AGENDA
PUBLIC WORK'S COMMITTEE MEETING
Wednesday, January 10, 2018
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: REVIEW/RECOMMENDATION OF BIDS FOR WEBSTER SRTS PROJECT (DPW Berndt).

4. DISCUSSION/ACTION: REVIEW/RECOMMENDATION OF DOTY SCHOOL SRTS PROJECT APPLICATION for WisDOT FUNDING (DPW Berndt).

5. DISCUSSION/ACTION: LIBAL STREET TRAFFIC INFORMATION (Village President Rafter).

6. DISCUSSION/ACTION: DESIGNATED SIGNATURE AUTHORITY FOR STORMWATER ANNUAL REPORT (DPW Berndt).

7. DISCUSSION/ACTION: UPDATED CIP PLAN (DPW Berndt).

8. DISCUSSION/ACTION: COMPLIANCE MANAGEMENT OPERATIONS and MAINTENANCE (CMOM) REPORT DISCUSSION (DPW Berndt).

9. DISCUSSION/ACTION: WATER UTILITY LONG-RANGE PLAN (DPW Berndt).

DISCUSSION:

10. 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.

Minutes by Lange and Berndt, November 1, 2017

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

WEBSTER SCHOOL SAFE ROUTES TO SCHOOL PROJECT CONTRACT AWARD

The SRTS project has been bid. The results are as follows:

Vinton Construction	$396,503.90
Sommers Construction	$399,862.50
Peters Concrete	$401,500.65

It is recommended that the contract be awarded to Vinton Construction, subject to the note below.

The bid is higher than the current allocated funds of $386,615 for construction. See the attached tables of data.

A construction contingency of 3% should be added to the bid construction cost as there may be some variation in the total cost due to variation in the bid quantities. This results in a total construction cost estimated at $408,504.

To fund this increase in construction cost, funds will be reallocated from the construction review cost of $41,401 to construction. The total funded cost is $350,693 which is the maximum funds available to the village. The proposed changes in this project will still be about $20,000 below the maximum funds available.

The net cost to the village is projected to increase from the original $77,323 to $88,798. This increase in local share cost includes retaining Cedar Corp (engineering) to provide the construction staking. This cost is proposed to not be included in the funded project cost because if funded we need to go thru the entire procurement process for a small reimbursement, and we feel it is important to have the design firm provide the construction staking.

We have $125,000 budgeted for construction and engineering. So adequate funds are available to complete the local share cost of the project

It is recommended that the PWC "Recommend to the village board to approve the Award of Contract to Vinton Construction in the amount of $396,503.90 subject to approval of the contract by the Wisconsin Department of Transportation".

The contract will actually be signed by the village president after we receive formal contract approval by WisDOT.
C. Berndt, DPW, January 5, 2018

SUMMARY OF COSTS - Webster School SRTS Project

Summary of Costs from WisDOT Agreement and Project Construction Bid

	Total Cost	Federal Funds at 80%	Local Funds at 20%
WisDOT Participating Construction Cost	$386,615	$309,292	$77,323
WisDOT Participating Construction Review	$51,752	$41,401	$10,351
Total Cost Distribution	$527,117	$350,693* *(Max funds to village)	$176,424

A

B

C

Actual Costs based on Project Construction Bid

	Total Cost	Federal Funds	Local Funds
WisDOT Actual Participating Cost			
Construction Bid	$396,504	$309,292	
3% Construction Contingency	$12,000	$22,000**	
Total	$408,504	$331,292 **Transfer of Funds	$77,212
WisDOT Participating Construction Review @ 2% (Reduced by transfer of $22K to Construction)	$7,930	$6,344	$1,586
Village Construction Eng Cost (staking) (Federal funds not used for staking)	$10,000		$10,000
Total Cost			$88,798

Date: January 4, 2018 based on construction bid plus contingency.

A -- Construction cost increase due to bid and added contingency of 3%.

B -- Increase construction funds by transfer of $22K within Federal funds allocation.

