



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, APRIL 27, 2022, 5:00 PM

CITY HALL, ROOM 207

Immediately following Parks Committee.

A. ROLL CALL.

Present: Ald. Steven Campbell, Ald. Melinda Eck, Ald. Chris Wery, Ald. Mark Steuer

B. ELECTION.

I. Election of Chair and Vice-Chair.

INFORMATIONAL - Election of Ald. Ald. Mark Steuer as Chair of the Improvement and Services Committee.

INFORMATIONAL - Election of Ald. Melinda Eck as Vice-Chair of the Improvement and Services Committee.

C. APPROVAL OF THE AGENDA.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the agenda of the Wednesday, April 23, 2022 Improvement and Services Committee meeting.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

D. APPROVAL OF MINUTES.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the minutes of the Wednesday, April 13, 2022 Improvement and Services Committee meeting.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

E. REGULAR BUSINESS.

1. Consideration with possible action on request from Green Viper LLC to enter into a Developer's Agreement with the City of Green Bay for The Woods at Baird Creek Subdivision.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to approve the request from Green Viper LLC to enter into a Developer's Agreement with the City of Green Bay for The Woods at Baird Creek Subdivision and authorize the Director of Public Works to sign the agreement.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

2. Consideration with possible action to approve a grant award in the amount of \$85,000 to implement "Building Municipal Green Streets Program Capacity through Permeable Pavers at the Fox River" project.

Moved by Ald. Chris Wery, seconded by Ald. Steven Campbell to approve a grant award in the amount of \$85,000 to implement "Building Municipal Green Streets Program Capacity through Permeable Pavers at the Fox River" project and authorize the Director of Public Works to execute the grant.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

3. Consideration with possible action to approve a grant award for a Transportation Alternate Program project from the Wisconsin Department of Transportation to install sidewalk on Manitowoc Road, Pecan Street, and Hemlock Drive.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to approve a grant award for a Transportation Alternate Program project from the Wisconsin Department of Transportation to install sidewalk on Manitowoc Road, Pecan Street, and Hemlock Drive.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

4. Consideration with possible action on request by Department of Public Works to approve the Sidewalk Repair Policy.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve to open the floor for discussion.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to close the floor for discussion.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the request by Department of Public Works to approve the Sidewalk Repair Policy.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

5. Consideration with possible action on the review and award of the following contracts:

A. BRIDGE 1-22 (BRIDGE MAINTENANCE AND CONCRETE REPAIRS)

B. BRIDGE 2-22 EAST RIVER PEDESTRIAN BRIDGE B-5-376 (OVERLAY AND STEEL REPAIRS)

C. RESURFACING 3-22 (INCLUDING SEWER & WATER)

Moved by Ald. Chris Wery, seconded by Ald. Steven Campbell to approve the award of the following contracts:

A. BRIDGE 1-22 (BRIDGE MAINTENANCE AND CONCRETE REPAIRS) to the low responsive bidder, Lunda Construction, in the amount of \$65,677.

B. BRIDGE 2-22 EAST RIVER PEDESTRIAN BRIDGE B-5-376 (OVERLAY AND STEEL REPAIRS) to the low responsive bidder, Norcon Corporation, in the amount of \$306,988.

C. RESURFACING 3-22 (INCLUDING SEWER & WATER) to the low responsive bidder, Advance Construction, Inc., in the amount of \$2,441,405.66.

Motion Passed.

Vote: Yes- Steven Campbell, Steven Campbell, Melinda Eck, Melinda Eck, Chris Wery, Chris Wery, Mark Steuer, Mark Steuer, No- None, Abstain- None.

6. Report of actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

- a. AAE Concrete
- b. American Custom Concrete
- c. Bath Concrete Flatwork LLC

- d. Carter Trucking & Excavating Inc.
- e. Evraets Concrete Construction LLC
- f. Kurowski Construction LLC
- g. Melnarik Concrete Inc.
- h. MP Concrete LLC
- i. Total Construction / Joe Mains Concrete

2. Tree & Brush Trimmer

- a. Jason's Tree Service / Lowney's Landscaping

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to receive and place on file the report of actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

- a. AAE Concrete
- b. American Custom Concrete
- c. Bath Concrete Flatwork LLC
- d. Carter Trucking & Excavating Inc.
- e. Evraets Concrete Construction LLC
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- h. MP Concrete LLC
- i. Total Construction / Joe Mains Concrete

2. Tree & Brush Trimmer

- a. Jason's Tree Service / Lowney's Landscaping

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

F. INFORMATIONAL.

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

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the Director's Report on recent activities of the Public Works Department.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

2. The next Improvement and Services Committee meeting is scheduled for May 11, 2022.

G. ADJOURNMENT.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve to adjourn the Improvement and Services Committee meeting.

Motion Passed.

Vote: Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None.

VERBATIM MINUTES

- Yeah, I just got that with perks too.
- Okay so we are recording.
- Okay.
- Were you going to take the start done on this one, Steve, or...
- I can technically Ald. Wery are still acting chair of I&S. If you would like to.
- We'll kick her off. Sure. All right, the Wednesday, April 27th meeting of the improvement services committee will come to order. And we'll note that all members are present. I'll start with Ald. Wery, welcome aboard. Ald. Eck and Ald. Campbell. Our first item As an election of a chair and vice chair. So do we have any nominations for chair person?
- I nominate Ald. Steuer for chair.
- All right. We have a motion for Ald. Steuer for chairperson, any other nominations? Anybody else? Any other nominations? No, okay. It's closed, let's vote on that. There's an nomination for Ald. Steuer, those in favor?
- [All] Aye.
- Opposed? Motion carried. All yours, congrats.
- Thank you so much.
- Alright, well then welcome to I&S, I being the chairman, I would like to entertain thoughts as who would like to be vice chair? Take a nomination for that.
- I'll nominate Ald. Eck
- I'll second. Okay, any other discussion? Anybody else for vice chair? Anybody else, anybody else? All right, we'll take a vote, all in favor of Ald. Eck to be vice chair for I&S, please say aye.
- [All] Aye.

- All opposed? Congratulations. As time goes on, you know, the vice chair will fill in a course for the chair at times, but pretty straightforward. So, we'll talk more about that as time goes on. All right, next approval of the agenda. Move to approve. We have a second?
- Second.
- That's fast, I wasn't ready but...
- It's like a contest.
- So right. That's why I'm sitting. Approved by the motion was brought by Wery, seconded by Eck. Call in favor, please say aye?
- [All] Aye.
- All opposed?
- That passes unanimously. Approval of the minutes.
- To approve.
- Motion by Wery, do we have a second?
- Second.
- Second by any other discussion? All the favor please say aye?
- [All] Aye.
- All opposed? That passes unanimously. Sorry, if I of echoing here, I'm a little plugged up, but I hope a song, you know... I could sing a song right now if I wanted, but it's another story. Regular business. Number one consideration with possible action on request from green Piper, LLC, to enter into a developer's agreement with the City of Green Bay for the woods at Bear Creek Subdivision. Wait a second, hold the phone here.
- Seems like we've talked about-
- On if I grab the right meeting here.
- Well...
- That's right.
- Oh, I got a little fire up here once a day.
- Sounded familiar.
- Wow, guess what I was donating there. Buying all-

- Things are echoing in my head here. All right, did I read the entire thing?

- Yes, it is.

- All right, so as the director at the last meeting, you were talking about the Greenway. and Ald. Campbell was asking about the land that's east of the Greenway between Greenway and Erie Road. The portion of the property between Erie, the Greenway and Erie Road is the woods at Derrick Creek Subdivision. We have three ways that we traditionally construct subdivision in Green Bay. The first option is a traditional subdivision plan where a developer comes in with a reported plan by a certain date. They express their interest in developing the subdivision, there's some money that has to be put up to guarantee that work to be done. City staff takes at subdivision plans, we design the streets, we design the underground infrastructure. We let a contract contractor goes out and builds and then we levy assessments accordingly. So that's the traditional method. What wound up being listed as our option three. So I'm gonna take 'em a slightly out order. Option three is a more of a developer build type. So the developer not only records the plan, but also designs the underground and surface infrastructure. Brings those plans to the department of public works, we review, comment and ultimately approve those plans for construction. Once the plans are released for construction, the developer hires his own contractor, he builds all of that and ultimately sends a request to dedicate those improvements for the public. Why would somebody do that? Oftentimes developers have relationships with contractors where they can get things more cheaply than what we can deliver those services. That's become less and less the opportunity. Now, the biggest issue that we have is due to public bidding statutes. There are time delays that are necessarily inherent in how we do things. So, a lot of times the developer can do it more quickly if they do it privately. We provide inspection services to ensure that everything's being built city standards. And by dedicating that infrastructure over, then no assessments are levy because the developer paid for it in full. Option two, which is the least popularly used option is a hybrid, where the developer designs it, and then brings those development plans to the city and we let a public contract and build it. So this would be under the type three, or option three development where it's gonna be a developer bill. We have a standard template that we've been using for about 13 years. That contains language specifying how the infrastructure needs to develop, the financial arrangements for the developer to pay city staff to do the inspection, and a variety of different pieces of information that go along. So again, it's a standardized template. A lot of times, what we have to do is change the dollar values that are associated with it based on the value of infrastructure that's being developed. This developer we've worked with multiple times in the past, we've had very good success with them. So what we're seeking is approval on the request to enter into the degree, the agreement, and authorize the director to sign that agreement.

