street during two separate studies are attached.

Speed Limit Considerations

The following are a few points to consider regarding setting a speed limit on a street or road.

1. A speed limit is set at the normal speed of traffic flow so that the majority of the vehicles are in compliance. This assumes the speeds are within the safety constraints of a street.
2. The engineering criteria for a speed limit is established at the 85% level of the measured traffic speeds according to the DOT. Again, if within safety criteria.
3. Factors that influence the actual traffic speed include street width, presence of sidewalks, presence of striped bike lanes, trees and landscaping, medians, turn lanes, and other traffic items present on a street. The more of these items on a street the lower the actual traffic speeds will be.

Libal Street Data

Referring to the data collected on Libal Street, the average measured speed was 29 mph and the 85% speed was 33 mph. The posted speed limit on Libal Street is 30 mph.

The posted speed limit of 30 mph agrees relatively closely with the 85% speed of 33 mph. At the time the 30 mph speed limit was established, it was likely selected to try to reduce the speed to 30 mph rather than a posted 35 mph speed limit. The current posted speed limit of 30 mph appears appropriate.

Going Forward

If improvements are made to Libal Street as part of the proposed resurfacing project (in about 5 years), then the actual traffic speeds are likely to decrease. As the traffic speeds decrease it may be appropriate to reduce the speed limit.

The most significant change to Libal Street will be the addition of striped bike lanes and a parking lane. These changes should reduce the vehicle speeds.

Another improvement will be the addition of sidewalk on the west side of the street in the mid-section of the route. This sidewalk will be adjacent to the curb (to avoid tree removal) and will be a bump-out area.

Path Forward

Defer a speed limit reduction until the street is resurfaced, or implement a lower speed in anticipation of the future project.



A sign of the future.™

Speed Summary Report

Generated by Jason Vogel from Village of Allouez
on Nov 8, 2017 at 9:43:23 AM
Site: Libal St @ Blackhawk SB, SB

Time of Day: 0:00 to 23:59
Dates: 10/9/2017 to 11/7/2017

Overall Summary

Total Days of Data: 13

Speed Limit: ~~25~~ 30

Average Speed: 29.04

50th Percentile Speed: 29.30

85th Percentile Speed: 32.87

Pace Speed Range: 25 to 35

Minimum Speed: 5

Maximum Speed: 69

Display Status: Displayed Vehicle Speeds

Average Volume per Day: 2758.5

Total Volume: 35860



Volume By Speed Report

Generated by Jason Vogel from Village of Allouez

on Nov 8, 2017 at 9:45:24 AM

Speed Bins: Size 5, Range 16 to 60

Time View: By Hour (Avg Volumes)