C -- Revised funds still less than the available $350K Federal funds allocated to village.

Cost Summary from WisDOT/Village Agreement

PHASE	SUMMARY OF COSTS Total Est. Cost	Federal Funds	%	Project Sponsor Funds	%
ID 4517-05-00					
Design	$65,300		0%	$65,300	100%
Design Review #	$23,450		0%	$23,450	100%
ID 4517-05-71					
Participating Construction	$386,615	$309,292	80%*	$77,323	BAL*
Participating Construction Review #	$51,752	$41,401	80%*	$10,351	BAL*
Total Est. Cost Distribution	$527,117	$350,693	MAX	$176,424	N/A

*This project has a TAP federal funding maximum of $350,693. This maximum is cumulative for all federally funded project phases.

Review costs are administered and paid for by WisDOT. The Project Sponsor will be billed for any required local match and for costs beyond the cumulative federal or state funding.

This request is subject to the terms and conditions that follow (pages 3-10) and is made by the undersigned under proper authority to make such request for the designated Project Sponsor and upon signature by the State shall constitute agreement between the Project Sponsor and the State. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing duly executed by both parties to this State/Municipal Agreement.

Signed for and in behalf of: **Village of Allouez** (please sign in blue ink.)

Name Title Date

Signed for and in behalf of the State:

Name Title Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.

2. Work prior to federal authorization is ineligible for federal funding. The Project Sponsor will be notified by the State when each project phase or ID is authorized and available for charging.

3. The initiation and accomplishment of the project will be subject to the applicable federal and state regulations, as referenced in the document *A Sponsor's Guide to Non-Traditional Project Implementation.* The Project Sponsor, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:

   a. Environmental requirements, including but not limited to those set forth in 23 U.S.C. 139 and the National Environmental Policy Act (42 U.S.C. 4321 et seq.).

   b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The Project Sponsor agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of

VILLAGE OF ALLOUEZ

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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.

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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

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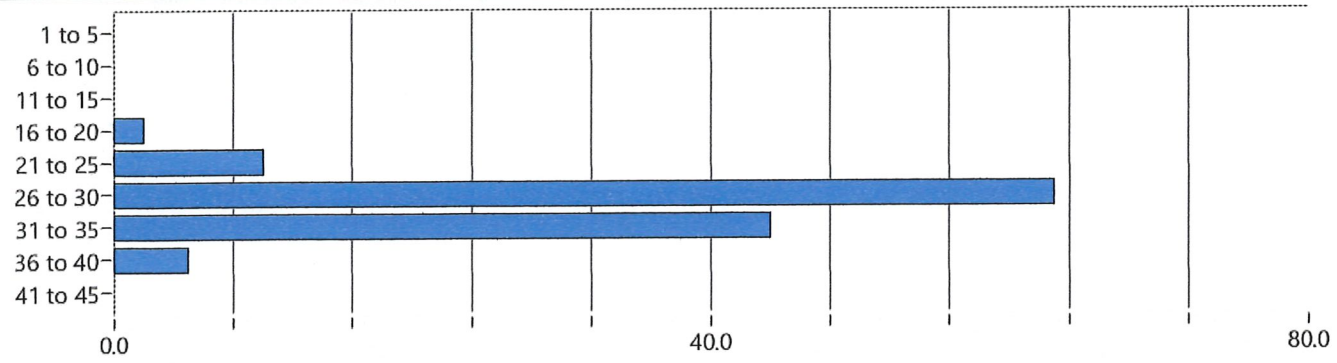
Volume By Speed Report