- One question Steve, I was gonna ask, you talk about these three different scenarios and I've seen these back and forth over time.

- Yeah.

- Is that something that you could share with the committee moving forward? Some kind of a document to that effect?

- Sure. What we can do, we send a letter out in late summer every year to the development community, asking them if they've got projects that they would like consideration for the following

year. And in that packet, we send out to the developers, it explains the three options. So to send that off to the committee, if you'd like, we could add that packet of information to the council pack, so that .

- I would appreciate, I would like that. I think that would be a good thing just for the educational purpose of nothing else. And I know this has been out there already, but over a period of the year of the year, some of it falls to the side a little bit, but that will help.

- Well, we have as supporting documentation for this item.

- You have anything else to add to that committee, or?

- I don't, actually, I had talked to him. I don't know, we say director during-

- Sure.

- On the phone and he explained it to me and I thought it made sense, so.

- Yeah.

- Okay, well, I think it's good just to have it anyhow. All right, all yours.

- Thank you Mr. Chairman director. What's their timeline, are they looking to start building by fall? Next spring?

- They are looking to build the summer, I believe.

- Oh, good.

- Yeah, this is an immediate-

- Truth of the matter, it's more tax basically.

- All right.

- So what's the process then that... I mean, the developer's gonna build all the places or they start with the streets and the sewer.

- Well, they start with the underground infrastructure and ultimately put the street on top. And generally speaking, what we'll do is what we put the first layer of basketball.

- Oh yeah.

- We wait three years that allows any inconsistencies with the base to get worked out. If we have to do any patching, and what it does is it saves the final surface from damage due to construction traffic. We let the construction traffic run on the bottom surface, after the, you know... Generally speaking, most subdivisions are built out in three years or less, at least we're at 85% capacity. Then we put the surface on, so we have that nice, shiny surface for the new homes.

- Okay. Well, Steven, you were looking for what again, then just-
- So we'd be looking for is a-
- Motion an approval?
- To enter into the agreement, authorize the directors sign.
- Okay. I would entertain a motion from the committee.
- Motion to approve? That thing, as stated, here we go. All right, by that, do we have a second?
- I'll second it.
- Seconded by Campbell. Any other discussion? All in favor, please say aye.
- [All] Aye.
- All opposed? That passes unanimously. All right.
- Does that next one change-
- Number two, consideration with possible action to approve a grant award in the amount of \$85,000 to implement Building Municipal Green Street's Program Capacity through permeable pavers at the Fox River Project. That's a mouthful.
- I don't .
- Is there a way we can make an acronym and tighten that up? No, just... Anyway, well staff, I know we have staff here as well. So Steve do you wanna leave that off? And we can bring in.
- Sure. I mean, the resiliency coordinator, Melissa Schmitz who's here with us tonight, Melissa reached out and applied for a grant to the fund for Lake Michigan. And this is to bring in permeable behaviors on a short block and a half project on Eliza Street on the north, near Southeast side of the city. So this project is listed in our 2022 Capital Improvement Program to bring the permeable pavers into it as opposed to a traditional normal asphalt type residential street. I don't know if most, if you're familiar with this, but between Monroe Avenue and the Fox River Trail, south of Portier.
- Okay, so you're getting down near all the Leopold School. If you're familiar with that area to get west of Monroe, it drops off pretty precipitously down towards the trail. So there's no opportunity there for us to capture storm water and treat it prior to the water being discharged directly into the Fox river due to those steep grades. We're kind of limited in what we can do when we reconstruct this street to help capture and treat that storm water. So this is one of those areas that we're looking to implement some Green Infrastructure in and use that Green Infrastructure as a pilot program to help us develop some additional data for possible implementation in other locations. In this case, Ms. Schmitz went out and applied to the fund for Lake Michigan. She was able to secure an \$85,000 grant. Before we can accept that grant as the director ditch, I'd indicated to you in the previous meeting, we

do have to come back and seek approval. There's a \$5,000 match that will be covered by the stormwater fund. And we think this is a fantastic project, it's one of our first pilot projects we'd like to bring through that will help continue to develop some additional information as part of the larger planning process for Green Infrastructure. Melissa has provided you with a whole lot of great information in here. Not only about the fun Lake Michigan and the grant application, but the type of pervious papers we're anticipating using as part of the project. So staff would be available for any questions.

- All right, before I open it up to the committee, Melissa, thank you for being here. Thank you for the work you did to bring this forward. I think in the past, you know, at city council, so we were talking about GI, the Green Infrastructure in the past, and a lot of us were a little unaware of what it was. And I'm just thinking that something like this, a hands on type project will maybe give us some opportunity to look at this and how it works. So I think that's a good step that way. So, if you wanted to add anything to that, I know it's just a very small piece of right away, but the fact it is it's very steep there. And I suppose there might be some other areas in the city that you thought about possibly doing, but this seemed to jump out and maybe you could explain.

- Sure. Well, one of the criteria that we used, our engineering department and public works was we looked at the five year. What we have on a slated for 2022 and Eliza Street is a road reconstruction that's already gonna happen. So it really makes the project more cost effective because we're going to be there anyway, reconstructing the street and because of its proximity to the Fox river and the reductions that were modeled, one of our engineers performed a modeling exercise for this particular stretch and their significant pollutant reductions and storm water surface runoff reductions. So quantity of storm, water reductions as well. So, using those two, like the community education component of it, it seems like it will be a very good project. And the reason why we chose permeable pavers versus a permeable concrete, or a permeable asphalt, it's not a highly trafficked stretch of Eliza Street, and it compliments the neighborhood in that area. It's right around the corner from Hazelwood, the historic Hazelwood House. And also it could prove to be a model for alley reconstructions. There's other communities, some communities that have Green Alley Programs that use pavers versus different types of permeable surfacing. So, those were some of the reasons why we chose to go with pavers. And the \$5,000 match from the stormwater utility is going to be used for educational signage. The street dead ends the Fox River Trail, so there's a lot of pedestrians and bikers that access the trail on that part, and it's very close to the school as well. We've received support from the school district, specifically well from the school district and as a whole, but two of the teachers at Aldo Leopold School will plan to bring their students down there, and how elementary is not very far either. So, really any school can use it as an educational learning opportunity, but we're looking at that. I'm looking at that as a community engagement piece.

- Right.

- The Neighborhood Association, the Ask Your Neighborhood Association, I spoke to them at a meeting, explained the project they were in support. All of those letters of support are in your packet, the DNR is very interested in this pilot project to potentially use it as a model to be able to work with other communities that are also developing Green Infrastructure Street Programs and programs in the right way and UWC grant, there was a few others. And then I did go door to door and spoke with the neighbors adjacent to where the project is gonna be installed, and it's playing the project and they were also supportive of it. There's going to be rainwater and storm and snow melt to infiltrate. They do have a little bit of a problem where when it melts and it refreezes, it gets really,

really icy. So, a project like this should help alleviate some of those winter times and freezing issues that they experienced down there.

- Would you say that the main reason maybe for this GI technology in that area would be for the flood or for the waters that drain into the Fox. I mean, just the actual amount of water and then also pollutants, would that be part of the-

- Yeah. I mean, from a numerical standpoint, yes. Those would be the two primary outcomes of the project. The stormwater runoff production is almost set 61% in the area, in the acreage that was modeled of the area leading into the proposed project site and then total suspended solids are reduced by almost 93%, phosphorous reduction, 90%, and then the dissolved or the particulate nitrogen reduction is all almost 83%. So these are very good numbers, this is also something we will be able to use in helping meet our MS-4 permit.

