



# **AGENDA OF THE PARKS COMMITTEE**

**WEDNESDAY, SEPTEMBER 28, 2022, 5:00 PM  
CITY HALL, ROOM 207**

**A. Roll Call.**

**B. Approval of the Agenda.**

**C. Approval of Minutes.**

**D. Regular Business.**

1. Consideration with possible action on removing the Porlier Pier, located on the east bank of the Fox River, due to structural integrity concerns.
2. Consideration with possible action on the request by Wisconsin Public Service for a utility easement in Seymour Park to accommodate a gas line relocation.
3. Consideration with possible action on the purchase of Cab & Chassis Single Axle 33,000 GVWR to Packer City International Trucks for the sum of \$88,600.

**E. Informational.**

1. Director's Report on updates and recent activities for the Parks, Recreation & Forestry Department.
2. The next Park Committee meeting is scheduled for October 12, 2022.

**F. Adjournment.**

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT [www.greenbaywi.gov](http://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 Parks 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  
**Parks Committee**  
of the City of Green Bay

**MEETING DATE**

September 28, 2022

**PREPARED BY**

**AGENDA ITEM # D.1**

Consideration with possible action on removing the Porlier Pier, located on the east bank of the Fox River, due to structural integrity concerns.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

- I. Porlier Pier - Structural Report

## STRUCTURAL ASSESSMENT REPORT

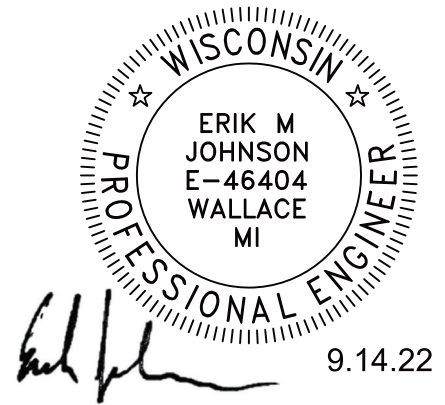
PORLIER PIER ON THE FOX RIVER

CITY OF GREEN BAY



## **STRUCTURAL INSPECTION REPORT**

|                 |                    |
|-----------------|--------------------|
| Prepared by:    | Erik Johnson, P.E. |
| Job Name:       | PORLIER PIER       |
| Client:         | CITY OF GREEN BAY  |
| Project Number: |                    |
| Date:           | 9.13.22            |



### **Table of Contents:**

- I. Introduction and overview
- II. Summary of Inspection and Recommendations
- III. Appendix
  - A. Survey Drawing and Conceptual Repair Drawing
  - B. Member Survey
  - C. Inspection Photos
  - D. References

## I. Introduction and Overview

The Porlier Pier was originally a railroad bridge likely constructed circa 1900. A Rehabilitation project took place in 1949. The bridge was eventually shut down and attempted to be burned down. In 2005 the structure was inspected by STS consultants and the current pedestrian bridge was designed and built per Robert E. Lee design in 2005. The 2005 project included steel reinforcement at Bents 8,9,10 and 11, additional deck joists, 2x6 decking and handrails.

In 2021 a structural inspection was completed by Ayres and indicated several potential issues.

On August 30, 2022, AKRO Engineering performed a detailed structural inspection to determine the structural integrity of the pier and the scope of repair work required. The inspection included an evaluation of every timber pile, checks of all main framing members, and inspection of decking and rail components. The abutment and approach areas were also inspected.

## II. Summary of Inspection

Date of Inspection: August 30, 2022

Location: Porlier Pier Located on Fox River in Green Bay, WI

Weather: Sunny and 70 degrees F

Equipment: Kayak, Sounding Hammer, ¾" Auger Drill, Screwdriver, Tape Measure

Inspector: Erik Johnson, PE

### Definitions:

**Good:** Considered to be in average or better-than-average condition and functioning properly. Normal weathering or wear and tear may be evident.

