



AGENDA OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, JANUARY 29, 2020, 5:30 PM
CITY HALL, ROOM 207**

PUBLIC HEARING 6:00 PM

- A. Roll Call.**
- B. Approval of the Agenda.**
- C. Approval of Minutes.**
- D. Regular Business.**
 - 1. Consideration with possible action on the request by Shannon Jansen, 819 Roy Avenue, for up to 25 total requests for overnight on-street parking.
 - 2. Consideration with possible action on request by Ald. Johnson to address chronic flooding and drainage concerns on Antoinette Street.
 - 3. Consideration with possible action on request by Ald. Nicholson, on behalf of Tina Bunker, to have the City of Green Bay own and maintain the storm water management ponds as part of the Grandview subdivision(s) (held at the January 7, 2020 Improvement and Services Committee meeting).
 - 4. Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces with Department of Public Works staff creating draft ordinances that allow even-odd overnight on street parking during summer months and/or year round and present at the January 8, 2020 Improvement and Services Committee meeting (held at the January 7, 2020 Improvement and Services Committee meeting).
 - 5. Consideration with possible action on the Department of Public Works Capital Improvement Program for 2020.

6. Consideration with possible action on the review and award of the contract BRIDGE I-20 (MAIN ST. BRIDGE CENTER AND TAIL LOCK ADJUSTMENTS).
7. Consideration with possible action on applications for Sidewalk Builder Licenses by the following:
 - A. Bryan McEwen Concrete LLC
 - B. Green Bay Concrete LLC
 - C. IEI General Contractors, Inc.
8. Consideration with possible action on applications for Tree & Brush Trimmer Licenses by the following:
 - A. Asplundh Tree Expert LLC
 - B. Consciously Fresh Tree Service
 - C. Economy Tree Service LLC
 - D. Holtger Bros., Inc.
 - E. Monster Tree Service of Northeast Wisconsin
 - F. Urban Tree Service
9. Consideration with possible action on application for Underground Sprinkler System License by The Sprinkler Company, Inc.

E. Informational.

1. Director's Report on recent activities of the Public Works Department.
2. The next Improvement and Services Committee meeting is scheduled for February 12, 2020.

F. Public Hearings.

1. Public Hearing 6:00 p.m.

CONCRETE PAVEMENT

GRAY STREET - Mather Street to Velp Avenue

WATER MAIN AND/OR WATER SERVICES

HILLCREST DRIVE - W. Mason Street to Renaissance Lane

G. Adjournment.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov

- 2) **ACCESSIBILITY:** Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) **QUORUM:** Please take notice that a majority or quorum of the Common Council will attend this Improvement and Services Committee meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) **REPRESENTATION:** The party requesting the communication, or their representative, should be present at this meeting.



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.I.

Consideration with possible action on the request by Shannon Jansen, 819 Roy Avenue, for up to 25 total requests for overnight on-street parking.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.2.

Consideration with possible action on request by Ald. Johnson to address chronic flooding and drainage concerns on Antoinette Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.3.

Consideration with possible action on request by Ald. Nicholson, on behalf of Tina Bunker, to have the City of Green Bay own and maintain the storm water management ponds as part of the Grandview subdivision(s) (held at the January 7, 2020 Improvement and Services Committee meeting).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Storm Water Pond Memo - 1-02-2020 MRH
2. 2018 ADP 129 OMA 18-01 Comments mrh 2-7-2018



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

100 N. Jefferson Street, Room 300
Green Bay, WI 54301
Tel (920) 448-3100
Fax (920) 448-3102

INTER-OFFICE
MEMO

TO: Improvement & Service Committee

FROM: Matthew Heckenlaible, PE – Utility Manager

SUBJECT: Storm Water Facility / Pond Memo

DATE: January 2, 2020

C: Steven Grenier, PE – Director of Public Works
James Brunette, PE – Assistant Director of Public Works

Overview:

In the late 1990's, the City was notified by the WDNR that we would need to prepare and submit a Storm Water Permit Application to be a monitored municipality which would require the City to make improvements to water runoff being discharged within the City of Green Bay.

As such, the City started looking at projects that could potentially benefit from storm water discharge benefits. As the City did not have an ordinance to actively enforce, all we could do was 'plan' and 'suggest' storm water management be incorporated into developments and projects.

The City required storm water management to be incorporated into the University Highlands Subdivision off of Spartan Road as was indicated in preliminary drawings, but as there wasn't an ordinance the subdivision was constructed without any such BMP's.

West Mason Street Facility – new storm water facility constructed as part of the WISDOT reconstruction of West Mason Street in 1997

In 1998 the City requested the new Aurora Hospital complex to manage storm water which they willingly accommodated.

Barina Creek Parkway – 1998 to 2000, relocation of unnamed tributary streams, modification of floodplain and environmentally sensitive designations from Brown County for the drainage from the roadways associated with the Red Smith School construction and associated future residential developments.

June 2001, Proctor and Gamble proposed to construct a large warehouse facility immediately east of S Huron Road in which the City requested them to manage storm water not only for their property but also 'Out Lots' that would be between their warehouse and S Huron Road. They willingly accommodated.



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Storm Water Ordinance was adopted December 2001 and with implementation and enforcement of the ordinance to commence immediately but there wasn't any 'guidance' in how to do that. It was a slow and gradual implementation.

Residential / Commercial Development in somewhat of a chronological order:

Summer Place Estates (2000) – Developer was required to manage storm water in the northerly portion of the development prior to discharging to the West Mason Street / Hillcrest Road ditch system which ultimately discharges in to waters controlled by the Oneida Nation. This was constructed by the developer prior to the road right-of-way infrastructure improvements being completed.

McAuliffe Hghts Sub'd: started the platting process in 2000; Plat recorded 2/2001 – City had the desired to require / do storm water management along the south side of Sitka but again no ordinance to enforce (No Storm Water Required) Christa McAuliffe Storm Water Facility retrofitted into Park in 2014.

McAuliffe Hghts Sub'd Phase II: Plat recorded 1/2002 – just past Storm Water Ordinance being adopted; process started prior to ordinance (No Storm Water Required) Christa McAuliffe Storm Water Facility retrofitted into Park in 2014.

McAuliffe Hghts Sub'd Phase II: 1/2003 – no land available to City charged "Fee in Lieu of"

University Highlands (Spartan Road) – initial phases constructed in 2001, storm water requested but developer refused to do as there was no ordinance to require it. City RETROFITTED Larschied pond into the southwesterly portion of the subdivision in 2010 to aid in meeting our WDNR Permit TSS reduction requirements.

Huron-Sitka Pond: As the City had limited knowledge on the design and construction of storm water facilities, the City opted to hire a consultant to do the 'design' to not only meet water quantity reduction requirements but also address a water quality benefit. Robert E Lee began the design of this facility in 2001 in anticipation of the Huron Road reconstruction along with preventing the ditches from further eroding from the storm sewer discharge point to Baird Creek. Constructed 2002 for Huron Road Reconstruction

Woodside Heights Sub'd – Plat / Fees 2003; City charged "Fee in Lieu of" as the Huron – Sitka Pond existed.

Subsequent phases of Woodside Heights Sub'd also were charged "Fee in Lieu of"

Wood Winds Estates (Star Creek Court) – Plat / Fees 2003; City charged "Fee in Lieu of" as the Huron – Sitka Pond existed.