- Okay, those are good points. Committee, do you have anything that you'd like to add right now?

- Just .

- Go ahead on the cable.

- When you brought up the icing in the winter. I mean, it's West Street, I would assume. And there a lot of tree coverage over it. I mean, you know, when you get the shaded side, that's what's gonna cause you the issues here, okay.

- Okay.

- Ald. Wery.

- Sure, thanks. Excellent packet, I appreciate how the information, and I know I've kind of hounded on that in the past, get more information to us so we can make good decisions. And this is well put together and well thought out. I'm glad to see the cost of the project covered by grants, a great job doing that. Love anybody who can get a good grant, so well done. You wanna help the packs too?

- They apply for a lot of grants.

- I know. So as part of a pilot, how are we going to monitor or capture data on what we think it's gonna do as to what it it will do?

- So, the modeling results that are in the packet are that was pre-designed. It was what we had for best information at the time, but they'll be modeled again once we have a final design in place. So, in order to keep for our engineers to keep going forward with this, we didn't wanna keep going ahead with all the new engineering until we have approval to do that. So the modeling result, the modeling will be done again, once we have a final design in place. And then it's really mostly based on annual maintenance of that stretch, it needs to be vacuum swept at at least twice a year to avoid the clogging issues that you just never do anything over time, it won't be as effective. So, as far as monitoring, like taking water quality samples, to my knowledge, we don't do that at that outfall. Steve?

- No, I don't believe so.

- Right. So, this is based on... We're gonna follow the DNR technical standard for permeable pavers, for any kind of permeable surfacing, which I have here. I don't think I included that 'cause I didn't wanna overload you with too much technical information. But that's the technical standard that the DNR is laid out for permeable surfacing.

- Okay.

- So we feel confident that the project will continue to be, to meet at the same, year after year, as long as we keep the maintenance off and do the repairs as needed.

- So, I think that would be important in two years or five years and go back and say, okay, this isn't what we thought, or it's better than we thought. Do we know the lifespan of this compared to a normal road I guess.

- Well, these permeable pavers, there's a lot of different estimates out there, but through counting materials, which is one of the companies that our staff has had conversations with 25 to 30 years.

- Okay.

- So it is definitely on par with the per permeable pavers that were installed at city deck.

- Okay.

- Thank you.

- So, can I have it all on the record, 'cause that like a street sweeper type? Like they do the normal streets with?

- Well, as opposed to mechanical sweepers.

- Yeah.

- We have both mechanicals and regenerative air sweepers in our inventory, because you don't want to cycle that dirt and grind it into the paper 'cause it'll block the floor, use regenerative air and we suck that out. So, it's essentially an oversized vacuum cleaner if you want to think of it that way.

- Okay, interesting. Nice, well put together.

- If you have any additional question, you can always call us.

- Again, we'll be with Wery here. This is nice to get on the ground floor of something. We're all the detailed about easy to make decisions, you don't know what's going on here.

- And the grant. Yeah.

- All the grant?

- Yeah, my just because I'm trying to I'm very busy. So when I hear pavers, I think of square pavers. But this is a road.

- Correct. So if you scroll down into the glass, few pages of that attack, supporting documents, there's a case study and there's an example there of what it could look like. We obviously don't have some materials fully selected or the design, but it's on page 23 of 24.

- Okay, almost there. All right.

- Oh, okay.

- So City of Dubuque, this was a project that City of Dubuque did They're implementing these in their alleyways. So that could be designed as one. I mean, there's different types of interlocking pavers. And the actual paver, it's not just the joints, it's the paver itself is permeable.

- I've actually seen this interview, so...

- And they also have the issue with flooding. You know, and that's part of their strategy. Is to systematically go through and replace their alleys. So, in specific areas of their community.

- Okay, any other questions? Again, I wanna reiterate our thanks to Melissa and engineering for coming forward with this, I think it's a great idea unless there's nothing else. I would entertain a motion. We have a motion as far as what you'd like Steve, on this, just to accept.

- Ideally we would like approval of the grant award and authorize the director to the grant.

- So we have a motion to that effect.

- Some of them.

- So Ald. Wery, do we have a second?

- Second.

- Second by Campbell, any other discussion? All in favor, please say aye.

- [All] Aye. All opposed? So, that passes unanimously, and definitely keep us in the loop on this. I think it's very interesting stuff and we'd like to hear more as time goes on. So, thank you again. All right. Moving forward, consideration with possible action to approve a grant award for a Transportation Alternate Program Project from the Wisconsin Department of Transportation to install sidewalk on Mantwalk Road, Pecan Street and Hemlock Drive, staff.

- Okay. There are many programs that Wisconsin Department of Transportation Funds. The Transportation Alternatives Program as the name implies is something other than streets. So it largely relegated to bicycle and pedestrian type activities. Currently the MPO, the Metro or Municipal Planning Organization, which Brown County planning, for the executive staff of the MPO. They have \$1,269,800 available in the program cycle for 2023-2026 Transportation Alternative Program. They solicited projects from the metropolitan area, the urbanized area. They received three projects in.

One of which is mill and will be taking six miles of the Box River Recreational Trail between Porter Street and the City of Green Bay and county trunk X on the south side of the Dubuque. Project number two, was the project we're discussing tonight. And project number three would be construction of portion of the west side trail that would connect the village of Howard to Military Avenue. City of Green Bay actually listed that as our preferred alternative. However, when the MPO and Wistock reviewed the project, because there are going to be bike lanes on Bond Street and sidewalk on Bond, they found that the trail was going to be repetitive and mostly recreational, as opposed to alleviating safety issue that exists, that doesn't have another alternative or things of that nature. So, in speaking with the director, we are going to continue to pursue other funding opportunities, but we're gonna go ahead with the West Side Trail. Anyway, the MPO made a recommendation which has been approved to fund the Fox River Trail at the maximum, that DOT typically funds these programs as an 80-20 cost share. So they have recommended to fund the Fox River Trail project at 80%. So, generally these programs fund up to 80%, but not less than 50. If you have less than a 50% match from the feds, it's a non qualifying project. So as we have the current funding here, Green Bay would be receiving 50.5, so we're just over the threshold and that's where the funding that's in the cycle right now. We are anticipating in August through the BI legislation, the bipartisan infrastructure law, that additional tap funding is going to come into the MPO. The MPOs policy has been their standard practice is when new money comes into existing programs, they take a look at other projects, currently funded in the programs. And if they are funded at less than 80%, they make those projects whole first before they make that distribution to other projects. I've had conversations with the MPO, not only am I vice chair of the MPO policy board, but I also sit on the transportation subcommittee who takes recommendations to the policy board on this. So I've had two kicks to the cat to talk to the NBO about it. And they have assured me that their past practice is what they intend to follow here. So there's a good possibility that we may be coming back before the end of the year to let you know that there's actually more money coming into the the tap program potentially for this project. Should you wish to pursue it? This is consistent with safe routes to school program, and the recommendations that council approved when we approved the bike head plan a couple of years ago, for those of you who've been on a long time, like Ald. Wery. You may remember back when we reconstructed Mantwalk Road, that was a project that Ald. Nicholson was a champion of. And as soon as we got man at block road reconstructed, between Auto Plaza Way and Greenbrier Street on the east side, as soon as we got the project done, then we started getting complaints of the neighbors that we made the road too smooth and people were speeding. And what we said was we need to get sidewalk out there, but the sidewalk was gonna be to prohibitive to the neighbors, but here we're getting an 80% grant. So we're able to cut 80% of the cost for folks to make it a little bit more affordable for them.

- Well, Steve, you did mention the MPO and the various projects that are out there. Is there a list besides these other things that would be made whole, so to speak, as you were talking about?

- Well, right now this would be the only project that's not fully funded.

- Okay.

- So this would be the only project that would need to be made with the next round of distribution.

- Right, 'cause I realize that there's projects that come up during the course of the year, but it would be nice to have a handle a little bit, as things come forward, but you'll present 'em only when it's needed.