**Fair:** Considered to be in average or worse-than average condition, but still functioning properly. Significant weathering or moderate decay may be setting in indicating remaining life is limited. Maintenance may be required. Repair or replacement soon is necessary to maintain proper function.

**Poor:** Considered to be failing or in danger of imminent failure. Materials may be decayed beyond point of repair and strength may be compromised. Replacement or major repair is required.

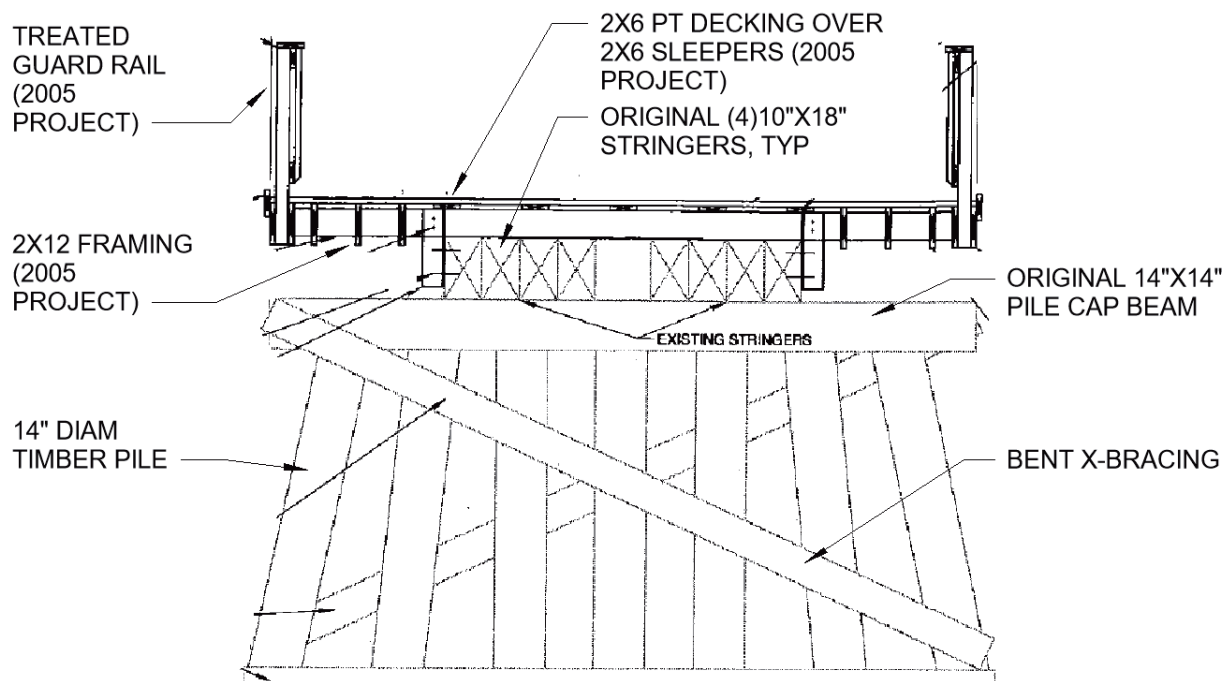


Figure 1 - Typical Cross Section

Summary of Inspection Findings and recommendations:

***14" Timber Piles:***

The piles are in poor condition. The entire pier is supported on (75) timber piles. See attached pile survey in the appendix for detailed checks and photos. Also see attached pile layout indicating pile labels and inspection results. Every pile was visually inspected and checked with a sounding hammer. Some of the questionable piles were also checked with an auger drill bit to verify accuracy of soundings. The inspection revealed approximately 70% of the wood piles are no longer structurally sound with estimated capacity of less than 50% remaining due to interior decay. The location of these decayed piles is such that all of the bents except bent #5 are at risk of failure. The attached drawing at the end of this section indicates the typical cross section of the deteriorated piles and a plan view indicating the summary of inspection results. The auger drillings confirmed that only 1.5" to 3" of sound material remains at the outside of the decayed piles. This is common in old wood piles due to lack of penetration of water treating oils. While the remaining material may provide enough strength for current pedestrian loads and normal conditions, **there is significant risk of structural failure in the event of powerful storms or ice shoves.**

Recommendation: **Do not allow further use until structural repairs are made.** It is necessary to have one sound pier at each side of every bent. It is not feasible to replace piles without removing the entire structure; additional piles could be added to the exterior ends with new beams and bracing tying the piles together. Existing piles could then be removed or left in place. See attached conceptual repair plan.