Due to next phases of Huron Road (Woodside Road) construction / reconstruction, the City again hired Robert E Lee to look at the corridor and recommend storm water facility locations and ultimately perform storm water facility design services. Three (3) storm water facility locations



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were selected Huron Pond #2 – Northeast corner of Huron Road and Whittier Drive; Huron Pond #3 – Southeast corner of Huron Road and Baird Creek; and Huron Pond #4 – Northeast corner of Huron Road and Baird Creek.

Royal Woods Estates: Final Plat / Fees - 12/2003; City Charged “Fee in lieu of” AND required the Developer to pay for the land on which the future storm water facility would be located (1.5 acres). The City opted to design and construct this storm water facility due to the encouragement and significant concerns expressed by both the City’s Park, Recreation and Forestry Department and the Baird Creek Preservation Foundation about letting storm water discharge from the subdivision unchecked and uncontrolled and ultimately eroding out the steep slopes immediately adjacent to the subdivision leading into the south branch of Baird Creek.

Huron Pond #2 and #3 were ultimately constructed in phases by the developers of Baird Creek Preserve / The Preserve beginning in 2006 which also allows Huron Road and Whittier Drive water to be discharged and managed within them prior to being discharged into Baird Creek.

Huron Pond #4 was ultimately constructed by the developer of the Stone Garden Development

Eaton Heights: Final Plat / Fees - 3/2005; Developer had a consultant prepare a storm water report, design and ultimately constructed the storm water facility; Developer owned this storm water facility up until 2019 when they deeded it over to the City. City designed and constructed the infrastructure.

Largo Ridge: 9/2004 plat review comments – Storm water management will need to be addressed and implemented for all areas. (Did not proceed with Development)
3/2005 – same requirements (Did not proceed with Development)
5/2006 – same requirements (Did not proceed with Development)

Brown County Farm Pond: Constructed 2007

Largo Ridge: 7/2012 – small development, 10 lots which the Developer hired a consultant to design - ERU as Brown County Farm Pond was constructed
3/2013 – expanded development to 39 lots still consultant design – ERU (Did not proceed with Development)
3/2014 – expanded development to 39 lots still consultant design – ERU City constructed infrastructure from consultant design.

Mackinaw Estates (2004) – Developer was required to design and build a small storm water facility in the northwesterly portion of the property. City designed and constructed the infrastructure.

Hannah Heights / Platten Place (2004) Developer was required to prepare and implement a storm water management plan which was a infiltration swales along the rear of the properties/lots and dry detention area that discharged into an infiltration facility prior to being discharged to the rail



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road ditch in the southeasterly corner of the development. City designed and constructed the infrastructure.

Thomas J Juza's Shorewood Height's 1st Addition (2004) Developer was required to prepare and implement a storm water management plan which included a wet detention pond east of Sussex Road and south of Chruch Road. Developer design and construction of infrastructure.

Excalibur 2nd Addition (2005) Developer was required to prepare and implement a storm water management plan which included a wet detention pond in the southeast corner of Kathy Drive and Paula Street. Developer design and construction of infrastructure.

Ponds @ Baird Creek (2005) – Developer Design / Build which allow the streets to discharge storm water into them and be managed by these storm water facilities.

Majestic Heights Subdivision (Remington Road / Lost Ridge Court)(2005) Developer was required to prepare and implement a storm water management plan which was a wet pond in the northwest corner of Remington Road and Lost Ridge Court prior to discharging to an unnamed tributary to Baird Creek. Developer design and construction of infrastructure.

Mahon Creek Sub'd & 1st Addition – City Designed the right-of-way infrastructure; Developer was required to design and implement storm water management.

Sand Ridge Park Sub'd (2017) – Developer was required to prepare and implement a storm water management plan which included a wet detention pond north of West Point Road west of Sandstone Place. Developer design and construction of infrastructure.

Pine Acres Estates (2018) – Developer was required to prepare and implement a storm water management plan which included a wet detention pond and bio-filtration in the southwesterly portion of the development near Buckthorn Trail and Crestwood Springs Court. Developer design and construction of infrastructure.

The Rail Yard – (2018/2019) Developer was required to prepare and implement a storm water management plan which included a wet detention pond east of Donald Driver Way. Developer design and construction of infrastructure.

Conclusion / Considerations:

- Grandview Heights / Grandview Place (development in question) Area Development Plan 129 dating back to November 11, 2003 and Official Map Amendments 14-01 (November 17, 2014), 15-01 (June 24, 2015) and 18-01 (February 7, 2018) storm water management has been noted within a continuous memo stating that “The developer(s) will need to meet the City of Green Bay’s Storm Water Management Ordinance for all proposed areas and create a formal storm water management plan”. Attached and highlighted is the continuous memo. Area Development Plans and Official Map



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Amendments aid in planning, design and reserves appropriate land for necessary improvements.

- Per 30.06 (1) “*Responsible party. The landowner* or the post-construction site or other person contracted or obligated by other agreement with the landowner to implement and maintain post-construction storm water BMPs is the responsible party and shall comply with this chapter.”
- As there is no agreement between the City and Developer for Grandview, the ‘landowner is the responsible party’ to comply with the Storm Water Management Requirements.
- The majority of the development projects listed above the Developer designed and implemented the required storm water management features.
- Since 2004, the majority of the projects listed above were consultant designed with
- Some of the above storm water management features were or will be turned over to the City for future maintenance and up-keep.
- DPW’s Position as it relates to the management of storm water for NEW development, reconstruction and/or redevelopment of properties is placed on the Developer as can especially be seen in most of the development examples listed above.
- HOWEVER?
 - Developer complete a prepares a storm water management plan;
 - Developer prepares a storm water management design that is consistent with City / DPW standards and requirements;
 - Developer deeds over all necessary lands (no cost to the City)
 - Developer grants all necessary easements for conveyance of storm water; and
 - Developer agrees to pay actual costs associated with the construction, stabilization and final vegetation of the proposed storm water facility;
 - The City / DPW would be willing to construct said storm water facility as part of Infrastructure construction contracts.



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INTER-OFFICE
MEMO

TO: Steven Grenier – Director of Public Works

FROM: Matthew Heckenlaible – Utility Manager

SUBJECT: ADP 129 – OMA ~~14-01~~ ~~15-01~~ 18-01
Storm Water / Sanitary Sewer / Pavement
Comments

DATE: November 17, 2014
Revised/Up-dated June 24, 2015
Revised/Up-dated February 7, 2018

C: James Brunette – Assistant Director of Public Works
Tom Giese – Right-of-way Specialist

Comments:

November 11, 2003 Interoffice Memo:

We have reviewed the proposed amendment to ADP 129 and have the following comments to the proposed street layout, and for providing sanitary sewer service and storm water management for the subject development:

1. Besides Rocky Arbor Trail, there should be an east-west corridor that connects Erie Road to Grandview Road. The unnamed road that intersects Erie Road to the south of Ashby Lane would be the ideal choice. This road could connect to Grandview to the north or south of the existing home at Grandview. This road shall have a right-of-way width of 70 feet. (Copper Falls Way)
2. The connecting east-west roads would not have to be a straight shot, which would lend itself to possibly faster speeds through the subdivision. There could be some reverse curves put in to help with traffic calming, like the one shown near the Erie Road intersection.
3. The east-west roadway should line up with a through roadway east of Grandview Road. (Through modifications of the ADP – this no longer occurs. There are offset intersections at Grandview for proposed Road E and proposed Road D which is not desirable as this creates conflict points for motorists.)
4. Internal sanitary sewer would come off of the proposed southern reach of the Baird Creek Interceptor Sewer with a portion of this sewer being constructed during the winter of 2003-2004 and should be available at the northwestern reaches of the proposed ADP by April 2004. (Sanitary Interceptor Sewer has been constructed; additional infrastructure required. The route of the proposed north-south portion of the sanitary interceptor sewer through the remainder of the proposed development has been altered and will be constructed within Erie Road and Grandview Road. The interceptor will need to be



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extended from its current location within Rocky Arbor east to Grandview within Rocky Arbor. The route modifications were due to existing wetlands that WDNR had concerns about permitting per a meeting with WDNR and City Staff 12/2017.).