- Correct. And all projects, because we're not the stewards of those funds.
- Right.
- Those are federal funds that are given... The federal highway money goes to you, the state DOT for distribution. State distributes that money through the MPOs. So, the MPO is actually the repository of that, all of those lists and that information. However, if you go to the Brown County Planning Department's website, their transportation improvement program, TIP. That's a parallel to our CIP, our Capital Improvement Program. So that six year TIP is there and all these tap projects are similarly this .
- Okay, well, that's good to know. Committee, anybody, have anything?
- Just to clarify that there's the rate, that the residents have to pay for, as far as that sidewalk.
- That is correct.
- Okay.
- 80-20 grand . It covers both... Well, right now it's a 50-50, but we do anticipate that prior to construction occurring, it would develop into an 80-20. The way sidewalks are addressed in Wisconsin, under state statute, the municipality has the authority by statute to put 100% of the installation and make costs for sidewalk under the budding property owner. And policy that for decades, the City of Green Bay has adhered to when we have projects where there is state or federal funding that comes in as part of the project. That funding cannot be put into our general construction funds. It has to be dedicated specifically to the project where it's identified. So we can't share those benefits with the community at large if you wanna to think of it that way. So what we're obligated to do is on that project, we have to go back and we have to calculate project specific assessment rates, 'cause we can't charge a standard assessment rate and essentially make money on the project, we're, forbidden by federal law to do that. So we go through and we calculate a project specific assessment rate that only recovers that 20%.
- Okay, thank you.
- Well, go ahead Ald. Campbell.
- Is that just new construction sidewalks or is that just maintenance and replacement of it?
- That's only when we receive grant dollars for a project. If no grant dollars are installed or grant dollars are utilized on a project, if it is replacement sidewalk or new sidewalk, 100% of that cost is born by the above property owner.
- Good, Ald. Wery.
- Thanks chairman is this Ald. Hutchinson's Hutch, Hutchinson's area I think.
- I believe this would be, I'm trying to remember how the line fell out, but...

- When did we first start looking at the sidewalks? Was it back when Ald. Huthinson was here, or was it during airlock or was it-

- No, this was definitely, this was-

- Okay.

- Nicholson. Mantwalk Road was resurface with the Aura Funding that came out under President Obama. That was the only project that the City of Green Bay received money for, under Aura. So that was 2009 or thereabouts. And it was shortly after we got the road re rehabilitation done that they had a nice long street that didn't have bumps and potholes in it. And Ald. Nicholson came in, it was weeks after we finished construction. We said, Steve, we gotta do something. People are speeding to go 40 down about Mantwalk, and that street carries about 4,400 vehicles a day.

- Okay, and I'm just looking, I'm not saying it might not be needed, but are people aware? I mean, 'cause what's the rate now \$300, \$400, per cake.

- It is probably in the neighborhood of about \$200 of panel.

- Okay, 200 and everybody maybe what? Eight to 10 for a house? 10, 12?

- Yeah, it depends on what your frontage is. A typical sidewalk panel is five by five.

- Okay, eight to 12.

- So, if you've got an... Well, if you got an 80 foot frontage, you know, it depends on your subdivision too. As you get closer to the corner of the city, we start getting into the older lots that are only 50 foot frontage and we start moving up to the edges of the city. We get into the 80 and a hundred foot lots.

- I know even with 80-20, there's gonna be a little bit a bite.

- And there is absolutely.

- You know, people are gonna be surprised to get that, and some probably won't be able to afford it. So I'm gonna lean on the older person in that area to, you know, they're the ones putting it in. They're the one that have to suffer the consequences far away from where I live. But-

- I would check-

- And I get why we need it, I understand that.

- So, we're looking at what Pecan, what was the other one Mantwalk and-

- Pecan and Mantwalk and Hamlock. What this does is it connects a heavily residential area.

- District Three.

- To an elementary school.
- That's District Three, So that would be Morgan, I believe.
- Yes, okay. Well, I'm sure we'll talk about sidewalks in the future coming up. I'm glad that we have this now, you know, for this, but...
- At least there's a grant ordering sidewalks in the... There's nothing to go for.
- Exactly.
- Yeah, that's the Chris McCullough skill or what is that?
- Langley.
- Oh, Langley.
- No, not Wilder.
- Wilder, yes, say Langley, that didn't sound right.
- On the east side you got.
- And tucked in behind Wilder is also any W Lutheran.
- [All] Yeah.
- Yeah, okay.
- I've got it on a map if you'd like, so...
- I actually know right where it's at. They used to play soccer there with my kids too.
- All right, is there anything else from the committee? Otherwise, I would entertain a motion. And it's more or less to accept.
- Right, it'd be to approve the grant award or the sidewalk, or.... We're not gonna have the public hearing, that's where we'd actually order the project then.
- Yeah.
- sure.
- This is gonna get us through the design and it'll encumber the funding. If something were to change in the future, there's always that opportunity before we go forward with construction that the council has one more opportunity to have this discussion.

- Okay. Like for instance, and I'm sorry, Mr. Chairman if we don't get the additional funding . It sounds like you think we are going to far.

- Yeah, I'm not overly concerned with us not bringing the project up to 80%, but there was a situation a couple of years ago, where we had the STP, the STBG Program. Surface Transportation Pot Grant to reconstruct on Creek. And then there was a shift in the project schedule, we couldn't meet the DOT requirement, and we handed the grant back in. When do we do that? We don't like to do that because any money that DOTs already stuck into the project, we gotta pay the DOT back, but there is an out clause.

- Right, thanks.

- And again, this is not only funding the construction. This is also funding the design, this would be consultant design.

- Okay, very good. All right, anything else committee? Otherwise, as the motion was stated, I wanna entertain a motion.

- Motion to accept as stated.

- Okay, by act, do we have a second?

- I'll second it.

- Seconded by Campbell, any other discussion? All in favor, please say aye.

- [All] Aye.

- All opposed, that passes unanimously.

- Yeah, that's fine .

- Nice try man.

- You'll be the chair next time, .

- Well, all right, next consideration with possible action on request by department of public works to approve the sidewalk repair policy record.

- In your packet, we've provided you a couple of pieces of information. The first item is the actual written sidewalk, a repair policy, this is very consistent with the policy as it has been administered. The farthest back that I find actual records is 1991, but that's a fair amount of time I know things were being done before that, but actually have written records with these criteria on it to date back to the early 90s. So what we've done is identified the purpose. Again, it's to make sure that our sidewalks are consistent with the America Disabilities Act. We've defined what a trip hazard, what transverse pits, small concrete in a sidewalk section are. And then the review criteria is typically what folks are interested in. So what we're looking at is a vertical offset of more than a half inch between two panels that would constitute a trip hazard transverse pitch. So the slope crossways, when you're

walking down the sidewalk of more than three quarters of an inch per foot, which is about 6% great. Any crack that are one half inch or wider. So a spider crack through a concrete panel would not necessarily require any immediate action. It's only when that crack opens up, that we would require the property owner to do something about it, settlement out of vertical alignment. So what we're looking at is when you're looking down the sidewalk. If there's a big dip in the sidewalk, okay? If there's more than one inch per foot of dip, then we would have to correct that. And that could be corrected by a variety of different ways. Doesn't mean you have to pull the sidewalk out, some of that can be corrected by mud jacking or other less invasive, less costly. The new one that we've added is the small concrete under item E. What we have our existing policy that we're currently operating under is any surface defect, that's a half inch diameter or a half inch deep. Historically, that had been referred to as a high heel rule, so that the heel on a high heeled shoe would get caught in it. Where it draws its authority from is under the American Disabilities Act. It would constitute a trip hazard or a mobility device hazard, if there is a defect that's a half inch or greater in the direction of travel. So that's why you see a lot of times the greates on stormwater inlets or at a 45 degree angle. And they're only a certain size, that's in case somebody's walking in the street, especially if they're using a mobility assistance device, that it doesn't hang up and redirect that device or cause them to trip a fall. What we found about I'm taking a guess, but based on the number of phone calls I received, I would say, well, in excess of 75%, probably closer to 90% of the phone calls that we get on sidewalk repairs that need to be done, are for these small diameter pop outs. And there's one defect in the panel, where we're requiring folks to go out and patch that one defect. That one defect that's a half inch diameter by a half inch deep has especially as mobility devices, mobility assistance devices have come along. You see the larger rubber stoppers on the bottom of a cane, you see the wheels on assistance, walkers and things of that. That single defect in a panel is not enough to cause somebody to have a loss of stability or constitute trip hazard for mobility devices. Having gone through knee surgery last year, and us using a walker, and this became very personal with me as I was going through my rehab. And I started noticing things about sidewalks that I really didn't notice myself in the past. So what we did, you've got a memo in here that talks about recommended changes, but on the back of that memo, the next page in your packet, we went out and we talked to the City of Kenosha, Ash, Shaboygan, Fondlark, O' Claire, Jamesville, Wassa, De Pere and Appleton. And we talked to them about their sidewalk repair policies as well. And this one criteria, that single defect in the surface was where we all differed. So we took a look at it from a probability standpoint, and what we're seeing based on, you know, kind of synthesizing data that we got from all those other communities. Was that if we had that half inch defect over 25% of the surface area of the panel or more, that would be enough that it could cause instability with a mobility assistance device that would constitute something having to be done. So if we just have a couple of pop outs or something in a corner, that in and of itself would not necessarily require. 25% is pretty easy, we can go out there and we can put a cross on the sidewalk. And if one quarter of that has surface defects, that's pretty definitive. So what we're recommending is to modify the policy, especially as it relates to that small concrete in E, should the committee and counsel approve this policy. What we will do is down in the bottom corner as a footer, we will indicate the date that of approval by council and committee. And then this will go on our forms, out on the website, so that residents have the opportunity to get their hands on this information directly from the city.