***Cross Bracing:***

The cross bracing is in poor condition. There is cross bracing located on each side of most bents. Some of this bracing was replaced in the 2005 project. A few of the bent cross braces have deteriorated. Since this cross bracing is connected to deteriorated piles, it is not effective.

There is also cross bracing that ties each bent together along the south side of the pier. Most of this bracing is in poor condition or has failed.

Similar to the assessment of the wood piles, the cross bracing currently provides enough lateral stability for normal conditions, however the majority of it has failed or is at risk of failure.

Recommendation: Install new bracing at new pile locations in both the North-South direction at each bent and the East-West Direction along both sides to provide a new braced framework.

***14" x 14: Timber Pile Caps:***

The pile caps are in fair or poor condition. See attached pile survey for detailed inspection findings on each pile cap. The pile cap at bents 7,8,9, and 10 had significant charring and decay. These were reinforced in 2005 with the steel frame repairs shown on the attached drawings and photos.

The pile caps at bents 0 thru 6 were all structurally sound.

Recommendation: Since the majority of piles below these caps are unsound, these pile caps are at risk of failure. The recommended repairs will no longer utilize these beams and therefore they can remain in place or be removed at the construction phase.

### ***10"x18" Timber Stringers***

The stringers are in fair condition. The 10"x16" timber stringers in groups of four provide the main beam support between each bent. There was some minor decay found at the bearing near the end of the pier, however overall the stringers are structurally sound.

Recommendation: Continue future inspection and monitoring to observe any future deterioration.

### ***9" x 9" Railroad ties***

The railroad ties are in fair to poor condition. The railroad ties sit on top of the stringers and provide joist support of the deck above. They were inspected visually from below. There is heavy charring and some decay found between the last few bents, however the remainder of these beams did not appear to have any decay. There may be hidden decay which would be revealed at removal of the deck boards.

Recommendation: Upon removal of the 2x6 decking above, it will become clear if there is any decay of the railroad ties. Recommend an allowance of approximately 20% replacement of railroad ties.

### ***Treated 2x joists and framing (2005 project)***

All the treated 2x joists and framing members added on the East and West side of the pier were found to be structurally sound in good condition. See attached photos. Note: there are 2x6 sleepers located under the 2x6 decking, above the railroad ties. The large contact area between these sleepers and the decking and railroad ties provides an area prone to decay from sitting water.

Recommendation: At replacement of the deck, also replace the sleepers with a narrower material and provide waterproofing material over the top of any wood sleepers and wood joists in direct contact with the decking.

### ***2x6 Decking***

The decking is in poor condition; it has significant deterioration on the top surface and some of the deck boards have completely failed. See photo report for additional details.

Recommendation: Remove and replace all decking. Consider use of composite decking or other materials with longer lifespan.

### ***Guard Rails***

The guard rails are in fair to poor condition. The top rails have significant weathering. Approximately 5 of the spindles are broken and the bottom rail is in poor condition due to weathering. The posts are in fair condition.

Recommendation: Replace the rails, and spindles. Consider changing the design to a water shedding angle the does not allow water to collect on the top surface. The existing 4x4 posts can be re-used.

### **Light Poles**

The anchorage of the light poles is questionable. Significant movement is possible in the poles with applied pressure. Recommend reinforcing light pole anchorage for reduced sway movement.

### **Approach**

The approach retaining walls are in poor condition. Significant wash out and sink holes have appeared.

Recommend rebuilding the retaining walls on the East and West side of the pavement at the approach and placing new pavement. The split cedar railings at the approach are also failing or missing and should be replaced.