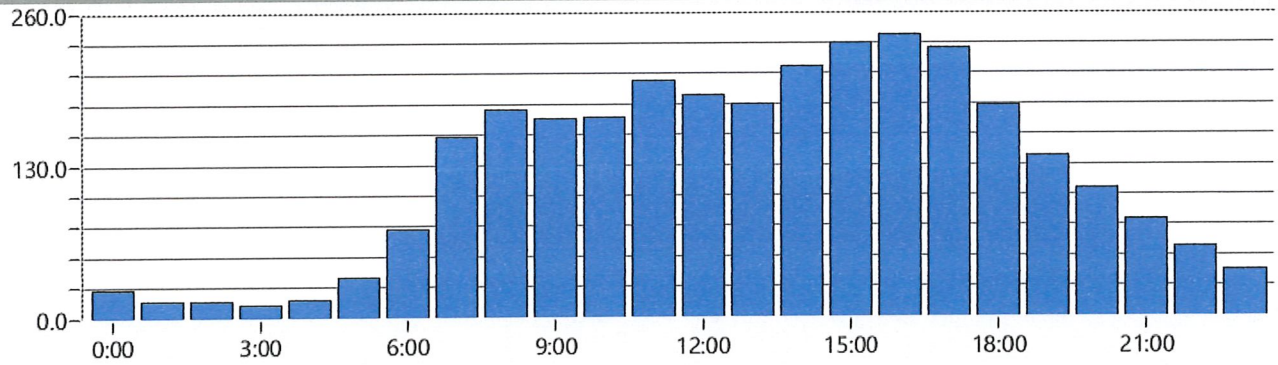
Generated by Jason Vogel from Village of Allouez
on Nov 8, 2017 at 9:45:24 AM
Speed Bins: Size 5, Range 16 to 60
Time View: By Hour (Avg Volumes)
Site: Libal St @ Blackhawk SB, SB

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

Average Vehicles by Speed Bin



Average Volume by Hour



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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

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

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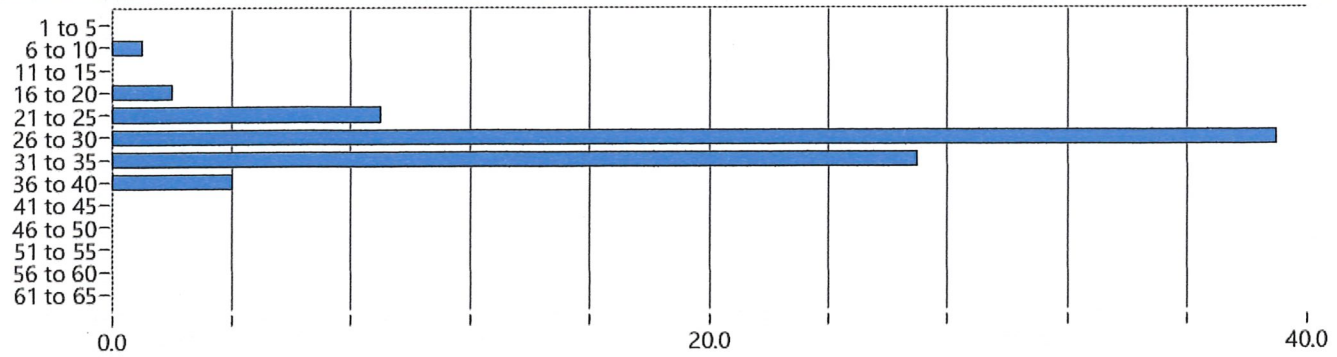
Volume By Speed Report