5. The developer(s) will need to meet the City of Green Bay's Storm Water Management Ordinance for all proposed areas and create a formal storm water management plan. DPW – Engineer is reserving a minimum of five (5) locations for storm water facilities, which will range in size from 2.4 Acres to 7.6 Acres of land. The approximate locations of the storm water facilities are shown on the attached sketch. A formal storm water management plan will need to be prepared identifying locations and sizes for storm water management facilities such that appropriate land areas can be set aside along with appropriate access, right-of-way and/or easements, to these facilities. The proposed ADP is identifying locations for proposed storm water management facilities but does not address access, proper sizing of the facilities, existing and proposed drainage basins and routing of the proposed storm sewers to and from the proposed storm water facilities.
6. Storm water management will be a challenge in these areas due to the rolling terrain a combination of swales and sewers would strongly encouraged in this area. Provided the ADP is adopted, advance planning of the storm water management plan for this area could be formally designed and completed. The storm water management plan may require pre-grading of the site and additional easements to convey storm water. (Still applicable, The above comment is still applicable for OMA 18-01.)
7. Upon review of the WDNR's 1986 Wetlands Inventory Map it appears that there may be some wetlands in the proposed ADP development, and prior to final approval of the ADP that a wetlands study be completed and submitted to the City. (Still relevant and not addressed. A wetland determination/delineation had been completed, but prior OMA's did not address avoidance as OMA 18-01 is attempting to now address.)
8. The wetland determination / delineation report indicated that there is a waterway in the southerly portion of the proposed development near the intersection of proposed Road A and Road F. The report did not indicate whether that waterway was navigable or not and WDNR indicated concerns during the 12/2017 meeting with WDNR and City Staff and recommended that a formal navigability determination be made. It was too late in the season to have that determination made as winter set in. This could have a significant impact on the proposed road and lot layout near the intersection of Road A and Road F.

November 14, 2014 Comments:

A review of the 2014 aerial photographs and the WDNR Wetland Inventory documents indicate that there may be wetlands or areas suspected to have wetland indicator soils. Per the proposed official map amendment 14-01, several of the storm water facility are shown to be in these areas. Per WDNR requirements, storm water facilities cannot be located within a water way or wet land area. (Still applicable)



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It is also DPW's practice not to accept any road right-of-way that contains wetlands. (Still applicable. Rights of way proposed within OMA 18-01 are avoiding wetlands but as indicated above there is a concern about a potential navigable waterway near the intersection of Road A and Road F.)

Therefore, it would be recommended that a wetland determination of the amendment area be completed. Still recommended. A wetland determination and delineation has been completed and concurred with by WDNR.

OMA 15-01 does not address storm water management facility locations and wetland concerns which are still relevant topics as this may impact the proposed layout, platting and construction of this area. OMA 18-01 address location but does not address access, adequate area as would be detailed within a formal storm water management plan as required in Chapter 30 of the City's storm water ordinance.

Based upon OMA 14-01 : Utilizing a quick area calculation based upon old WDNR guidance documents the minimum pond surface area shall be 2% of the drainage area. Additional land will then be required for sloping and buffering. (For conceptual land areas required, actual areas would need to be determined based upon a formal storm water management plan)

Area 1 – Approximately 16 acres of drainage area which will be mixed multi-family, residential and senior living. $16 \text{ Ac} \times 2\% = 0.32 \text{ Acres} \times 2$ for buffer and sloping so a minimum of 0.64 acres should be reserved for this particular storm water facility.

Area 2 – Approximately 46.7 acres of drainage area which will be mixed multi-family, residential and senior living. $46.7 \text{ acres} \times 2\% = 0.93 \text{ acres} \times 2$ for buffer and sloping, so a minimum of 1.86 acres should be reserved for this particular storm water facility.

Area 3 – Approximately 46.4 acres of drainage area which will be mixed, multi-family, Townhomes, Senior living, commercial and residential. $46.4 \text{ acres} \times 2\% = 0.92 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 1.84 acres should be reserved for this particular storm water facility.

Area 4 – Approximately 7.5 acres of drainage area which will be mixed residential and commercial. $7.5 \text{ acres} \times 2\% = 0.15 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 0.30 acres shall be reserved for this particular storm water facility.

Area 5 – The drainage basin extends outside of the proposed map amendment and should account for the drainage down to Finger Road. Therefore the overall drainage basin would be around 120 acres which would be mixed uses of Townhomes, commercial, and residential. $120 \text{ acres} \times 2\% = 2.4 \text{ acres} \times 2$ for buffering and sloping, therefore a minimum of 4.8 acres shall be reserved for this particular storm water facility.



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Area 6 – the cul-de-sac and northerly east-west roadway appears that it could be in areas of wetlands or in areas of wetland indicator soils. Therefore, developing this area and providing storm water management may have to be completed by enlarging another storm water facility, such as Area 5 to offset the non-treatment in this area.

Area 7 – A storm water facility was not indicated in this area but it would be treating Rocky Arbor Trail, northerly portions of Wissota Way and Buckhorn Lane along with the north-south roadway north of Rocky Arbor Trail. This storm water facility would also manage the runoff from the proposed park property. This drainage basin is approximately 37.1 acres of mixed uses, park, townhomes, residential and multi-family. $37.1 \text{ acres} \times 2\% = 0.74 \text{ acres} \times 2$ for buffering and sloping, so a minimum of 1.48 acres shall be reserved for this particular storm water facility.

The sanitary interceptor sewer has been installed from Erie Road east along Rocky Arbor Trail (OMA 2014) (in 2003 referred to as Ashby Lane) to Buckhorn Lane and then south on Buckhorn Lane to approximately 500 feet south of Rocky Arbor Lane on Buckhorn Lane. The sanitary interceptor sewer is to extend to the south along Buckhorn Lane until the intersection of the southerly most east west street/cul-de-sac (which is now Road G in OMA 15-01). From there it will go east 295 feet to the westerly property line extended of parcel 21-13. It would then proceed southerly along the westerly property line of parcel 21-13 until it crosses Finger Road at which time it would join up with the existing sanitary sewer easement on the south side of Finger Road to East Mason Street. The sanitary interceptor sewer route has been modified due to wetland permitting concerns and conflicts as indicated above.