### **Conclusion and Preliminary Scope of Work:**

***The structural integrity of the pier is poor. 68% of the timber piles and bracing are failing or near failure. If the pier is to be salvaged, then significant rebuilding of the pile and bracing system must take place. The beams above the piles are in mostly good condition. The decking and railing should be replaced. AKRO can provide further details and design assistance as needed going forward. Below is a preliminary scope of required repairs and attached is a proposed conceptual repair plan that allow the existing pier to remain in place. Final design of the repairs must be designed by a licensed professional engineer.***

#### REQUIRED PRELIMINARY SCOPE OF WORK FOR REPAIRS:

- 1) INSTALL NEW TIMBER PILE BENTS WITH (2) PILES EACH AT EITHER SIDE OF EACH EXISTING BENT 0 THROUGH 10, ALONG WITH NEW STEEL BEAM TO SUPPORT STRINGERS AND X-BRACING IN NORTH SOUTH AND EAST-WEST DIRECTIONS (NOTE ONLY 1 NEW BENT REQUIRED AT BENT 0 AND 10) SEE ATTACHED CONCEPTUAL DESIGN
- 2) REMOVE EXISTING FAILING MEMBERS
- 3) REMOVE AND REPLACE EXISTING DECKING
- 4) REMOVE AND UPGRADE EXISTING DECKING SLEEPERS
- 5) ADD WEATHERPROOFING TO ANY EXISTING JOISTS OR FUTURE SLEEPERS IN CONTACT WITH FUTURE DECKING
- 6) REMOVE AND REPLACE EXISTING GUARDRAIL SYSTEM. RE-USE EXISTING 4X4 POSTS OR UPGRADE TO STEEL RAILING SYSTEM.
- 7) REPLACE RETAINING WALLS AT EAST AND WEST SIDE OF APPROACH AND REPAIR PAVEMENT.
- 8) REINFORCE ANCHORAGE OF LIGHT POSTS FOR REDUCED SWAY.



LEGEND:

○ EXISTING TIMBER PILE

● PROPOSED 20 TON TIMBER PILE

PROPOSED STEEL BEAM, TYPICAL

PROPOSED X-BRACING, TYP

PAVEMENT

REPAIR EXISTING  
APPROACH RETAINING  
WALLS, RAILS AND  
PAVEMENT

1  
1/16" = 1'-0"

1  
CONCEPTUAL REPAIR PLAN

1/16" = 1'-0"

2  
CONCEPTUAL REPAIR SECTION VIEW

NOT TO SCALE

PRELIMINARY SCOPE OF WORK FOR REPAIRS:

1. INSTALL NEW TIMBER PILE BENTS WITH (2) PILES EACH AT EITHER SIDE OF EACH EXISTING BENT 0 THROUGH 10, ALONG WITH NEW STEEL BEAM TO SUPPORT STRINGERS AND X-BRACING IN NORTH SOUTH AND EAST-WEST DIRECTIONS (NOTE ONLY 1 NEW BENT REQUIRED AT BENT 0 AND 10) SEE ATTACHED CONCEPTUAL DESIGN

2. REMOVE EXISTING FAILING MEMBERS

3. REMOVE AND REPLACE EXISTING DECKING

4. REMOVE AND UPGRADE EXISTING DECKING SLEEPERS

5. ADD WEATHERPROOFING TO ANY EXISTING JOISTS OR FUTURE SLEEPERS IN CONTACT WITH FUTURE DECKING

6. REMOVE AND REPLACE EXISTING GUARDRAIL SYSTEM, RE-USE EXISTING 4X4 POSTS OR UPGRADE TO STEEL RAILING SYSTEM.

7. REPLACE RETAINING WALLS AT EAST AND WEST SIDE OF APPROACH AND REPAIR PAVEMENT.

8. REINFORCE ANCHORAGE OF LIGHT POSTS FOR REDUCED SWAY.

REPLACE HANDRAIL, DECKING AND OTHER COMPONENTS PER SCOPE

PROPOSED STEEL BEAM

EXISTING STRINGERS

EXISTING BENT TO BE ABANDONED OR REMOVED

PROPOSED TIMBER PILE

NEW CROSS BRACING

PROPOSED TIMBER PILE

NOTE, E-W CROSS BRACING ALSO REQUIRED BETWEEN NEW BENTS. (NOT SHOWN)