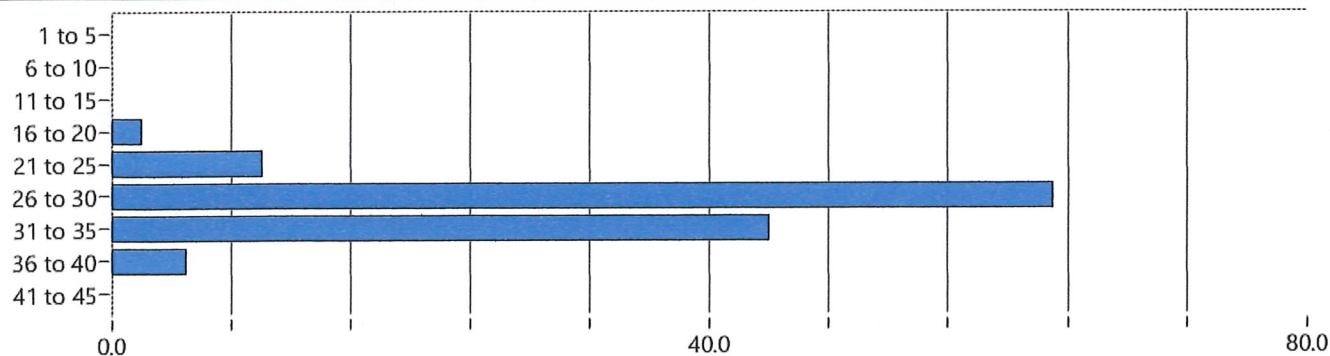
Site: Libal St @ Blackhawk SB, SB

Time of Day: 0:00 to 23:59

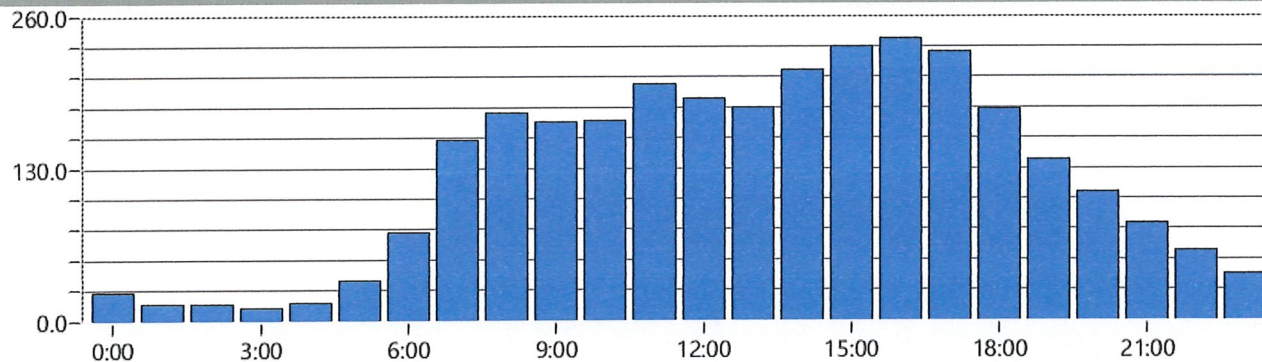
Dates: 10/9/2017 to 11/7/2017

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Average Vehicles by Speed Bin



Average Volume by Hour





Speed Summary Report

Generated by Jason Vogel from Village of Allouez
on Nov 27, 2017 at 1:11:09 PM
Site: Libal St @ Terraview Dr, NB