~~In OMA 15-01, Buckhorn Lane is now proposed to terminate at Road E and turn into pedestrian ways from Road E to Road G. In order to construct and maintain the sanitary interceptor sewer, a 60 foot permanent easement centered on the sanitary interceptor sewer will be required and a 30 foot limited easement on the easterly side of the 60 foot permanent easement will also be required. The sanitary interceptor sewer in this area ranges from 24 to approximately 30 feet deep. It is intended to service undeveloped areas south of Finger Road. No longer applicable.~~

~~The City has already obtained the easterly portion of the 60 foot permanent easement and the 30 foot limited easement from Parcel 21-13. Looking at the lot layout, there is no common property line with the westerly lot line of Parcel 21-13. As such, the sanitary sewer would then need to go through the entire lot. No longer applicable.~~

~~Due to the depth of the sanitary interceptor sewer, constructing it to South Grandview Road from Road E would not be desirable due to other existing utilities already occupying the road right-of-way, primarily a 36 inch water transmission line and an 8 inch water distribution line on the east side of the road with gas and electric on the other side. The sewer excavation would consume the majority of the road right-of-way and put these existing utilities at risk. No longer applicable.~~



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The sanitary interceptor sewer was constructed in 2003 down Erie Road from Whittier south to just north of the southerly branch of Baird Creek. A dead end manhole was constructed at the a proposed roadway as shown in the currently approved ADP 129. It appears that Copper Falls Way is being proposed approximately 100 to 150 feet north of where the originally proposed street had been located. (DPW NOTE: NO AS-BUILT PLAN FOR SEWERS 10-03 EXIST WITHIN THE ERIE ROAD SCANNED PLANS) **This is still applicable regarding OMA 18-01.**

Without needing to add a new manhole in Erie Road, it would be my recommendation that the proposed Copper Falls Way be relocated south to where it is shown on the Official Map today. **OMA 15-01 still has the proposed Copper Falls Way located north of the originally located roadway where a sanitary sewer manhole and sewer stub has been previously constructed. This is still applicable regarding OMA 18-01.**

The westerlys portion of Copper Falls Way, Peninsula Place and Blue Mound Circle to the proposed pedestrian walk way should be able to be serviced with sanitary sewer from the existing sanitary sewer in Erie Road. **(Still applicable) This is still applicable regarding OMA 18-01.**

The portion of Rocky Arbor Trail **(OMA 14-01)** and the southerly portion of the unnamed street on the east side of the park would be serviced from a sanitary sewer coming from the existing Rocky Arbor Trail. The northerly portion of the unnamed street on the east side of the park would need to be serviced from a sanitary sewer that loops around from the north side coming from Grandview Road. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**

The proposed layout east of Grandview Road would ultimately be serviced from the proposed 18-inch sanitary interceptor sewer in Buckhorn Lane. A 15-inch sewer would be extended to the easterly limits down Copper Falls Way at minimum slope (0.16%) such that the sewer could be extended further to the east. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**

The remainder of the proposed layout east of Grandview Road could be serviced from the proposed 15-inch sewer in Copper Falls Way. Preliminary layout was completed utilizing the slope for an 8-inch sewer (0.40%). Exact sizing and slopes would need to be completed in order to service this Official Map Amendment and properties east and abutting both sides of Northview Road and possibly as much as ½ east of Northview Road if necessary for future development needs. **(Still applicable) Due to the modification of the sanitary sewer interceptor route, servicing this area has not been reviewed and will need to be determined at a later time and will not be addressed regarding OMA 18-01.**



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~~From OMA 14-01: General sanitary sewer service; undeveloped drainage basins; and wetlands and/or areas of wetland indicator soils (wetlands) are attached again.~~

The following were from the OMA 14-01 pavement review completed by Kristin Romanowicz.

The findings of my review of the Official Map Amendment for the Grandview Place Traditional Neighborhood Development Plan are summarized as follows:

Based upon the information provided, it appears that the proposed street layout would meet most of the applicable requirements for subdivision and platting. Accommodations for radii on corner lots, proposed right of way widths, visibility requirements appear to be adequately addressed with the proposed layout. Some potential exceptions include:

1. The right of way width for Copper Falls Way and South Grandview Road were not specifically called out in the narrative, but should meet the minimum requirement for collector street classification (70').
2. The street grades were not able to be reviewed with the information provided, but with the rolling topography would be expected to be within the allowed limits.
3. The radius for the approach to a cul-de-sac turnaround needs to be a minimum 30 feet. This requirement should be reviewed for the southernmost cul-de-sac off Buckhorn Lane to ensure it is sufficient and the proposed lot layout is feasible.
4. Is the intent of Rocky Arbor Trail to be a collector street in its design? If so, the alignment should include a minimum 100' tangent between reverse curves.
5. The right of way of Road A, north and south of Copper Falls Way appear to have angle points as transitions and not a curved transition.
6. There are offset intersections at Grandview for proposed Road E and proposed Road D which is not desirable as this creates conflict points for motorists.

The position of Copper Falls Way is shifted to the north apparently due to the presence of the south branch of Baird Creek. This shift is acceptable based on pavement related concerns and construction and permit related concerns with construction over wetlands/creek, but does still have the sewer connection concerns identified by M. Heckenlaible in his memo dated 11/14/14.

Street names will need to have the appropriate suffix for the street type.

The development to the east of this location impacts the classification of the east-west street exiting to the east from Grandview, immediately to the south of Copper Falls Way. Based on the near spacing of this street to Copper Falls Way, this street should be classified as a local street.

Within the portion east of Grandview Copper Falls Way is used as a roadway. As it is not continuous with the westerly Copper Falls Way, a different name shall be utilized.



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

100 N. Jefferson Street, Room 300
Green Bay, WI 54301
Tel (920) 448-3100
Fax (920) 448-3102

INTER-OFFICE
MEMO

Block lengths in residential areas shall not exceed 1500 feet and dedicated pedestrian ways not less than 15 feet wide through center of blocks more than 900 feet long and/or at the end of cul-de-sacs should be provided. Copper Falls Way, between Erie and Buckhorn, exceeds 1500 feet; and Grandview Road, between Unnamed Street to south and Copper Falls Way exceeds 900 feet; and Grandview Road, between Copper Falls Way and Rocky Arbor Trail exceeds 900 feet.

Similar to that referenced in M. Heckenlaible's memo, the proximity of the stormwater pond to wetlands and south branch of Baird Creek would present challenges in permitting and construction. In addition, the illustrated proximity of the stormwater pond to the roadway and adjacent properties may not be accurate in considering constructability and design.

CITY OF GREEN BAY
DEPARTMENT OF PUBLIC WORKS
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**SUBDIVISION AND
 CERTIFIED SURVEY MAP
 CHECKLIST & COMMENTS**