2  
CONCEPTUAL REPAIR SECTION VIEW

NOT TO SCALE

CONCEPT PLAN - NOT FOR CONSTRUCTION

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#### IV. APPENDIX

## DETAILED MEMBER SURVEY

SEE ATTACHED SKETCH 101 FOR PILE LABELS AND ADDITIONAL INFORMATION

| MEMBER INSPECTED                        | FINDINGS                                                                | PHOTOS  |
|-----------------------------------------|-------------------------------------------------------------------------|---------|
| PILE 0A                                 | POOR – SOUNDING TEST HOLLOW, CONFIRMED WITH AUGER                       | 1       |
| PILE 0B                                 | POOR – DECAYED HOLLOW FULL HEIGHT, AWL FULL PENETRATION                 | 2       |
| PILE 0C                                 | POOR – DECAYED HOLLOW FULL HEIGHT, AWL FULL PENETRATION                 | 3       |
| PILE 0D                                 | FAIR – SOUNDING TEST GOOD, MINOR SPLIT                                  | 4       |
| PILE 0E                                 | POOR – SOUNDING PARTIALLY HOLLOW                                        | 5       |
| PILE 0F                                 | POOR – FAILING DECAYED                                                  | 6       |
| BENT 0 PILE CAP BEAM                    | FAIR – PREVIOUSLY ADDED SHIMS AT BEARING ARE FAILING                    | 7       |
| STRINGERS BETWEEN BENT 0 AND 1          | FAIR, MINOR CHECKING                                                    | 8       |
| RAIL TIES BETWEEN 0 AND 1               | FAIR – NO DECAY FROM BELOW, MAY HAVE HIDDEN DECAY FROM ABOVE            | 9       |
| PILE 1A                                 | FAIR - SOUNDING TEST OK                                                 | 10      |
| PILE 1B                                 | POOR – SOUNDING TEST HOLLOW, LARGE SPLIT                                | 11      |
| PILE 1C                                 | FAIR – SOUNDING TEST OK                                                 | 12      |
| PILE 1D                                 | POOR – SOUNDING TEST HOLLOW, CONFIRMED WITH AUGER                       | 13      |
| PILE 1E                                 | POOR – SOUNDING HOLLOW NEAR BEARING                                     | 14      |
| PILE 1F                                 | POOR - SPLIT AND FAILING                                                | 15      |
| BENT 1 PILE CAP BEAM                    | FAIR – MINOR CHECKING, NEEDS SHIMMING                                   | 16      |
| BENT 1 WEST SIDE X BRACE                | FAIR                                                                    | 17      |
| STRINGERS BETWEEN BENT 1 AND 2          | FAIR – MINOR DECAY NOTICED AT BENT 1 BEARING                            | 18      |
| RAIL TIES BETWEEN BENT 1 AND 2          | FAIR – NO DECAY FROM BELOW, MAY HAVE HIDDEN DECAY FROM ABOVE            | 19      |
| PILE 2A                                 | POOR - SOUNDING TEST HOLLOW – CONFIRMED WITH AUGER                      | 20      |
| PILE 2B                                 | POOR - SOUNDING TEST HOLLOW – CONFIRMED WITH AUGER                      | 21      |
| PILE 2C                                 | FAIR - SOUNDING TEST OK, MINOR SPLITTING                                | 22      |
| PILE 2D                                 | FAIR - SOUNDING TEST OK                                                 | 23      |
| PILE 2E                                 | FAIR – SOUNDING TEST OK MINOR SPLITTING                                 | 24      |
| PILE 2F                                 | POOR – SOUNDING TEST HOLLOW AND LARGE SPLITS                            | 25      |
| PILE 2G                                 | FAIR – SOUNDING TEST OK, MINOR SPLITTING                                | 26      |
| BENT 2 PILE CAP BEAM                    | FAIR – NO NOTICEABLE DECAY                                              | --      |
| BENT 2 EAST SIDE X BRACE                | POOR – FAILED                                                           | 27      |
| BENT 2 WEST SIDE X BRACE                | POOR - FAILED                                                           | 28      |
| STRINGERS BETWEEN BENT 2 AND 3          | FAIR – MINOR CHECKING                                                   | 29      |
| RAIL TIES BETWEEN BENT 2 AND 3          | FAIR – NO DECAY FROM BELOW, MAY HAVE HIDDEN DECAY FROM ABOVE            | 29      |
| SOUTH SIDE X-BRACE BETWEEN BENT 2 AND 3 | POOR – SIGNIFICANT WEATHING AND SPLIT CONNECTIONS                       | 131,133 |
| PILE 3A                                 | POOR – SOUNDING PARTIAL HOLLOW FULL HT, MED SPLITS                      | 30      |
| PILE 3B                                 | POOR – SOUNDING PARTIAL HOLLOW FULL HT, MED SPLITS                      | 31      |
| PILE 3C                                 | FAIR – SOUNDING GOOD, MINOR CHARRING APPROX ¼"                          | 32      |
| PILE 3D                                 | POOR – SOUNDING PARTIALLY HOLLOW ABOVE WATER, CHARRING, MINOR SPLITTING | 33      |
| PILE 3E                                 | FAIR – SOUNDING TEST GOOD, MINOR SPLITTING                              | 34      |