Time of Day: 0:00 to 23:59

Dates: 10/28/2017 to 11/26/2017

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Overall Summary

Total Days of Data: 11

Speed Limit: 25,30

Average Speed: 29.46

50th Percentile Speed: 29.58

85th Percentile Speed: 33.05

Pace Speed Range: 25 to 35

Minimum Speed: 5

Maximum Speed: 62

Display Status: Displayed Vehicle Speeds

Average Volume per Day: 1896.2

Total Volume: 20858

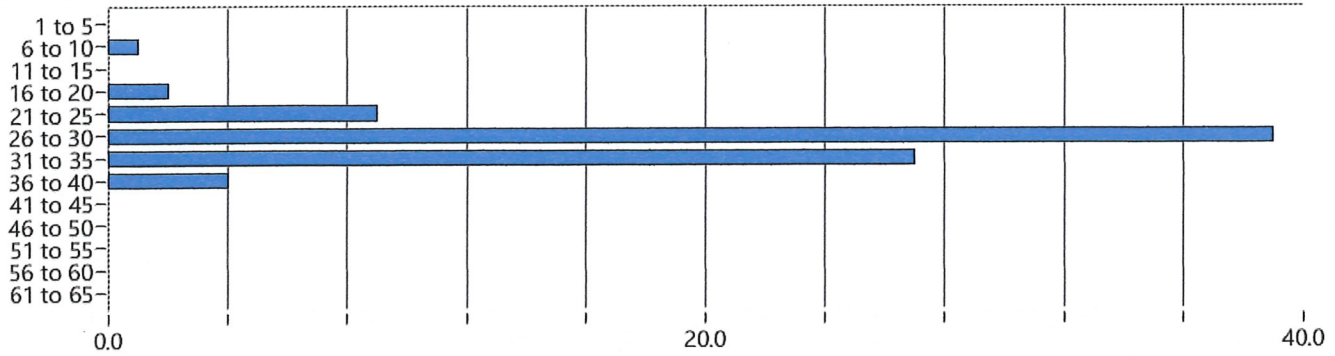


Volume By Speed Report

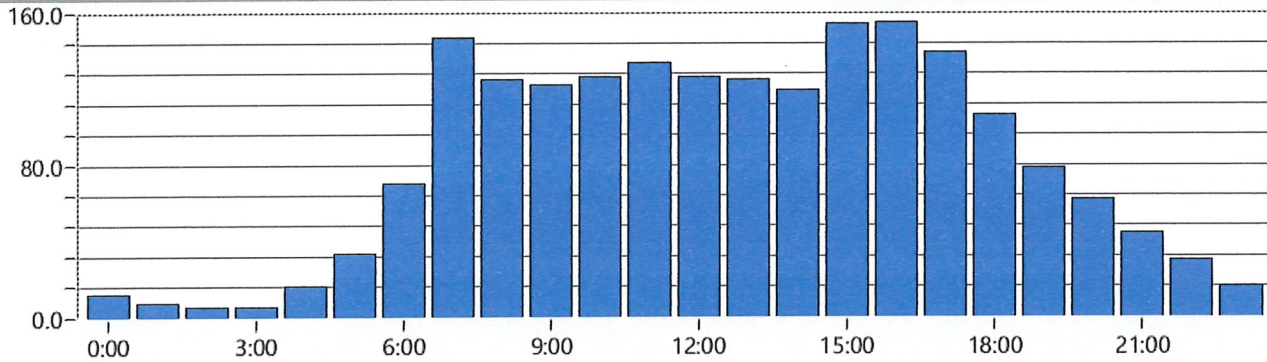
Generated by Jason Vogel from Village of Allouez
on Nov 27, 2017 at 1:12:50 PM
Speed Bins: Size 5, Range 6 to 70
Time View: By Hour (Avg Volumes)
Site: Libal St @ Terraview Dr, NB

Time of Day: 0:00 to 23:59
Dates: 10/28/2017 to 11/26/2017

Average Vehicles by Speed Bin



Average Volume by Hour



VILLAGE OF ALLOUEZ

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Department of Public Works

DELEGATION OF SIGNATURE AUTHORITY FOR MS4 ANNUAL REPORT

The WDNR is implementing a new electronic reporting process for the annual MS4 stormwater reporting. In past years the report was submitted via mail. Beginning with the 2017 annual report (submitted in March 2018) the report must be prepared on-line and submitted electronically.

The new report submittal requires a new authorization form for submittal by the Public Works Director, which form is attached. This submittal form should be approved by the village.

In the past the same form was required (but submitted by mail) and was approved by the village board.

This approval does not include authorization for any submittals that include contracts or grants. Any contracts must be approved by the village board and signed by the village president.

It is requested that this signature authority form be approved by the village.

C. Berndt, December 5, 2017

**Delegation of Signature Authority for Electronic Submittal
of WPDES Municipal Separate Storm Sewer System
(MS4) Permit Documents**

Form 3500-123 (R 09/17)

Page 1 of 2

Notice: This Delegation of Signature Authority (DSA) form is authorized by s. NR 205.07(1)(g), Wis. Adm. Code, to delegate electronic signature authority for the submittal of electronic MS4 Annual Reports or other MS4 permit compliance documents. To delegate electronic signature authority, submittal of a completed DSA form to the Department of Natural Resources (Department) is mandatory for any municipality regulated under 40 CFR Part 122, s. 283.33, Wis. Stats., and subch. III of ch. NR 216, Wis. Adm. Code. Failure to complete this form correctly will result in rejection of the submittal by the Department. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin's Open Records law (ss. 19.31 - 19.39, Wis. Stats.).