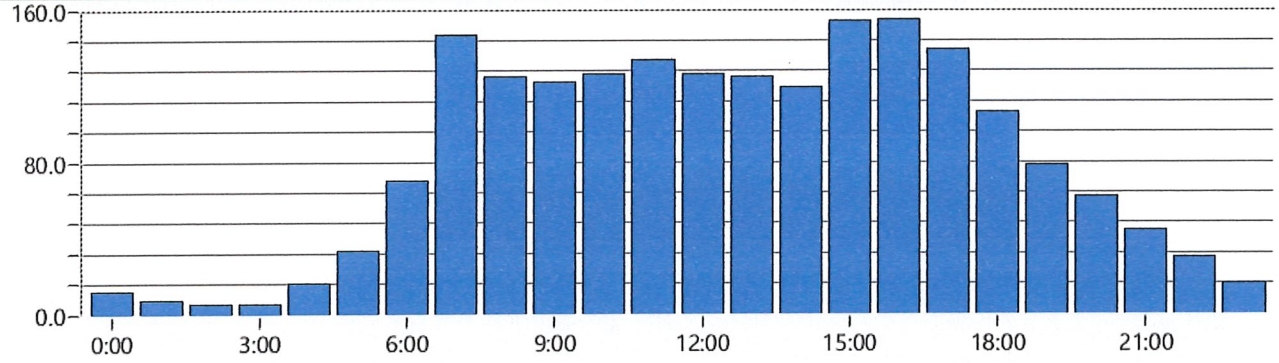
Generated by Jason Vogel from Village of Allouez
on Nov 27, 2017 at 1:12:50 PM
Speed Bins: Size 5, Range 6 to 70
Time View: By Hour (Avg Volumes)
Site: Libal St @ Terraview Dr, NB

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



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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

State of Wisconsin
Department of Natural Resources
PO Box 7921, Madison WI 53707-7921
dnr.wi.gov

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

Form 3500-123 (R 09/17)

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

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)	E. River (Briar-	Warren Ct ($125K)	Fernwood	Tower View(San)	Crescent	Briar Ln	Warren Ct	Memory	Braebourne	Future projects to be determined.	
	Chantilly Rue($97)	Longview)($140k)	Floral ($120K)	Custer Ct.	Bernice	Simonet	Whitney	Jackson	Gwynn	Fairview		
	Miramar($75k)	E. Briar Lane(Briar	E.River (Longview-	Roselawn(San)	Sunnyslope	Jenkel Trace	Hilltop	Kenney	Hickory Cr	E. Dauphin		
		Ter-700 blk)($89k)	LeBrun)($120K)	Arbor Lane/Stanton	Sunrise Ln	Summit	Chardonnay	Lola Dr(San)	Greenwald	Garland		
		LeBrun ($75k)	Overlays ($125K)	Ridgeview	Woodrow Way	Rustic Oaks	Cameo Ct	Floral	Glenhaven			
	E. River (Hoffman-	Park Drive (39k)-			St Francis	S. Van Buren	Allouez Ter	Clay	Grass			
	Briar) ($136k)	Alternate bid		St. Joseph ($200k)(1)								
					Year 2000-2022 maintenance projects to be updated after January 1, 2018, after Paser evaluation is completed. Street list will be revised.							
Cost	$385,100	$360,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000

(1)Add $200k St Joseph TIF project 2019

Street and Utility Reconstruction Projects--Bond Financing

		Bryan St ($875k)(Paser2/San/Stm)(1969)	Oakwood(Greene-Allouez)($1.60M)	St Mary's ($1.25M)		Brevort/Vista/Stambaugh($1.0M)		Delahaut ($1.425M)	Ravine/Lola/TowerDr($1.25M)	
		St Joseph (Libal-E. River)($400k)(Paser2)	(Paser 2,3/San)(1984)	(Paser 3/San)(1983)		(Paser 3/San Sewer)		(Paser 4/San/Stm)	(Paser 3/San/WM)	Little Rd ($425K)(1980)
		Longview(Clay-Delhaut)($700k)	Longview(Delahaut-Libal)($600)	Beaumont(Greene to Mission)($1.25M)		Karl ($1.025M)(1974)		Briar Ln(Clay-Libal)	Fairview ($625K)	(Paser 3/San)
		(Paser2,4/WM/San)(1980)	(Paser 4/WM/San)(1980)	(Paser 3/WM)(1971)		(Paser 3/San)		($1.25M)(Paser 3/2)	(Paser 5/WM)	Blackhawk ($600K)
		Jourdain (Brookridge-Dauphin)	Oakhill (Paser 3/San/WM)($350K)	Kalb ($750K)(w/Bethel SW Project)(2)		E. Greene ($750K)(Paser 3)			Brenner ($700K)	(Paser 3/San)
		($200k)(Paser1)(1965)	Summit (Paser 3/San/WM)($350K)						(Paser 3/WM)	Bittersweet ($600K)
		DuCharme ($300k)(Paser2,7/San)(1974)		(2) Kalb St same time as Bethel SW Project						(Paser 3/San)
		(Miramar to Iroquois)								Karen ($625K)(1964)
		Detrie($500k)(Paser2)(1968)								(Paser 4/WM)
Sub-Cost		$2,675,000	$2,900,000	$3,200,000		$2,775,000		$2,675,000	$2,575,000	$2,250,000