| <b>MEMBER INSPECTED</b>                 | <b>FINDINGS</b>                                                                                  | <b>PHOTOS</b> |
|-----------------------------------------|--------------------------------------------------------------------------------------------------|---------------|
| PILE 3F                                 | POOR – SOUNDING PARTIALLY HOLLOW NEAR WATER                                                      | 35            |
| PILE 3G                                 | POOR – SOUNDING TEST PARTIALLY HOLLOW, LARGE SPLITS                                              | 36            |
| BENT 3 PILE CAP BEAM                    | FAIR – NO DECAY FOUND, MINOR SPLITS AND ¼” CHARRING                                              | 39            |
| BENT 3 EAST SIDE X BRACE                | FAIR – MINOR CHARRING                                                                            | 37            |
| BENT 3 WEST SIDE X BRACE                | FAIR – 2005 REPAIR IS SOUND                                                                      | 38            |
| STRINGERS BETWEEN BENT 3 AND 4          | FAIR – ½” CHAR, SOME MINOR DECAY                                                                 | 40            |
| RAIL TIES BETWEEN BENT 3 AND 4          | FAIR – ½” CHARRING, NO DECAY FROM BELOW, MAY HAVE HIDDEN DECAY FROM ABOVE                        | --            |
| SOUTH SIDE X-BRACE BETWEEN BENT 3 AND 4 | POOR - CONNECTIONS FAILED                                                                        | 131-133       |
| PILE 4A                                 | POOR – DECAYED HOLLOW                                                                            | 41-42         |
| PILE 4B                                 | FAIR – SOUNDING TEST OK – MINOR SPLITTING ½” CHAR AT TOP                                         | 43            |
| PILE 4C                                 | FAIR – SOUNDING TEST OK – MINOR SPLITTING ½” CHAR AT TOP                                         | 44            |
| PILE 4D                                 | FAIR – SOUNDING TEST OK – MINOR SPLITTING ½” CHAR AT TOP                                         | 45            |
| PILE 4E                                 | FAIR – LARGE SPLITS AT WATER BUT AWL DID NOT PENETRATE                                           | 46            |
| PILE 4F                                 | FAIR – SOUNDING TEST OK – MINOR SPLITTING ½” CHAR AT TOP                                         | 47            |
| PILE 4G                                 | FAIR – SOUNDING TEST OK – MINOR SPLITTING ½” CHAR AT TOP                                         | 48            |
| BENT 4 PILE CAP BEAM                    | FAIR – APPROX ½” CHAR, NO DECAY FOUND                                                            | 51            |
| BENT 4 EAST SIDE X BRACE                | FAIR – REPAIRED W/ 3X10 IN 2005                                                                  | 49            |
| BENT 4 WEST SIDE X BRACE                | FAIR –REPAIRED W/ 3X10 IN 2005                                                                   | 50            |
| STRINGERS BETWEEN BENT 4 AND 5          | FAIR – APPROX ½” CHAR                                                                            | 52            |
| RAIL TIES BETWEEN BENT 4 AND 5          | FAIR – APPROX ½” CHAR                                                                            | 53            |
| SOUTH SIDE X-BRACE BETWEEN BENT 4 AND 5 | POOR - MISSING                                                                                   | 132-133       |