Please read all instructions before completing and type or clearly print the information. Submission of this DSA constitutes notice that the authorized municipal contact identified in Section I has authorized the person identified in Section II to electronically sign the MS4 permit document for the permitted municipality. The completed DSA form shall be submitted electronically as an attachment to the MS4 permit document. Mailed copies will not be accepted.

Note: Submission of a DSA form is not required when the authorized municipal contact electronically signs the MS4 permit document via the online water permit application system.

Section I: Municipal Information

Name of Municipality	Authorized Municipal Contact (first and last name)		
Village of Allouez	Craig Berndt, Public Works Director		
Mailing Address	City	State	ZIP Code
1900 Libal Street	Green Bay	WI	54301
E-mail Address	Phone Number (include area code)	Alternate Phone Number	
Craig@villageofallouez.com	(920) 480-2800		

Section II: Delegated Signatory Information

Name (individual, company, organization, or entity)	Signatory Name (first and last name)		
Craig Berndt, Public Works Director	Craig Berndt		
Mailing Address	City	State	ZIP Code
1900 Libal Street	Green Bay	WI	54301
E-mail Address	Phone Number (include area code)	Alternate Phone Number	
Craig@villageofallouez.com	(920) 448-2800		

Certification

This is to notify the Department that as the authorized municipal contact, I delegate signature authority to the person identified in Section II for electronic signature of the MS4 permit document pursuant to ch. NR 216, Wis. Adm. Code. I authorize the person identified in Section II pursuant to the delegation of signature authority process set forth in s. NR 205.07(1)(g), Wis. Adm. Code.

As required by NR 205.07(1)(g)2, Wis. Adm. Code, this form will be submitted to the Department with the MS4 permit document. I understand that if there are any changes to this authorization, a new complete DSA form shall be submitted to the Department. I understand that the municipality is the permittee under ch. NR 216, Wis. Adm. Code, and as such, I am responsible for compliance with the contents of the MS4 permit document associated with the WPDES Municipal Separate Storm Sewer System (MS4) Permit. I understand that I have the opportunity to create a Wisconsin Management System (WAMS) ID to electronically sign the MS4 permit document, but without a WAMS ID, I do not have access to the online water permit application system. I am entrusting the person identified in Section II to electronically sign the MS4 permit document on my behalf and submit all required information and attachments.

For this DSA form, the MS4 permit document and all required information and attachments, I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

NOTE: The person signing below must be a representative of the municipality as described in the instructions. Failure to properly complete and sign this form will result in its rejection.

Signature of Authorized Municipal Contact	Date Signed
Printed Name of Authorized Municipal Contact	Title
Craig Berndt, P.E.	Director, Public Works

**Delegation of Signature Authority for Electronic Submittal
of WPDES Municipal Separate Storm Sewer System
(MS4) Permit Documents**

Form 3500-123 (R 09/17)

Page 2 of 2

Instructions

Section I: Municipal Information

Provide the legal name of the Authorized Municipal Contact for the permitted municipality. The mailing address and phone number given should be for the authorized contact. "Authorized Municipal Contact" includes the municipal official charged with compliance and oversight of the permit conditions, and signature authority for submitting permit documents to the Department (i.e., Administrator, Director of Public Works, Engineer, Mayor).

Section II: Delegated Signatory Information

Provide the legal name of the person, company, organization, or any other entity and the legal name of the person who is the delegated signatory. The mailing address and phone number given should be for the delegated signatory.

Section III: Certification

The DSA form shall be signed by the Authorized Municipal Contact, which may include the permitted municipality's Administrator, Director of Public Works, Engineer, Mayor or other duly authorized representative.

The completed DSA form must be submitted electronically as an attachment with the MS4 permit document. Mailed copies will not be accepted. The online water permit application system can be accessed at the Department's website at: dnr.wi.gov/permits/water/.

VILLAGE OF ALLOUEZ

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Department of Public Works

LONG RANGE CAPITAL IMPROVEMENT PLAN UPDATE January 2018

The following comments apply to the update to the Public Works Long Range CIP Plan. This is an on-going plan and will have future updates as needed.