- Well, thank you, Steve. One of the questions I had, you find that with sidewalk issues that it's still kind of a complaint driven type of.

- We have both for those. Yeah, thanks for bringing. All their starters giving me hanging curve balls that I can take downtown.

- Yeah.

- Those of you who've not been on the committee before. Our sidewalk policy is complaint driven, a lot of the policies that the department of public works administers are complaint driven. So prior to three years ago, unless somebody made a complaint about the condition of a particular sidewalk, we did nothing with it. Several alders came forward with a request for us to take a look at a different policy that would be systematic and work our way through the city to do active inspections. So what we tried to estimate is what we thought we could get done in a year, both from an inspection standpoint and a construction standpoint. We separated into 15 areas on either side of the river, so we do one in on the west side, one on the east side each year. So it's about if things continue to go, as we hope we we're looking at about a 15 year cycle that we'll get through the city with an active inspection program.

- Okay.

- In addition to that pro active program, we still also receive complaints. So we didn't replace the complaint program with the active program, we supplemented. The complaint driven or the systematic program, is between two and three times the size of the old complaint driven. So we're really getting a lot done in the course of the year.

- Motion to open the floor.

- Motion. We have a motion to open the floor.

- Okay.

- With a second?

- Yes, second.

- Okay, now, Wery seconded. All in favor? Just say aye.

- [All] Aye.

- All right, the floor is now open, it's just state your name and address for the record. And yeah, I know.

- There was a reason I think.

- Yeah.

- Janet Angus, 1403 Shirley's Street, Green Bay, Wisconsin. So I own a piece of property over at 1804 Spence, which is one of those targeted areas. And I think it was Ald. Galvin, I call him the sidewalk king that came up with this recommendation that all of our sidewalks being inspected in the City of Green Bay repaired. Unfortunately, the landowner bears the cost of repairing the sidewalks, not the city. So without being snarky about this, or, you know, ridicule, I'd like Steve Grenier to answer my question. Why are streets held to the same standards? I have streets in front of my house with

potholes that are at least 12 inches around, and probably five inches deep, not ADA compliant. I have photos of them, if you'd like to look at them, I've called the streets department, I've complained about them bitterly for the last two years, they have not been repaired. Locus Street between Shirley and Culbert Park today had a contractor come out to fix my apron on my driveway, they won't do it, because the curb has sunk down so far, that it doesn't make any sense to replace the apron before the Street's repaired. And I looked on that little chart and the street's not up for repair for years. And it's like riding rollercoaster going down the street. When I measured, there are little hills in the middle of street that are probably, I don't know, eight inches, six inches. You can't ride your truck or your car down there without the paint and stuff, paint cans going all over. So my question is, you're putting this horrible burden on land owners to go out and replace repair, be responsible for the sidewalk. And if you look at what happened to me at 1804 Sun Street, and I met with Director Grenier last year regarding this, I would say 80% of the sidewalks have a little dip or they're a little bit too high. So, why is the city imposing this burden on the sidewalks, when you can't fix the streets? Aren't they streets supposed to be compliant? I mean, we've got huge cracks, huge potholes, it's awful. But yet, when the landowner has to pay for the sidewalks, it's one story because you guys don't have to come up with the money in the budgets. That's how I'm looking at it. So, repair my street at the same time, I'll repair my sidewalks. I mean-

- Right.

- It's very cost prohibitive, I think.

- Well, the-

- To go ahead and repair all these sidewalks. I mean, something you guys should consider.

- Well, we've had this for a long time where fault is put quite a bit on the homeowner. I've had situations where you've had maybe 10 cakes that have to be replaced and the person complains and says, well, how do I get it done? The city will come out and they'll say, well, we're replace three because of the tree roots or whatever, and then the other seven you replace. So, it's kind of be careful what you wish for, and I know that we've had situations in the past. I think we're looking at strictly the sidewalk set up right now. I don't know, Ald. Wery, can you chime in on that a little bit, as far as your thoughts?

- I don't have any questions from Ms. Angus right now.

- Yeah. We're focusing on that way. I know you made some comments Ms. Angus on this, but is there anything that you can add to this?

- Well, the direct question that Ms Angus asked was why are the streets not held with the same standard? And the, the short answer to the question is that the streets are not anticipated to take pedestrian traffic where the sidewalks are. So, the sidewalks are held to American Disabilities Act, whereas the streets are not. And I know that's not the answer that you were hoping for, I understand that, but it is the answer that I have. As a pedestrian oriented transportation facility, for lack of a better way to describe it. Those sidewalks do have to meet the America Disability Act, and because you are intending primarily pedestrian traffic, as opposed to vehicular traffic. And those pedestrians may have different ability levels, that's where the ADA comes in.

- If I may respond.

- Go ahead.

- You gotta cross the side, and you have to cross the street to go on the other sidewalk. And the Street's really bad, it seems to me that it should be ADA compliant. I have photographs here of a street with holes and it's been like this for two years. So, it's time something gets done with our streets. This is an election issue, it's been in an election issue for the last four years. We did the wheel tax, where's the money, and why isn't my street repaired. I had to pay money for Shirley Street. And I know we're supposed to be talking about sidewalks, but I had to pay all kinds of money for Shirley Street to be repaired. And Shirley Street was nothing like Locus. And like I said, my street has had no maintenance, nothing. You were just talking about pavers, what's the maintenance cost gonna be on those pavers? Are you gonna do it? Or is it gonna be like my street? No maintenance being done. The blue cracks are never filled up with the tar, the holes are not filled up with whatever you put in the potholes, it's ridiculous. So, if you gotta go from one sidewalk across the street to the other sidewalk, it would seem to me that you shouldn't have to go through a pothole. That's two inches or five inches deep by 12 inches round. And I've got the pictures, and the stuff right here, and I've met with your department, Director Grenier, on this once at least once, and my potholes are still not filled. So, if you wanna hold me to the standard of having to replace my sidewalks and go out and fix a little divot, that's two inches by two inches, 'cause someone might be walking down it with a high heel, or there might be a device going down, so it's ADA compliant. Then, you know what? Fix the streets. It's a very important issue for our city.

- Thank you, you're welcome. Did have a question of Ms. Angus?

- No.

- Okay, entertain a motion to close the floor.

- So moved.

- By Wery, do we have a second?

- Second.

- By that, all in favor, please say, aye.

- [All] Aye. Well, like I said, we were talking about sidewalks and that, but I know they're interrelated somewhat with roads. I mean, we have alleys as well. I mean, that's gonna be a whole other... You know, some of the older areas of the city have allies that are in really bad shape. So, these are situations that will, or things that we can talk about moving forward. But right now, we're focusing on the sidewalk repair policy. Director Grenier, would you say that, you know, you've talked to other communities about this and has it been somewhat standardized, over the last number of years? Have there been any major changes to this policy? Or do you find that it's fairly consistent over the last number of years?

- Well, our policy has been consistent since the 90s, as I indicated earlier. I don't know how long these policies in other municipalities have been in place, just anecdotally my conversations with them.

It seems like most communities have taken a harder look at this, either since 2005 with the adoption of the American Disabilities Act or 2010, when the ADA was revised most recently. So again, and when we were a complaint based, only we didn't have the volume of feedback from the community if you will. Now that we're doing a more systematic approach, and we're covering more area on manual basis, getting a lot more folks engaged because we're touching a lot more folks sidewalks.

- Real quickly, did Ald. Galvin... I know I brought up some things a couple years back on a sidewalk policy. Does that incorporate into this very closely or is.