Stormwater Treatment Projects-Fund 61 + Grants

			Bethel SW Pond/Kalb St ($300K)	Riverside Drive SW Cloverleaf Ponds ($750k)								
			(Finance via SW Utility)	(Finance via SW Utility)								

Parks Improvements-Paving

			Green Isle Roadway ($280K)	Green Isle/Optimist Paving ($216K)		Riverview/Kiwanis Paving ($236K)			Riverview ($161K)	Eastlawn/Community	Webster Park($150K)	
									Paving	Center ($140K)		

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

	Riverside Drive	Webster School			Riverside Drive	Riverside Drive			Libal St Local			
	Utility Design	SRTS Const			Utility Replace	CSS			Cost Share (3)			
	$75,000	$125,000			$1,000,000 (5)	$300,000			$450,000			
						Libal St Design						
						$75,000						
Sub-Cost	$75,000	$125,000			$1,000,000	$375,000			$450,000			
Borrowing (Bond)												
Bond Cost	$75,000	$2,800,000		$3,200,000	$1,000,000	$3,791,000	n/a	$3,011,000	$450,000	$2,836,000	$2,715,000	$2,400,000
SW Bond		n/a	n/a	$300,000	n/a	$750,000	n/a	n/a	n/a	n/a	n/a	n/a

(5) Preliminary cost only. (3) May be 2024 construction (as in CIP) or 2025. (4) Webster Avenue project costs preliminary.

Updated: 11/4/2016; 8/18/2017; 12/13/2017
File: Street Utility CIP Plan Jan 2018

"CMOM"

VILLAGE OF ALLOUEZ

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Department of Public Works

ALLOUEZ SANITARY COLLECTION SYSTEM GOALS AND OBJECTIVES

Key goals and objectives of the Allouez Compliance Maintenance Operations and Management program are, in the approximate order of priority, as follows:

1. Continue the capital projects program for removal and replacement of aging sanitary sewers and sanitary laterals that are in poor condition. This program is planned for the next 8 years to 2026. The objective is to replace failing sewers and reduce infiltration flow.

2. Replace selected high priority sanitary sewer segments in areas of suspected or known significant sewer defects. An example is the sewer on the south village boundary near Andalusia Court.

3. Continue the annual televising and sewer repair work in segments of the collection system under the sanitary utility operating budget. This is a 2-4 block area annually.

4. Continue the annual sanitary sewer flushing and manhole inspection program based on completing one-third of the collection system annually. This program is well established and will be continued.

5. Upgrade the sanitary sewer lateral replacement ordinance to require lateral replacement when street reconstruction occurs. This applies to non-PVC laterals.

6. Procure a more advanced and capable sanitary sewer televising camera to increase flexibility and use of the system.

7. Develop a somewhat more comprehensive sanitary sewer televising program to identify problem areas for repair or replacement. Because the capital projects program is well established, televising work has been a lower priority. There are enough sewers in known poor condition for an extensive capital program for sewer replacement.

8. Implement a cross-connection reduction program to replace the previous inspection on sale program. This would be an area approach to inspections.

9. Enhance the sanitary sewer grease control program, which entails more inspections of businesses and other commercial facilities, to ensure adequate grease traps are in place. This is more of a data management program for tracking grease trap cleaning.

10. Evaluate the collection system for bottlenecks (possible East River location) and for inflow sources. Many inflow sources have been removed but it is likely more exist.