Summary:

1. The Street Maintenance Projects (paving) are finalized for 2018. The total work will increase to \$500,000 because direct bill of the fire protection charge is fully implemented.
2. The Street Maintenance Projects beginning in 2019 will be further evaluated and the street list updated later this year. The street list and schedule is preliminary at this time and should not be used for planning.
3. The Street and Utility Reconstruction Projects funding level is proposed at a project bid level (actual expenditure) of approximately \$2.75 million and slightly more in alternate years. This increase is because projects need to be completed sooner due to the extensive backlog of street and utility work. The intent is to complete the largest portion of the village total reconstruction needs by 2029.
4. The Street and Utility Reconstruction projects proposed for 2019 includes the remaining section of Longview, all of Oakwood Avenue, and two side streets (Oakhill, Summit) that connect into Oakwood. Oakwood Avenue is the next highest priority street for reconstruction. The actual cost of these projects is likely to be in the range of \$2.5-2.7 million.
5. Parks paving improvements to parking lots and roadways are included in the alternate project years beginning in 2019. These are included because they are part of a bond borrowing and the costs should be lower when included in the street projects.
6. The Allouez portion of the sewer and water replacement on Riverside Drive in 2020 is the best estimate at this time. The construction cost will be estimated as the current cost is a placeholder only.
7. The stormwater treatment projects are shown in 2019 and 2021. These must be submitted to the WDNR in 2018 to qualify for loan/grant funding and approval. The proposed construction schedule is a result of the funding schedule and the need to construct during the Riverside Drive reconstruction project.

8. The Libal Street resurfacing project will be funded by WisDOT. The design schedule is likely to move to 2021 by the MPO with construction in 2024.
9. A possible Webster Avenue commercial development project, or the repair of Webster Avenue if a separate project, are not included in the CIP at this time. It will be added if the project moves forward.

Conclusions:

1. Funding for reconstruction projects increased to expedite completion of the projects in most need. It is recommended that this higher funding level be established for the next (2019) and future projects.
2. The 2019 reconstruction project should begin design in the near future. There is the possibility that a federal stimulus program for infrastructure will be approved in 2018. This project could qualify for this program but the design must be completed and the project ready for construction.
3. Parks paving projects are included in this CIP.
4. The street maintenance projects for 2019 and after will be developed in early 2018. At this time do not use the street list for planning.

C. Berndt, DPW
December 5, 2017

DRAFT

10-3-2017

Subject to Revision

STREET MAINTENANCE AND RECONSTRUCTION PROJECTS

Street Maintenance Projects (Mill/Overlay and Reclaiming)-Funded in Public Works Operating Budget

Year 1-2016	Year 2-2017	Year 3-2018	Year 4-2019	Year 5-2020	Year 6-2021	Year 7-2022	Year 8-2023	Year 9-2024	Year 10-2025	Year 12-2027	Year 14-2029
Maintenance Projects from 2019 to 2025 are draft only. Subject to schedule changes.											
Hawthorne(\$76k) Chantilly Rue(\$97) Miramar(\$75k)	E. River (Briar-Longview)(\$140k) E. Briar Lane(Briar Ter-700 blk)(\$89k) LeBrun (\$75k) Park Drive (39k)-Alternate bid	Warren Ct (\$125k) Floral (\$120k) E. River (Longview-LeBrun)(\$120k) Overlays (\$125k)	Fernwood Custer Ct. Roselawn(San) Arbor Lane/Stanton Ridgeview	Tower View(San) Bernice Sunnyslope Sunrise Ln Woodrow Way St Francis	Crescent Sinoent Jenkel Trace Summit Rustic Oaks S. Van Buren	Briar Ln Whitney Hilltop Chardonay Cameo Ct Allouez Ter	Warren Ct Jackson Kenney Lola Dr(San) Floral Clay	Memory Gwynn Hickory Cr Greenwald Glenhaven Grass	Braebourne Fairview E. Dauphin Garland	Future projects to be determined.	
E. River (Hoffman-Briar) (\$136k)			St. Joseph (\$200k)(1)								
Cost	\$385,100	\$360,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Year 2000-2022 maintenance projects to be updated after January 1, 2018, after Paser evaluation is completed. Street list will be revised.											
(1)Add \$200k St Joseph TIF project 2019											