- What's the difference?

- Well, the items that Ald. Galvin brought up were more so towards developing the proactive program that we did not necessarily, the actual criteria that we used when we're looking at a piece of sidewalk. This is more directly in response to some of the comments we've received relative to the inspections we've performed over the first two years. And were we being a little bit overboard in what we were requiring folks to go out and put some repair material in? So we definitely want to be cognizant that, yes. It has to be ADA compliant, but it's kind of a little odd to expect everyone to fix every single half inch diameter.

- I've had citizens that had to replace several sidewalk cakes, so to speak of. And you know, if you looked at the sidewalk, it looked pretty decent. Didn't look that prop that much, but it was a quarter inch off. So if they complained about one or two cakes, the city might come in and replace one or two, but then they had to replace many more so well,

- And that's why we tried to be a little bit more expansive and a little bit... I mean, a lot of bit with the information we pass out to we residents the year before. So we'll be out inspecting sidewalks this year that are intended for repair replacement or being addressed in 23. And when we get done with those inspections, we send a packet of information to every property owner who has sidewalk on the list for 23. And we indicate that there's a variety of reasons that your sidewalk may have been tagged with an X. Not every X requires that panel to come out, there are less invasive, less costly alternatives, that a property owner may wish to consider. For cracks or these faults, there are already epoxies or patching materials that you buy at a home improvement store where you can fill in that irregularity, smooth it over, and it is back to ADA compliance for offset joints. If you've got a vertical offset joint. If you've got a trip hazard, a lot of times you can come in and hire a mudjacker to come in and for fraction of the price of replacing a panel, you use mud jacking to get those things back into alignment. So the trip hazards been removed. If you have one panel that's above another, there are concrete companies who will come in and do a shaving or a grinding to make that a taper, that eliminates the trip hazard. So, there's a lot of those technologies that we can't have a contractor for everything. Because we may have very small quantities and it may become cost prohibitive, because we don't have enough work to keep the contractor busy, or he is jumping all over the city. So what we have done, and this is something historic. Again, goes back decades for the city. We have an irregularity, the first thing that we do is we notify the property owner that there's something out there that needs to be addressed and it's really there, the property owner's responsibility to do that. If they fail to address it within the prescribed time period, then the city has the opportunity to correct the issue and build that cost back to the property owner, that they technically is how it works. And the cities means for correcting it, is to pop it out and put a new one in. So there there's a lot of things that folks could do relatively quickly and easily themselves if they choose to.

- Right.

- That are less costly than.

- But like I said, in the past, a lot of this has been complaint driven. But, you're saying that there are crews that are city staff that are going out and checking areas of the city right now. So what kind of process is that as far as Westside, Eastside, one area versus another area. Do you have some kind of a programs out there stating what areas you're looking at?

- We actually had published that and provided that to the council when we adopted the policy, we can definitely get that out there again.

- To refresh-

- Well then, I know you and I all have talked about a variety of different web maps that could be made available so folks can look at that. That's something we've been willing to take a look at this, just put the map together with the 15 areas on both sides of the river and say, we're in this area.

- Sidewalks for roads for different structure, I like graphics things we can look at.

- Right? Yes.

- Agree.

- Yes.

- Okay, if any of the alders, if you've got ideas like that, of things you'd like us to be providing for public.

- We will do that, we will do that.

- Yeah, 'cause I-

- All right.

- Yeah, I thank you.

- Go ahead. And I know we're talking about sidewalks. But yes, I would like to know what your criteria is for the road. So yes, that'd be great. While I walking, which I did a lot of, while I was campaigning. I got so many complaints about the sidewalks. And they showed me the X and the C, and you know, all of that. And boy people are ticked, you know, I mean? They're just upset about this cost, but what I'm wondering is, and I'm just gonna be straight up. A lot of it is from the trees that were planted by the city that's causing such issues for the sidewalk. So, how do you decide which you said something about the roads, but sometimes it didn't match up, as it didn't match up like, oh, this isn't necessarily just the roots or whatever where the C or the X was. So, I guess the trees are an issue.

- You work with forestry though, the Forestry Department will come in and they can determine like we can cut the roots a bit on this one, lower it. I mean, there's different things they can do as well.

- Well, and there have been areas where we've received... They're more one off it, it's not the standard. More often than not, you can tell when it's a tree, that's adversely impacted a piece of sidewalk. But we do get request from people who stated to us that what you have listed as an X actually was resulted from tree damage. But the tree is no longer here. So when we get those requests, we go back through our GIS system and we pull up historic photographs. And if we can document the presence of that tree, then we changed the X to a C like that.

- Okay, all right. And I know this is not your key, I don't know. The weirdest thing, one of them was the tree and they kinda cut it off. Underneath is the water. what do you call that? Whatever, getting to the water then is so the treatment grew around it.

- Stop?

- Yeah.

- And the sea, it's not only trees. If there's anything that would be city driven. So if water utility was out there and they were doing something with a water service, and that caused the sidewalk to settle, for instance, that would be a city. Even though water utility's not DPW, there are a separate division and they're funded separately. They're Under the context of the city. So anything that would be city related, if we did something that caused that action to happen, then we take that responsibility. Likewise, all curb ramps do not put the on the property order for curb branch. We take care of those . That again becomes an ADA compliance issue, and the curb was constructed properly, in accordance with you in there. Ald. Wery is gonna read Tyson. Tyson talked to me about areas that I think it's down on and a sidewalk stand that indicates you're on the 11th Avenue. It has been since the still in service.

- What was that like? Let's-

- Actually same, the same concrete. There are two streets of Monroe that are in our upcoming Capital Improvement Program, Congress and spring. And Congress and spring have been in service as roads since 1911. They're among the oldest roads we see in the city that are still original.

- horses maybe?

- So, I just have feet. I'm gonna use my property for an example. So they put in new and of the process and a few questions on the construction. And one law abiding law that I'd like find out about. So to start, they put new gas service into all the houses. So, I don't know if that regulated the sidewalks getting redone or not.

- Yep.

- But all the sidewalks, not just for where the gas went in, okay? So they came in first and then they came in and tore out all the sidewalks . Okay, so 150 feet in my property, two driveways. And there also was... So that's one question, you know, so that was implemented through as a project, 'cause naturally they didn't have to do the whole sidewalk just where it came into my one property for my

gas service and the next property, so ours are close, maybe extend off the same. I'm not sure, they might have to put a new water shut off there too, 'cause that was part of it and I know it was broke off. The other thing is there's one of them, big boxes in the middle. Now those cable is that a city servicer is that... Okay, that thing's been this high you know, not longer. And they'll throw you right over in the snow bank, on your snowblower. I mean, that's been like that for years now. I don't remember seeing any assessment of a sidewalk on my tax bill or anything like that or someone coming along or telling them, maybe I just wasn't paying attention, I'm too busy. But, those are all questions that I had. One that box and who pays for that? Now I know as you said before this city water department, like we have several breaks and in that street, like a lot of them and they got a subcontract out to get the surface re-done 'cause it's not the city's job, it's the... I know a lot of people that do all the work. So, you know, that's how I know how that gets done. Other than that, that repair box now everything is sweet. I mean, it could roll a marble down it now, it's beautiful, you know, and long time overdue. But those were all questions that when constituents ask us, I used a bike to travel door to door, the second part of my campaign. And I just took my dog for a little ride the other day down the sidewalk, to keep her on the sidewalk and on a leash. And there was some four inch bumps. There were literally, I mean the sidewalks in my area are all terrible. I mean, nobody's been asking me that yet, maybe a couple here and there, but more of the roads than that. And then, well, that's a sidewalk issue, you know, and then of course everyone wants these speed bumps, which will address it another time, you know.

- Relative to the sidewalk repair. Any utility, any contractor of any sort who's doing excavation within the public right of way has to come in for an excavation permit. Part of that excavation permit process, requires restoration of any surface. So that could be grass terrace or it could be concrete sidewalk. So with that, let's use gas as an example. If Wisconsin Public Service is renewing the gas, main and the service speeds into the individual houses, and that main is going to be located in the terrace, that area behind the curb, up to your property lane, which is where the sidewalk normally is, okay. If they go parallel with the street and go down three blocks and that trenching or insulation of their facility causes damage to the walk, they would pay that.

- Okay.

- They would replace any walk that they damage. It doesn't necessarily have to be only where they cross the walk, going into a private property.

- Okay.