Approved By: [Signature]
 Date: 03/19/19

Date Received: 3/13/19		CP 16-09 GRANDVIEW PLACE PRE-FINAL - 2019	
☐ Preliminary Plat		☒ Pre-Final Plat	☐ C.S.M.
SANITARY AND STORM SEWER		COMMENTS:	
1	Sanitary Sewer Service Available? ☒ Yes ☐ No ☒ Can be made available	Storm water management will need to conform to the requirements found in Chapter 30 of the City's Ordinance Codes and WDNR requirements. Grading plan and storm water plan shall meet the requirements found in 14-208, with specific attention being paid to 14-208(b)(2) that the elevations must be in the City Datum. The grading plan shall also extend beyond the proposed development limits to show any impact on existing lands 14-208(b)(1).	
2	Sewer Easement(s) Required? ☒ Yes ☐ No		
3	Backyard Drainage Required? ☒ Yes ☐ No Amount of Drainage Bond =		
4	Stormwater Management Plan Required? ☒ Yes ☐ No ☐ Fee in lieu of		
Reviewed By: RDP		Date: 3/19/19	
STREET GRADES		COMMENTS:	
5	Contours Required? ☒ Yes ☐ No	The City will need the property for the pond maintenance in the northwest corner of the west pond. The +/- 10 foot wide area in this corner needs to be included with the pond so that it is available for maintenance. The easement that is parallel to the ATC lines is listed as a utility easement and shall be called a storm sewer easement. The utility easement along Erie Road is similar, it shall be called a storm sewer easement. There is an easement between lots 13 and 14 that runs north/south. This easement will be a private easement. The City will need an easement for all of the east pond. The project will be submitted to WDNR for a common permit. If the property is not under common control the permit may not be issued. Lastly, the easement for the cul-de-sac should be included.	
	Grading Required? ☒ Yes ☐ No Amount of Bond =		
HORIZONTAL ALIGNMENT			
R/W Widths	☒ OK ☐ See Comments		
Curves	☒ OK ☐ See Comments		
Intersections	☒ OK ☐ See Comments		
6	Meet alignment of streets in adjoining plats ☒ OK ☐ See Comments		
	Street Names ☒ OK ☐ See Comments		
	Sidewalks Note Required? ☒ Yes ☐ No		
Reviewed By: EJB		Date: 3/13/19	
DO LOTS AND STREETS HAVE IMPROVEMENTS?		COMMENTS:	
7.	Sanitary Laterals ☐ Yes ☒ No	Parcel is currently a farm field with sanitary sewer running within the proposed Right of Way of Rocky Arbor Trail. Erie Road is a rural asphalt roadway without curb and gutter.	
	Storm Laterals ☐ Yes ☒ No		
	Pavement ☐ Yes ☒ No		
	Curb & Gutter ☐ Yes ☒ No		
Reviewed By: MMA		Date: 3/18/2019	
8 UTILITY EASEMENTS/STREET LIGHTS			
COMMENTS:			
New street lights required due to new road and Intersection: 1 - 14,000 lumen LED street light at the NE corner of Erie Rd and Rocky Arbor Trail; and 5 - 9,000 lumen LED street lights across from Lots 3 & 4, at Lots 6 & 7; across from Lots 10 & 11; at Lots 13 & 14, and on the SE corner of Rocky Arbor Tr and future Wissota Way.			
Reviewed By: DJAH		Date: 03/14/2019	
ADDITIONAL COMMENTS:			
1) Identify by name the beneficiary of Storm Sewer, Sanitary Sewer and Drainage Easements including all conditions of easements. (thg) 2) Correct distance on line at NW corner of Outlot 1, line with bearing of S33°24'11"W should be 64.37'. (thg) 3) Check curve data table for information of curve on Lot 18, does not seem to match map. (thg)			



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.4.

Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces with Department of Public Works staff creating draft ordinances that allow even-odd overnight on street parking during summer months and/or year round and present at the January 8, 2020 Improvement and Services Committee meeting (held at the January 7, 2020 Improvement and Services Committee meeting).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 2019 Overnight On-Street Parking Request
2. Overnight Parking Locations
3. 2020 possible overnight parking code change

City of Green bay, WI
2019 Overnight On-Street Parking Request
Data/Statistics
(October 2019)

Current Actual Information:

- There were 7,917 overnight on-street parking requests documented between 1/1/19 and 10/8/19 (281 day period); which translates to 10,284 requests per year
- There are approximately 34,000 residences in the City of Green Bay
- Overnight on-street parking requests are relatively evenly-spaced between I-41 on the west side and the Bader Street/Danz Avenue line on the east side (see map)
- Overnight on-street parking requests are still prevalent outside of the zone noted above (see map)
- Data does not support any specific areas toward the core of the City that have a higher overnight on-street parking request rate (see map)
- Actual data identifies that there are an average of only 28 overnight on-street parking requests each night
- Actual data identifies that only 0.08% of total City residences are requesting overnight on-street parking permission each night

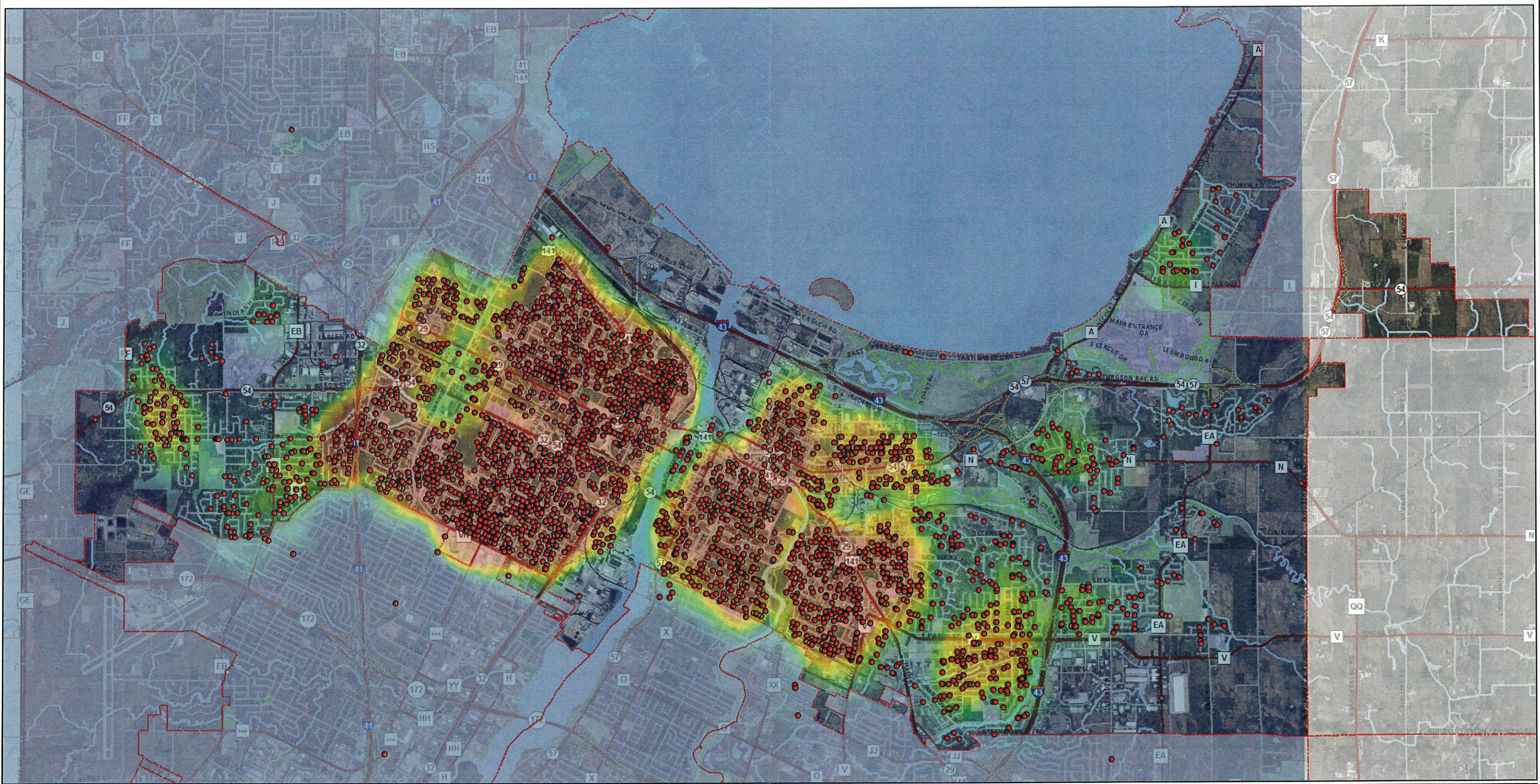
Worst-Case Information:

If *all* residences use their allowed six (6) overnight parking events each year, then:

- Six (6) 2-week events & zero (0) 1-day events = 2,856,000 vehicle-parking-nights/year
- Five (5) 2-week events & one (1) 1-day event = 2,414,000 vehicle-parking-nights/year
- Four (4) 2-week events & two (2) 1-day events = 1,972,000 vehicle-parking-nights/year
- Three (3) 2-week events & three (3) 1-day events = 1,530,000 vehicle-parking-nights/year
- Two (2) 2-week events & four (4) 1-day events = 1,088,000 vehicle-parking-nights/year
- One (1) 2-week events & five (5) 1-day events = 646,000 vehicle-parking-nights/year
- Zero (0) 2-week events & six (6) 1-day events = 204,000 vehicle-parking-nights/year
- Compared to worst-case numbers, the City of Green Bay currently is granting between 0.4% and 5.0% of the possible number of daily overnight on-street parking variations each year

Conclusions:

- At a 5% overnight on-street parking request rate (compared to the possible maximum number of requests) the current overnight on-street parking program is very manageable by Parking Division without any modifications
- The City's current overnight on-street parking program includes allowances for special circumstances
- Parking Division maintains that there currently is no need to establish an overnight on-street parking permit program in the City of Green Bay



0 5,000 10,000
Feet
1" = 5,000'
1:60,000

Legend

- Overnight Parking Locations
- High Density of Overnight Parking
- Low Density of Overnight Parking

Overnight Parking Locations City of Green Bay

This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.

Map prepared by City of Green Bay Department of Public Works, B. Rhode
Date Printed: 08 Oct 2019
X:\PubWorks\GIS_Projects\Parking\OvernightParking\OverNight_Parking.mxd

City of Green Bay Municipal Code - 29.203 (12) *Night parking*
EXISTING CODE (1/6/20)

(a) *Prohibition.* Except as otherwise provided in this section, no vehicle shall be parked on any city street between the hours of 3:00 a.m. and 5:00 a.m.

(b) *Exception.* A person may park a motor vehicle on a city street between the hours of 3:00 a.m. and 5:00 a.m. only under the following circumstances:

1. Parking division approval is received prior to 2:00 a.m. or as soon as possible after the circumstance justifying the parking arises.
2. Approval will only be granted in certain exceptional instances; namely disabled vehicles, lot/driveway construction, houseguests, or other emergency situations for periods of up to two calendar weeks.
3. Prior parking division approval is required for each day the vehicle will be parked on the street between 3:00 a.m. and 5:00 a.m., unless blanket authorization is granted by the parking division manager.

City of Green Bay Municipal Code - 29.203 (12) *Night parking* (Assuming even/odd parking allowance summer-only)

(a) *Prohibition.* Except as otherwise provided in this section, no vehicle shall be parked on any city street between the hours of 3:00 a.m. and 5:00 a.m.

(b) *Exception.* A person may park a motor vehicle on a city street between the hours of 3:00 a.m. and 5:00 a.m. only under the following circumstances:

1. November 1 to April 1; parking is allowed on the odd-numbered address side of the street only on days with an odd numbered calendar date. The calendar date corresponds to the day during which the 3:00 a.m. to 5:00 a.m. period occurs.
2. November 1 to April 1; parking is allowed on the even-numbered address side of the street only on days with an even numbered calendar date. The calendar date corresponds to the day during which the 3:00 a.m. to 5:00 a.m. period occurs.
3. Prior Parking Division approval is required for each day a vehicle must be parked on the street between 3:00 a.m. and 5:00 a.m. contrary to the exceptions noted above. Exceptions will be granted only for extreme situations such as disabled vehicles, as deemed necessary by Parking Division.

Deleted: Parking division approval is received prior to 2:00 a.m. or as soon as possible after the circumstance justifying the parking arises

Deleted: Approval will only be granted in certain exceptional instances; namely disabled vehicles, lot/driveway construction, houseguests, or other emergency situations for periods of up to two calendar weeks.

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City of Green Bay Municipal Code

29.203 (12) Night parking

(Assuming even/odd parking allowance year-round)

(a) *Prohibition.* Except as otherwise provided in this section, no vehicle shall be parked on any city street between the hours of 3:00 a.m. and 5:00 a.m.

(b) *Exception.* A person may park a motor vehicle on a city street between the hours of 3:00 a.m. and 5:00 a.m. only under the following circumstances:

1. Parking division approval is received prior to 2:00 a.m. or as soon as possible after the circumstance justifying the parking arises. November 1 to April 1: parking is allowed on the odd-numbered address side of the street only on days with an odd numbered calendar date. The calendar date corresponds to the day during which the 3:00 a.m. to 5:00 a.m. period occurs.
2. Year-round: parking is allowed on the even-numbered address side of the street only on days with an even numbered calendar date. The calendar date corresponds to the day during which the 3:00 a.m. to 5:00 a.m. period occurs.
3. Prior ~~P~~arking ~~D~~ivision approval is required for each day a vehicle ~~must~~ be parked on the street between 3:00 a.m. and 5:00 a.m. contrary to the exceptions noted above. Exceptions will be granted only for extreme situations such as disabled vehicles, as deemed necessary by Parking Division.

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Sec. 29.203. - Class "B" parking violations.

(1/6/20 FULL TEXT)

- (1) *No parking at any time.* No vehicle shall be parked on a street that the common council has designated as no parking at any time.
- (2) *Bus stops.* No vehicle shall be parked in a duly designated bus stop.
- (3) *Narrow thoroughfares.* No vehicle shall be parked in a street or alley that is less than 18 feet wide from curb to curb.
- (4) *Railroad crossing.* No vehicle shall be parked within 50' of the nearest railroad crossing.
- (5) *Improper parallel parking.* Upon any street where traffic is permitted to move in both directions simultaneously and where angle parking is not clearly designated by official traffic signs or markings, no vehicle may park unless parked parallel to the edge of the street, and faced in the direction of traffic on that side of the street. Upon a one-way street or divided street where parking on the left side of the roadway is clearly authorized by official traffic sign or markings, vehicles shall be parked as indicated by such markings and faced in the direction of traffic on that side of the street. No vehicle shall be parallel parked in excess of 12 inches from the curb line. No vehicle shall be parallel parked in such a manner as to situate the front or rear of the vehicle less than two feet from the front or rear of any other vehicle.
- (6) *Crosswalks.* No vehicle shall be parked within 15 feet of the near limit of a crosswalk whether marked or unmarked.
- (7) *Intersections.* No vehicle shall be parked within an intersection.
- (8) *Safety zones.* No vehicle shall be parked between a safety zone and the adjacent curb or within 15 feet of a point on the curb immediately opposite the end of a safety zone unless a different distance is clearly indicated by an official sign or marker or parking meter.
- (9) *School zones.* No vehicle shall be parked upon the near side of a through street adjacent to a school during hours when school is in session.
- (10) *Driveway entrances.* No vehicle shall be parked within four feet of the entrance of any public or private drive or driveway.
- (11) *Terraces and sidewalks.* No vehicle shall be parked on any terrace area or across a sidewalk.
- (12) *Night parking.*
 - (a) *Prohibition.* Except as otherwise provided in this section, no vehicle shall be parked on any city street between the hours of 3:00 a.m. and 5:00 a.m.
 - (b) *Exception.* A person may park a motor vehicle on a city street between the hours of 3:00 a.m. and 5:00 a.m. only under the following circumstances:
 1. Parking division approval is received prior to 2:00 a.m. or as soon as possible after the circumstance justifying the parking arises.

2. Approval will only be granted in certain exceptional instances; namely disabled vehicles, lot/driveway construction, houseguests, or other emergency situations for periods of up to two calendar weeks.

3. Prior parking division approval is required for each day the vehicle will be parked on the street between 3:00 a.m. and 5:00 a.m., unless blanket authorization is granted by the parking division manager.