Engineering Report
2017 Update

Water System Evaluation & Improvement Plan Update

Prepared For The

Village of Allouez
Historically progressive

VILLAGE OF ALLOUEZ
BROWN COUNTY, WISCONSIN

UPDATED: FEBRUARY 22, 2017
UPDATED: DECEMBER 2016
UPDATED: OCTOBER 14, 2013
OCTOBER 13, 2009

McM. No. A0012-9-15-00684.00
(McM. No. A0012-980833)

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There is a large volume of water (approximately 560,000-gallons) maintained below elevation 745.0 in the 1.0 MG standpipe that cannot be readily used in the event of an emergency. A booster Pump Station could be utilized to pump water out of the standpipe in the event of an emergency and maintain pressures in the distribution system. By adding a booster Pump Station to pump water from the tank, while isolating the tank from the distribution system, would have the tank essentially serve as a ground reservoir. The existing distribution system has sufficient capacity to convey a high rate of flow away from the standpipe. While this additional storage volume is not warranted at this time, this pumping option could serve to replace existing storage capacity at the Well #3, Well #4 or Well #7 reservoir sites in the future.

M. The Village has two (2) potential options for interconnection of the water distribution system with a neighboring community to use in the future as a replacement option of the existing two (2) wells. A connection to the Village of Bellevue would require a crossing of the East River, but is of limited capacity due to the size of water main piping in both the Bellevue and Allouez systems. A connection to the City of Green Bay would provide sufficient capacity, but would require a negotiated Agreement for use as an emergency supply. The annual cost of maintaining the existing wells for emergency use is estimated at $27,000/year. [1]

VIII. RECOMMENDATIONS

The following are the recommendations for future improvements for the Allouez water supply and distribution system:

A. The water distribution system Leak Detection Program should be continued until such time the annual water loss reduction cost savings is less than the cost of the Water Loss Detection Study and water main leak repairs.

B. The Village should continue the current, aggressive water main and water service replacement program (Street & Utility Reconstruction Program) because of the large amount of old cast iron water mains that are in poor condition, and replacing water services that are experiencing leaks. A replacement schedule should be implemented to replace as much as 50% of the remaining cast iron mains within the next 12 to 15-years.

C. The Village should implement an aggressive residential water services replacement program to reduce that significant source of water losses. This should be part of the Village framework lateral replacement program. Lead laterals, and any laterals requiring repair, should be strong candidates for replacement.

[1] The Opinion Of Probable Cost was prepared for use by the Owner in planning for future costs of the project. In providing Opinions Of Probable Cost, the Owner understands that the Design Professional has no control over costs or the price of labor, equipment or materials, or over Construction Professionals' method of pricing, and that the Opinions Of Probable Cost provided herewith are made on the basis of the Design Professional's qualifications and experience. It is not intended to reflect actual costs, and is subject to change with the normal rise and fall of the local area's economy. This Opinion must be revised after every change made to the project or after every 30-day lapse in time from the original submittal by the Design Professional.

D. Reservoir #6 should be removed from service because of the limited storage volume and for Wisconsin Code non-compliance issues at the reservoir. Well #6 has already been removed from service. The *Storage Capacity Analysis* indicates the system can meet the future needs of the community without Reservoir #6.

E. The emergency backup power systems for Well #7 should be upgraded to provide an on-site emergency generator. The auxiliary power natural gas engine at Well #4 should be modified to provide a larger cooling system to sustain extended operation to address the current overheating issues.

F. Well #4 and Well #7 should continue to be maintained, as well as the booster pumps and reservoirs at Well #3, Well #4 and Well #7 sites to provide a reliable emergency supply and provide the storage necessary to provide system storage to meet several criteria:

1. CBCWA contract requirements for storage volume.

2. Continue to meet a fire flow demand of 3,500 gpm for 3-hours under a MDD condition.

3. Meet supply demands of the MDD.

G. The reservoirs at Stations #3, #4 and #7 should be maintained, as long as the repair and maintenance costs do not become excessive. The condition of the reservoirs is observed every 5-years, as required by Wisconsin DNR Administrative Code. The 2014 Observation Report of the round, 300,000-gallon reservoir at Station #3 identified that, to prevent further corrosion of exposed reinforcing steel in the reservoir roof, the exposed steel should be power-cleaned and coated with an NSF 61 approved coating. This work has since been completed. The rectangular, 800,000-gallon reservoir is in good condition and no repairs were recommended.