- So anything that they would adversely impact while they're doing their work, becomes their responsibility to replace. And that's all the utilities that we deal with. If you have a specific instance relative to some telecom company. and one of their facilities that's causing a problem, just get us the address and we'll work with that telecom company to get that result.

- Yeah, that thing was up for years and years, and just kept going up higher and higher and higher. I was like, what are they gonna do to replace it? And they're gonna change the grade at the sidewalk or redo the box or whatever they were gonna do.

- This is all a work in progress, believe me, we all have sidewalk issue.

- I just wanted you mine for example, so we're have a little bit of everything.

- We're gonna navigate through this over time, I think we'll come up with solutions while we with staff. We'll, I think we do best with that. All right.
- I just wanted to clarify. So, what we're voting on is whether we wanna add that last piece for the sidewalk repair. And it's basically just saying that the whole of it can be a little bit bigger of a diameter.
- Yeah, well, essentially what we're seeking, would be to approve this into this policy in its entirety with the modifications that have been made.
- That's basically the modification.
- Right, that's the big-
- Okay, it's all I wanted to clarify.
- Is there any other discussion chair?
- Thanks, Mr. Chairman. Yeah, last year portion of my district was affected. You know, with the systematic inspections. I had quite a few calls, did a nice job of returning calls and talking to people. And a lot of 'em were where there were, holes. And I think that relieved a lot of people 'cause they really thought an X meant the whole kicking and some people had tan, and they really, you know, dollar signs, right? And I know we had at the beginning, maybe not the best flyer. I know you were working on a new one, has that been revised now?
- Yes.
- Cause it, I think the original one maybe caused some confusion.
- It wasn't as descriptive as it could have been, and it didn't have the photographs that I wanted in there.
- Does the new one also offer, you know, you don't have to go get this all replaced. You can grind it, mud jacket, fill it. Does it list those things or-
- Yes it does.
- Okay.
- Yes.
- That that's the whole thing is trying to give folks alternatives to replacing the walk. A replacement should be a last resort.
- I heard the whole thing while I was knocking the doors, they all filled me on all this stuff that's .
- Any suggestions?

- You'll get older homeowners who say, you know, eight years ago, I had a huge tree there, and that's why it's all. And then you can go back and see the older photos and I've had them correct it because of that. Because you might have a new person out there marking it, who doesn't know there was a tree there five, eight years ago. So, that's an option.

- Yeah.

- You also-

- There was a tree there, there might have been a tree there.

- Right?

- Well, they also ask as far as repairing, will you give suggestions about that as well? You know, if they're gonna repair small holes.

- Yes, if we don't get a whole lot of calls on that, but just to have that option. And Ms. Angus had indicated, she reached out to us last year, and I went down and met with her. And she has a corner lot, so we had two streets worthy to walk, and we walked sidewalk panel by sidewalk panel. And I gave her some right recommendations on things that I thought she could do. And she took care of a lot of that herself, and saved herself a lot of money.

- Okay.

- No, I mean, obviously not quite the topic we have here, but I agree on the roads, . I don't think anybody bugs Steve more than I do, right Steve? I'm getting more roast, I mean, I'm always hoping on that.

- Give us the chance too.

- You guys can chime in too, and then I'll ask your construction costs. You know, hindered the amount we could do. So I'm hoping this year do more, but I'm always gonna keep pounding on getting that percentage up more and more. And I am gonna ask, actually, I haven't done this in the past, but maybe give a presentation on how streets are graded and what they look like. Like here's what a town looks like, here's one looks like two, it's two, a lot of people, you know? And then when you look it up and you say, well, that street is a four. what that means, and-

- Right.

- And I will go look at Locus again, and maybe Steve, have you drive down there? 'Cause I know you did a great job of coming down Hickory Hill, I've been hounding on that one for years . Park there, it's a mine field. Then again, . So, there's a good point where, especially streets where you do have a lot of foot traffic and you're crossing it. We need to...

- We will have showing, right? We'll get some good graphics for all of us to share. I need it, . Well, we're off the topic here.

- The last one.

- One more.
- One last thing, . Are those permanent markets, I've had a lot of people say, okay, that's great and everything. But now I have all these permanent Xs on my sidewalk and when will it disappear? 'Cause it doesn't look, you know.
- I wouldn't say it's a permanent paint. We've gone back and forth, because we're marketing things a year ahead of time, we really can't use water base because three rainstorms and it goes away. So, it is a semi-permanent.
- Maybe think of some way, 'cause I've gotten feedbacks on that. Like, oh no, my sidewalks.
- Yeah.
- Are fixing-
- One of the problems we're running into, availability of marking paint. There is a nationwide shortage of marketing paint.
- Oh boy.
- So, we're kind of being forced into buying whatever we can lay our hands on it, right?
- And you make them smaller? 'Cause some of-
- The tiny Xs.
- No, that's a great idea.
- Two feet by two feet , I need it to be like this.
- Something in a quarter. Just feedback I've gotten.
- Nope. Like, we're always interested in getting the feedback.
- I mean it's like mark, and what foot to cut off or what? I mean the stuff be plotted out without even a mark, just a suggestion there. I mean you got-
- No, it is the same who's responding to it. They don't necessarily have that same technology that's available in the field. So, they basically go out and they look for that white X or that white panel.
- The most cost effective.
- So back to just clarifying, I've never had to do it or anything. So you're asking Joe "Fix It". He fixes everything to fix his own sidewalk. Patch it, do you have to inspect it? I mean what?
- Yes.

- I've never even heard of.

- And that that's all called out in the materials that we send out to somebody, if you choose to replace it or repair it yourself. All we ask is that you notify us that you're going to do it, give us an approximate date, that date's not hard, it's not set in stone. Give us an approximate date. That way, if you say yes, Steve, I'm gonna take care of it myself and we're gonna have it done by July 1st. July 1st, we're gonna go out and take a look, and if we see that there's still Xs and Cs on the ground, nothing has changed, we're gonna reach back out to you and say, hey, I thought you said.

- Oh yeah, well then, I could be done by July or it's gonna happen until August or? Sure, just let us know.

- Once you get it done, what we ask is for folks to give us the address or the person number, and say, we've completed all repairs. We'll come out there, we'll inspect the repairs, if the repairs past muster, everything meets city standard, we notify the sidewalk contractor, there's no need to come here, residents have taken care of everything themselves.

- Does it normally work out that way? I mean, a lot of people could say some owners don't do it correctly.

- It's very rare that we get somebody who doesn't do it correctly. Because anyone who's gonna take the time and effort to do the work themselves, most of those folks reach out to it to ask some questions. And everybody that has done that has been very responsive.

- Do they have a chance to sign off on it, when they first get the up a complaint? I mean, after they inspect it and in your process here.

- Does who get a chance to sign up?

- Does the landowner get a chance? When you say walk, you need to fix your sidewalk.

- That's right.

- Can they sign off on it and say, just go ahead and fix it, I'm not gonna fix it.

- Some folks do that. Most often, folks just don't respond at all, And that signifies then, no, I don't wanna do it, you just take care of it.

- All right.

- Now that the program is getting larger and larger, we're seeing more and more folks who are interested in doing something, especially if they realize that a lot of times the damage that we're asking them to correct is very easily rectified. Well, I thought an X, but I had to replace it. No, no, no, no. The X means something needs to be done. If you can take care of that cheaply and easily yourself, then in your best interest to do that.

- It's good to hear that, 'cause there is a perception out there that it's not like.

- Yeah, . We both successful with that.

- Yeah. All right, folks are very talkative, that's great. Is there anything else that we want to speak on this point? Otherwise that'd entertain the motion. Consideration with possible action and request by DPW to approve the sidewalk prepared policy move by Wery, seconded by-

- Second.

- Any other discussion in favor please say aye.

- [All] Aye. All opposed? Thanks for your input on that Steve and the committee. And citizen . Number five, consideration with possible action on the review of the award of the following contracts. Do I need to go through these individually?

- That would be at the pleasure of the committee. If you'd like to take all of them at once, we can do that, or we can do them individually.

- Yeah, you take 'em all at once, I don't mind, unless there's questions.

- All right. Well A, Bridge I-22, Bridge Maintenance and Concrete Repairs. B, Bridge 2-22, East River Pedestrian. Bridge B-5-376, Overlay and Steel Repairs. C, Resurfacing 3-22, Including Sewer and Water. And that is a number of subs. I don't know if you go through each of those as well.

- So, what we...

- Go ahead.