(13) *Residential parking districts.* No vehicle shall be parked in a residential parking district unless the vehicle displays a valid resident's or visitor's permit or the vehicle is a service vehicle and its occupants are actively rendering service to residents in the area.

(14) *Street maintenance or snow removal areas.* No vehicle shall be parked in any area which is marked with a sign indicating said area is to be left vacant for the purpose of street maintenance or snow removal.

(15) *Blocking egress.* No vehicle shall be parked in any parking facility in such a manner as to inhibit proper ingress and egress to such lot or on any service lane, access lane, aisle, or pedestrian walk within such lot.

(16) *Setback areas.* No vehicle shall be parked in a setback area, as defined in [chapter 13](#), Green Bay Municipal Code, unless such parking occurs on a driveway in a manner consistent with other provisions of this chapter and [chapter 13](#), Green Bay Municipal Code.

(17) *Parking contrary to posted sign.* No vehicle shall be parked contrary to any officially posted sign or marking.

(18) *Designated spaces.* Where individual parking spaces are marked on the curbing or pavement, every vehicle shall be parked entirely within the limits of the space so designated.

(19) *Hooded meters.* No vehicle shall be parked in any space adjacent to a parking meter while such meter is hooded or otherwise officially marked indicating that the space is not available for use by the general public.

(Ord. No. 16-03; Ord. No. 56-04)



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.5.

Consideration with possible action on the Department of Public Works Capital Improvement Program for 2020.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Copy of 2020 CIP - DRAFT_Version_6



DEPARTMENT OF PUBLIC WORKS 2020 CAPITAL IMPROVEMENTS PROGRAM

*DRAFT - as presented at
I&S Committee
01/29/2020*

**DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM**
DRAFT - APPROVED BY COMMON COUNCIL - ### #, 2019

				PAVEMENTS		RIGHT OF-WAY COST	STORM SEWER		SANITARY SEWER	
STREET	FROM	TO	LENGTH	TOTAL COST	CITY COST		TOTAL COST	CITY COST	TOTAL COST	CITY COST
<u>NEW SUBDIVISIONS-EAST SIDE</u>										
*BRADLY ESTATES (3)										
GILBERT DRIVE	649' WEST OF ONTARIO ROAD	ONTARIO ROAD	684	125,000	0		60,000	0	50,000	0
BRADLEY COURT	GILBERT DRIVE	CUL-DE-SAC 260' NORTH	260	75,000	0		345,000	5,000	110,000	0
*SITKA HEIGHTS (3)										
UNNAMED DRIVE	SITKA STREET	SITKA STREET	1,420	285,000	0		35,000	5,000	205,000	0
UNNAMED COURT	UNNAMED DRIVE	CUL-DE-SAC 387' NORTH	387	100,000	0		60,000	0	55,000	0
*GRANDVIEW PLACE (1)										
ROCKY ARBOR TRAIL	ERIE ROAD	1354' EAST	1,354	464,000	0		248,000	0	268,000	0
*EXCALIBER PHASE 4 (3)										
PAULA STREET	400' EAST OF DURHAM	SUSSEX	600	105,000	0		70,000	0	65,000	0
LARGO RIDGE EST.- PH II(1)	LARGO RIDGE DRIVE	650' SOUTH	650	199,000	0		87,000	0	96,000	0

NEW SUBDIVISIONS-WEST SIDE

* PROJECT CARRIED OVER FROM PREVIOUS YEAR

(1) City design/build	NEW SUBDIVISIONS TOTAL:	5,355 1.01 Miles	1,353,000	0	0	905,000	10,000	849,000	0
(2) Developer design/ City build									
(3) Developer design/build									

DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM
DRAFT - APPROVED BY COMMON COUNCIL - ### #, 2019

STREET	FROM	TO	LENGTH	PAVEMENTS		RIGHT OF-WAY COST	STORM SEWER		SANITARY SEWER	
				TOTAL COST	CITY COST		TOTAL COST	CITY COST	TOTAL COST	CITY COST
<u>OTHER STREETS - WEST SIDE</u>										
HOWARD	ASHLAND AVENUE	S. CHESTNUT	700	214,000	214,000		1,540,000	1,540,000	152,000	152,000
CONTRY CLUB-DESIGN	W. MASON	INDIAN HILLS		200,000	200,000					
								0	0	0
*HILLCREST	HAVEN PLACE	WEST MASON STREET	3,400	830,000	830,000		94,000	94,000		
<u>OTHER STREETS - EAST SIDE</u>										
DOTY STREET	BAIRD	MONROE	5,442	2,157,000	2,157,000		1,330,000	1,330,000	1,700,000	1,700,000
*EDGEWOOD LANE	HARVEST COURT	165' WEST OF POLARIS COURT	410	190,000	160,000		53,000	36,000	76,000	58,500
*HARVEST COURT	EDGEWOOD LANE	CUL-DE-SAC NORTH	165	115,000	75,000		47,000	35,000	76,000	63,000
* PROJECT CARRIED OVER FROM PREVIOUS YEAR										
LOCAL STREETS TOTAL:			10,117	3,706,000	3,636,000	0	3,064,000	3,035,000	2,004,000	1,973,500
			1.92 Miles							
2018 CIP SUBTOTAL:			15,472	5,059,000	3,636,000	0	3,969,000	3,045,000	2,853,000	1,973,500
			2.93 Miles							

DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM
DRAFT - APPROVED BY COMMON COUNCIL - #### #, 2019

STREET	FROM	TO	LENGTH	PAVEMENTS		RIGHT OF-WAY COST	STORM SEWER		SANITARY SEWER	
				TOTAL COST	CITY COST		TOTAL COST	CITY COST	TOTAL COST	CITY COST
<u>NHS ROUTES - EAST SIDE</u>										
<u>NHS ROUTES - WEST SIDE</u>										
<u>STP ROUTES - EAST SIDE</u>										
<u>STP ROUTES - WEST SIDE</u>										
GRAY STREET - DESIGN	DOUSMAN	VELP AVE	4,520	140,000	140,000					
GRAY STREET- CONSTRUCTION	MATHER STREET	VELP AVE	4,520	930,000	930,000		1,231,000	1,231,000	545,000	545,000

* PROJECT CARRIED OVER FROM PREVIOUS YEAR

STP - NHS TOTAL:	9,040	1,070,000	1,070,000	0	1,231,000	1,231,000	545,000	545,000
	1.71 Miles							
2020 CIP SUBTOTAL:	24,512	6,129,000	4,706,000	0	5,200,000	4,276,000	3,398,000	2,518,500
	4.64 Miles							

**DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM**
DRAFT - APPROVED BY COMMON COUNCIL - ### #, 2019

				PAVEMENTS		STORM SEWER		SANITARY SEWER		
STREET	FROM	TO	LENGTH	TOTAL COST	CITY COST	RIGHT OF-WAY COST	TOTAL COST	CITY COST	TOTAL COST	CITY COST
<u>OTHER PROJECTS</u>										
*W. MASON ST. TRAFFIC SIGNAL REPLACEMENT	12TH	MILITARY AVENUE		1,100,000	150,000					
*LED TRAFFIC SIGNAL LAMP REPLACEMENT	38 INTERSECTIONS THROUGHOUT CITY			1,100,000	130,000					
TRAFFIC SIGNAL REPAIRS 2020	MASON STREET	ABRAMS		0	0					
TRAFFIC SIGNAL REPAIRS 2020	DOUSMAN	ASHLAND		0	0					
CITY WIDE SURVEY MONUMENTS	CITYWIDE			167,000	167,000		167,000	167,000	167,000	167,000
<u>BRIDGE REPAIRS</u>										
GENERAL BRIDGE MAINTENANCE	CITYWIDE			30,000	30,000					
EAST RIVER PED BRIDGE	ABUTMENT STEEL REHAB			75,000	75,000					
W. MASON OVER BEAVER DAM CREEK	BRIDGE DESIGN			25,000	25,000					
MAIN STREET BRIDGE AT FOX RIVER	BRIDGE REPAIRS/BRIDGETENDER BUILDING/HYDRAULIC SYSTEM WEST SIDE			1,450,000	1,450,000					
MASON ST. OVER EAST RIVER-OVERLAY	BRIDGE DECK OVERLAY CONSTRUCTION			270,000	270,000					
BRIDGE INSPECTION	REQUIRED ANNUAL INSPECTIONS			32,000	32,000					
CHANTEL ST. BRIDGE OVER BEAVER DAM CREEK	BRIDGE DESIGN			20,000	20,000					
TAYLOR STREET OVER BEAVER DAM CREEK	BRIDGE DESIGN			0	0					
<u>ANNUAL PROJECTS:</u>										
ASPHALT RESURFACING - LOCAL STREETS				1,732,000	1,723,340					
PAVEMENT REPAIRS - RESURFACING PROGRAM				500,000	500,000					
PAVEMENT REPAIRS - ASPHALT PATCHING/SPRAY POTHOLE PATCHING				60,000	60,000					
CONCRETE PAVEMENT REPAIRS - CITYWIDE				550,000	550,000					
MUDJACKING				40,000	40,000					
SIDEWALKS - NEW/REPLACEMENT				360,000	150,000					
* PROJECT CARRIED OVER FROM PREVIOUS YEAR										
OTHER PROJECTS TOTAL:				7,511,000	5,372,340	0	167,000	167,000	167,000	167,000
PAVEMENT SUBTOTAL:				13,640,000	10,078,340					
RIGHT-OF-WAY COST:				0	0					
TOTAL PAVEMENT COST:				24,512	13,640,000	10,078,340	5,367,000	4,443,000	3,565,000	2,685,500
				4.64	Miles					

DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM
DRAFT - APPROVED BY COMMON COUNCIL - ### #, 2019

STREET	FROM	TO	LENGTH	PAVEMENTS		RIGHT OF-WAY COST	STORM SEWER		SANITARY SEWER		
				TOTAL COST	CITY COST		TOTAL COST	CITY COST	TOTAL COST	CITY COST	
<u>SEWER PROJECTS</u>											
BASIN TELEVISION (BASINS: BB,FF,VV,K,L,M,V,UU,QQ,E,F-1)									500,000	500,000	
*E. MASON SIPHON ELIMINATION									200,000	200,000	
EAST SHORE LIFT STATION									100,000	100,000	
<u>STORM WATER MANAGEMENT</u>											
DIKE MAINTENANCE							2,500,000	2,500,000			
HOWARD STREET BROADWAY S. CHESTNUT							840,000	840,000			
DANZ/FARLIN STORM SEWER UPSIZING							800,000	800,000			
STORM WATER FACILITY VEGETATION MANAGEMENT - 2020							75,000	75,000			
*STREET SWEEPER DEWATERING BASINS							70,000	70,000			
GRANDVIEW STORMWATER FACILITY							1,500,000	0			
*BASIN 106 STORM SEWER LIFT STATION REPLACEMENT							2,000,000	2,000,000			
MUSEUM PLACE STORM LIFT STATION							250,000	250,000			
<u>ANNUAL PROJECTS:</u>											
SEWER REPAIRS - CITYWIDE							400,000	400,000	150,000	150,000	
TV INSPECTION OF SEWERS (2019)							90,000	90,000	75,000	75,000	
SEWER REHABILITATION - RESURFACING PROGRAM							900,000	900,000	300,000	300,000	
MINI-STORM SEWERS - CITYWIDE							650,000	650,000			
ROOT TREATMENT - CITYWIDE									70,000	70,000	
CHRONIC SEWER REPAIRS - CITYWIDE									800,000	800,000	
* PROJECT CARRIED OVER FROM PREVIOUS YEAR											
MISC. SEWER PROJECTS TOTAL:							10,075,000	8,575,000	2,195,000	2,195,000	
TOTAL SEWER COSTS:							15,442,000	13,018,000	5,760,000	4,880,500	

**DEPARTMENT OF PUBLIC WORKS
2020 CAPITAL IMPROVEMENTS PROGRAM**
DRAFT - APPROVED BY COMMON COUNCIL - ### #, 2019

STREET	FROM	TO	LENGTH	PAVEMENTS	CITY COST	RIGHT OF-WAY COST	STORM SEWER	CITY COST	SANITARY SEWER	CITY COST
				TOTAL COST			TOTAL COST		TOTAL COST	
<u>TIF #12</u>										
*Grandview East Side Interceptor Sewer	ROCKY ARBOR	S. OF EAST MASON STREET							2,400,000	2,400,000
FINGER ROAD	GRANDVIEW	1,750 FEET E. OF GRANDVIEW			0		0	676750	676,750	
TOTAL TIF #12					3,076,750					
<u>TIF #14</u>										
*KELLOGG STREET EXTENSION, including:				785,000	700,000		430,000	350,000	240,000	200,000
KELLOGG STREET	BROADWAY	DONALD DRIVER WAY EXTENDE	430							
DONALD DRIVER WAY	NORTH TERMINI	KELLOGG STREET EXTENDED	310							
					700,000		350,000		200,000	
TOTAL TIF #14					1,250,000					
<u>TIF #5</u>										
*SHIPYARD DEVELOPMENT										
ARNDT STREET	BROADWAY	PEARL	268	500000	500000		30000	30000	75000	75000
BRIDGE STREET	BROADWAY	EAST TERMINI	770							
PEARL STREET	WALNUT	SOUTH TERMINI	1,467							
TOTAL TIF #5					605,000					
<u>TIF #7</u>										
LEGENDS DISTRICT SIDEWALKS				950,000	950,000					
TOTAL TIF #7					950,000					

* PROJECT CARRIED OVER FROM PREVIOUS YEAR



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.6.

Consideration with possible action on the review and award of the contract BRIDGE I-20 (MAIN ST. BRIDGE CENTER AND TAIL LOCK ADJUSTMENTS).

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.7.

Consideration with possible action on applications for Sidewalk Builder Licenses by the following:

- A. Bryan McEwen Concrete LLC
- B. Green Bay Concrete LLC
- C. IEI General Contractors, Inc.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.8.

Consideration with possible action on applications for Tree & Brush Trimmer Licenses by the following:

- A. Asplundh Tree Expert LLC
- B. Consciously Fresh Tree Service
- C. Economy Tree Service LLC
- D. Holtger Bros., Inc.
- E. Monster Tree Service of Northeast Wisconsin
- F. Urban Tree Service

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # D.9.

Consideration with possible action on application for Underground Sprinkler System License by The Sprinkler Company, Inc.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # E.I.

Director's Report on recent activities of the Public Works Department.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # E.2.

The next Improvement and Services Committee meeting is scheduled for February 12, 2020.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

January 29, 2020

PREPARED BY

AGENDA ITEM # F.I.

Public Hearing 6:00 p.m.

CONCRETE PAVEMENT

GRAY STREET - Mather Street to Velp Avenue

WATER MAIN AND/OR WATER SERVICES

HILLCREST DRIVE - W. Mason Street to Renaissance Lane

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None