Street and Utility Reconstruction Projects--Bond Financing

Street and Utility Reconstruction Projects--Bond Financing

Bryan St (\$875k)(Paser2/San/Stm)(1969) St Joseph (Libal-E. River) (\$400k)(Paser2) Longview(Clay-Delhaul)(\$700k) (Paser2,4/ MM/San)(1980) Jourdain (Brookridge-Dauphin) (\$200k)(Paser1)(1965) DuCharme (\$300k)(Paser2,7/San)(1974) (Miramar to Iroquois) Detrie(\$500k)(Paser2)(1968) \$2,675,000	Oakwood(Greene-Allouez)(\$1,60M) (Paser 2,3/San)(1984) Longview(Delhaul-Libal)(\$600) (Paser 4/MM/San)(1980) Oakhill (Paser 3/San/MM)(\$350k) Summit (Paser 3/San/MM)(\$350k)	St Mary's (\$1.25M) (Paser 3/San)(1983) Beaumont(Greene to Mission)(\$1.25M) (Paser 3/MM)(1971) Kalib (\$750k)(w/Bethel SW Project)(2) (2) Kalib St same time as Bethel SW Project	Brevort/Vista/Stambaugh(\$1.0M) (Paser 3/San Sewer) Karl (\$1.025M)(1974) (Paser 3/San) E. Greene (\$750k)(Paser 3)	Delahaut (\$1.425M) (Paser 3/San/Stm) Briar Ln(Clay-Libal) (\$1.25M)(Paser 3/2)	Ravine/Lola/TowerDr(\$1.25M) (Paser 3/San/MM) Fairview (\$625k) (Paser 5/MM) Brenner (\$700k) (Paser 3/MM) (Paser 3/San) Bittersweet (\$600k) (Paser 3/San) Karen (\$625k)(1964) (Paser 4/MM) \$2,250,000
Sub-Cost	\$2,900,000	\$3,200,000	\$2,775,000	\$2,675,000	\$2,575,000

Stormwater Treatment Projects-Fund 61 + Grants

Bethel SW Pond/Kalib St (\$300k)
(Finance via SW Utility)

Green Isle Roadway (\$280k)

Riverside Drive SW Cloverleaf Ponds (\$750k)
(Finance via SW Utility)

Green Isle/Optimist Paving (\$216k)

Riverview/Kiwanis Paving (\$236k)

Riverview (\$161k)
Paving

Eastlawn/Community Center (\$140k)

Webster Park(\$150k)

WisDOT Projects--Allouez Cost Share and Utility Replacement--Bond Financing

Riverside Drive Utility Design \$75,000	Webster School SRTS Const \$125,000	Riverside Drive Utility Replace \$1,000,000 (5)	Riverside Drive CSS \$300,000 Libal St Design \$75,000 \$375,000	Libal St Local Cost Share (3) \$450,000	\$450,000
Sub-Cost	\$75,000	\$125,000	\$1,000,000	\$1,000,000	\$1,000,000

Borrowing (Bond)

Bond Cost	\$75,000	\$2,800,000	\$3,200,000	\$3,791,000	\$3,011,000	\$2,836,000	\$2,715,000	\$2,400,000
SW Bond		n/a	\$300,000	\$750,000	n/a	n/a	n/a	n/a

(4) Webster Avenue project costs preliminary.

(3) May be 2024 construction (as in CIP) or 2025.

(5) Preliminary cost only.

Updated: 11/4/2016; 8/18/2017; 12/13/2017

File: Street Utility CIP Plan Jan 2018