- According to state statute, we are required to take the low responsive, responsible bidder. So we put out construction contracts and contractors respond to that request for bids. The summary of bid results is included in the packet that we provided to you. Bridge I-22 Bridge Maintenance and Concrete Repairs. We had two bidders responding, low responsive, responsible bidder is under construction in the amount of \$65,677. Bridge 2-22, that's the East River Pedestrian Bridge, structure Number B-5-376 Overlaying Steel Repairs. We had two responding contractors, low responsive, responsible bidder is Norcon Corporation in the amount of \$300,6000,988. Then resurfacing the Three-22, including Sewer and Water. We had five responding contractors, low responsive, responsible bidder is advanced construction incorporated in the amount of \$441,405.66. So, staff recommends approval to the three contractors of three low responsive, responsible contractors as identified.

- On that word, thank you Mr. Chairman. Well, first I'm glad that there's multiple bidders. Sometimes we'll get, there's that bond. Then you have to do pretty tight on the country ones. The streets, are we coming in? Better than we thought or what we thought really.

- We came in the resurfacing Three-22, we changed how we bid that contract this year. Historically what we've done is we've let the sewer con or the utilities contract which does the storm, the sanitary and any water main improvements. And then we come back with a Part A and a Part B on the resurfacing, which is the curb and gutter of concrete repairs under Part A and then the asphalt

surfacing under Part B. This year, we've taken the resurfacing project and looked at it more like our reconstruct projects. And we broke it up into three contracts based on aerial extent. So we broke the city in thirds, and we let three resurfacing contractors, but we led it to a general contractor. Who's gonna do all the underground stuff, then he's gonna be responsible for coordinating the pavement. The contractors have been asking us to do that for the last couple of years because they can control the schedule of their subcontractors a lot more than we can. And what we're trying is those times when the sewer work is done, the asphalt surface is off and the street sits for three weeks or four weeks with no activity. By putting it into a comprehensive program and then breaking it up into multiple contracts. That way, we're hoping to avoid that. And again, this is not only in response to what the contracting community has asked for. This was a request that actually came from the constituents through the alders to help tighten those timeframes up. So we went to the contractors and said, how do we do this? What can we do to help you guys get these projects done sooner? So this was the recommendation they had. that contract came in almost dead on where we had estimated it was going to. So we were very happy that we were nervous, hearing price escalation over the winter. But I think part of it was when we were able to get contract on the street, we hit a zone that contractors had not committed their forces to yet. So, we found a sweet spot where contractors had availability, which is reflected not only the pricing, but in the number of bids we got. The bridge stuff is a little bit more specialized. So, one of 'em came in high, the other one came in low. The combination of the two actually worked out well. Our early contracts have come in right at where we were hoping them to, maybe slightly less. I would probably estimate, you know, in a 95 to 98% range. So we were just a little bit better than what we had hoped, but not a lot that we'd be jumping and celebrating that there's all this extra money around.

- That'll keep it through next year.

- So.

- Anything that we have, definitely gets rolled into next year's program.

- But we're getting a few more contractors bidding on this stuff. Is that what you're finding right now or?.

- Yeah, we had. I was very happy with the number of contractors bidding on each of them early. 'Cause the early contractors.

- That's refreshing in a sense, 'cause we it's good to have more input that way. Committee, anything? Any questions or?

- Shouldn't you approve contracts A, B and C.

- Okay. Well, we'll read, do we have a second?

- I'll second it.

- Seconded by Campbell, all in favor please say, aye.

- [All] Aye.

- All opposed? That passes unanimously. Sorry. Number Six, Report of Actions Taken by Department of Public Works .

- I can take it if you wish.

- Yeah, could you take it now? There are certain licenses that are annual renewable licenses that the council has given the approval authority down to the director of public works. And if we deny a license for whatever reason, then that licensee or potential license has an opportunity to appeal that decision, and the appeal would come before the I&S Committee. But rather than waste a lot of committee time on simply procedural items, the committee and council said, if you're going to approve them, we trust you on that, go ahead. And a lot of the there's a background check in financial evaluation reference checks that we do with other municipalities or other folks that have used these folks before we grant them their first license, then anyone who's coming back as a return licensee, we have a track record. And if you don't perform satisfactorily, that would be one of the reasons that we would require a license, that would have to come before the committee for the appeal. So, in this case, what we're talking about is two different types of licenses tonight. The first one is sidewalk builder's license. What we're looking for is just a report out to the committee that we have granted licenses for 2022 to AAE Concrete, American Custom Concrete, Bath Concrete, Flat Work LLC, Carter Trucking and Excavating Incorporated. Everett Concrete Construction LLC, Kowalski Construction LLC, Malach Concrete Incorporated, MP Concrete LLC, and Total Construction also doing businesses, Joe MA's Concrete. We've additionally awarded a tree trimmer and brush license to Jason's Tree Service, also doing business as LO's Landscaping. So what we would be seeking here is simply receiving place on file.

- All right, one quick question. Would you say that in the past that we've had more or less sidewalk builders involved in this, or is this a good number that it's nice to see eight versus what we used to have?

- Well, this is only the sidewalk builders who are applying right now, that doesn't include other folks who have applied earlier in the year, so-

- I see. Okay.

- We are seeing more and more contractors seeking sidewalk builders, licenses.

- All right, good. All right, I want to entertain a motion, unless there's other questions.

- Well, should we say place on file.

- By Wery.

- Second.

- Seconded by Eck. The other discussion, everybody say, aye.

- [All] Aye.

- All opposed? What's that?

- You said everybody say, aye, what file one...
- You're talking about hurt men.
- All right. Next, informational director's report on recent activities of the public works department.
- Just two things that I wanted to make video aware of. Well, before we even get into the director's report, welcome back, to Ald. Wery. Welcome to Ald. Steuer for joining the committee. This is your first time on INS, and welcome to the two alders joining us who are new, we look forward to working with all four of you over the next two year terms.
- The best committee. I said that at the last committee too.
- Yeah, that's why it was okay .
- So, only two things that I really wanna report to you today. One of the annual programs that we offer is a Curbside Yard Waste Collection Program in the spring. It's kind of a yard cleanup that is currently ongoing, and I believe the last date is like May 18th. Social media, we do have that on our department of public works, social media page. I know been getting a lot of feedback on social media about that as to, well, why can't... It's been cold so long, why don't they delay it and then extend it for two weeks. Simply put, the same personnel and equipment that we use for multiple programs within the city, those folks who are collecting yard waste in the spring have to go into road maintenance, doing pothole, patching and crack ceiling and things of that nature. Some of those folks going to lawn mowing, there's a get amount lawns at or grass area that the city's responsible for mowing. Once we get through with that as we transition into fall, the same folks who are doing crack ceiling and pothole patching and all that kind of stuff, going to loose leaf and fall yard waste collection. We have to suspend that in November, because I need those same trucks and those equipment, we take the haul boxes out. We put the sand spreaders in and that's my snowplowing equipment and my snowplow staff. So, we use those same folks over and over and over for a variety of different jobs, and we simply have to fit 'em in where the schedule . So again, we generally tend to look at on or about mother's day, that weekend being around the last time for spring yards collection. So we are out doing that, right now. The council did vote to enact a Noble Way Policy, this year. And I talked to Melissa just before the meeting, as of today, we had 699 folks register with the to participate in Noble Way. Over 20% of them have already picked up their yard signs and are fully registered. Unfortunately within the 699 folks that applied to participate, we had several of them who are outside of the corporate city limits of Green Bay, and grew quite upset with us when we told them that we were not able to authorize them. We had one as far away as Pulaski asking to participate in Green Bay's Noble Way Program.
- I just don't know.
- Well, so, I'll do Number Seven I want to get-
- Yes, it is proving itself to be very, very popular. So we're glad that-
- Through public works for that? Just call your department for that.

- I believe there's actually an online registration, so you can do it completely online.
- All right, that's great.
- And that concludes the director's report.
- All right.
- [Both] Thank you.
- We're giving away free fertilizer now...
- We'll work on that.
- Do the growth?
- Entertain a motion to receive and place of the file? We need to do that. Yeah, it's informational. So-
- Second.
- Second, okay. All in favor, please say, aye?
- [All] Aye.
- All opposed? Adjournment. All right, our next meeting will be May 11th. Thanks for everybody for being here.
- Take care.
- I second.
- Okay, Ald. Wery, seconded up by... All in favor, please say, aye.
- [All] Aye.
- All opposed? Thank you all.