The reservoir at Station #4 was last observed in 2013, and was found to be in good condition. No repair recommendations were made in the observation report.

Reservoir #7 was found to be in good condition when last observed in 2014. It was recommended that, during a future scheduled emptying of the reservoir, the exposed reinforcing steel in the ceiling should be cleaned, coated and covered to prevent further corrosion of the steel and appalling of the concrete.

The concrete reservoirs will eventually reach the end of their useful life and need to be replaced. The Village should develop a long-range plan to replace the reservoirs, especially Reservoir #3, with either elevated storage or the addition of a booster Pump Station at the standpipe, as described in the next paragraph, to access 100% of the storage volume in the standpipe. Special attention should be given to any future reservoir inspection to confirm the integrity of the membrane provided as part of the roofing system.

H. The operational control of the water system could be modified to allow for the use of water stored in the Allouez 1.0 MG standpipe below the current low water elevation 779.0 and elevation 745.0 in an emergency condition, where the CBCWA supply or the water supplied from booster pumps are inadequate or unable to meet an emergency flow condition. Such an event would result in a pressure condition of less than 35 psi near the Allouez standpipe, but should not permit pressures to fall below 20 psi. A more efficient and effective use of this storage, however, can be implemented with the addition of a booster Pump Station, provided with emergency power, to access 100% of the storage volume in the standpipe, while maintaining the minimum water pressure conditions of 35 psi in the water system.

The need for providing this additional storage capacity to the system can only be justified under an operational scenario where the supply systems are operating on emergency power with an interrupted CBCWA supply system.

I. The Village should develop a long-range plan for an interconnection with an adjacent community, whether it be the Village of Bellevue or the City of Green Bay or a combination of the two. The importance of this effort should be to either identify a more effective plan for providing an emergency supply or to replace the existing groundwater supply, should the continued use of the wells be further restricted by the DNR due to water quality conditions.

J. The November 16, 2016 DNR Allouez *Waterworks 2016 Sanitary Survey* identified six (6) recommendations that were to be considered for addressing non-Code issues. Four (4) non-conforming issues were identified that represented water system features that currently exist, but do not conform to recent changes to Administrative Code. These recommendations and non-conforming features are listed in the *Allouez Waterworks 2016 Sanitary Survey* provided in Appendix A.

IX. CAPITAL IMPROVEMENTS PLAN SCHEDULE

The following long-range schedule may be used for implementation planning of the Capital Improvement Plan. This Plan incorporates the various recommendations made in this system evaluation.

Years	Action Plan
2017 - 2025	▪ Continue cast iron water main replacement projects (alternate years, replace 50% of current cast iron mains)
2018	▪ Provide internal repairs to the water standpipe to address ice damage to overflow and painter's ring ▪ Modify the chlorination system at AZ-2 to provide for residual monitoring and chlorine feed

Years	Action Plan
2020	▪ Install standby power supply at Well / Reservoir #7 ▪ Modify SCADA to allow water standpipe operational drawdown for emergency water demands ▪ Implement an emergency backup water supply with interconnection to adjacent communities ▪ Evaluate the need for continued use of the well supply currently used for the emergency supply
2025	▪ Remove Reservoir #6 and associated facilities from service ▪ Abandon the site for re-sale or other Village use
2030	▪ Repaint standpipe / repair tank floor
2035	▪ Replace Reservoir #3 (remove two old concrete tanks) with above-grade ground storage as an alternative, or provide elevated storage in a new elevated tower and provide a booster Pump Station at the existing standpipe using the standpipe as ground storage to replace the storage at the Well #3 reservoir, or Pump Station to utilize standpipe as ground reservoir