| PILE 5A                                 | POOR – DECAYED AND FAILED                                                                        | 54            |
| PILE 5B                                 | FAIR – SOUNDING TEST OK, VISUALLY OK                                                             | 55            |
| PILE 5C                                 | FAIR – SOUNDING TEST OK, CONFIRMED WITH AUGER                                                    | 56            |
| PILE 5D                                 | FAIR – SOUNDING TEST OK, CONFIRMED WITH AUGER                                                    | 57            |
| PILE 5E                                 | POOR – DECAYED HOLLOW                                                                            | 58            |
| PILE 5F                                 | POOR – DECAYED HOLLOW                                                                            | 59            |
| PILE 5G                                 | POOR – SOUNDING TEST HOLLOW FULL HEIGHT                                                          | 60            |
| BENT 5 PILE CAP BEAM                    | FAIR – APPROX ½” CHAR NO VISIBLE DECAY                                                           | 63            |
| BENT 5 EAST SIDE X BRACE                | POOR – BRACE OK BUT ITS CONNECTED TO FAILING PILES                                               | 61            |
| BENT 5 WEST SIDE X BRACE                | FAIR – 3X10 REPAIR COMPLETED IN 2005 IS SOUND                                                    | 62            |
| STRINGERS BETWEEN BENT 5 AND 6          | FAIR – APPROX ½” CHAR                                                                            | 64            |
| RAIL TIES BETWEEN BENT 5 AND 6          | FAIR – APPROX ½” CHAR                                                                            | 65            |
| SOUTH SIDE X-BRACE BETWEEN BENT 5 AND 6 | POOR – ONE IS MISSING                                                                            | 132-133       |
| PILE 6A                                 | POOR – SOUNDING IS HOLLOW AT WATERLINE                                                           | 66            |
| PILE 6B                                 | POOR – SOUNDING IS HOLLOW AT WATERLINE                                                           | 67            |
| PILE 6C                                 | POOR – SOUNDING IS HOLLOW AT WATERLINE – CONFIRMED WITH AUGER, APPROX 1.5” GOOD MATERIAL REMAINS | 68            |
| PILE 6D                                 | POOR – SOUNDING IS HOLLOW AT WATERLINE                                                           | 69            |
| PILE 6E                                 | FAIR – SOUNDING OK, CONFIRMED WITH AUGER                                                         | 70            |
| PILE 6F                                 | POOR – SOUNDING HOLLOW NEAR BASE, CONFIRMED WITH AUGER APPROX 2” OF MATERIAL REMAINING AT BASE   | 71            |
| PILE 6G                                 | POOR – SOUNDING TEST HOLLOW AT BASE                                                              | 72            |
| BENT 6 PILE CAP BEAM                    | POOR – BRACE IS SOUND, BUT CONNECTED TO POOR PILES                                               | 75            |
| BENT 6 EAST SIDE X BRACE                | POOR – BRACE IS SOUND, BUT CONNECTED TO POOR PILES                                               | 73            |
| BENT 6 WEST SIDE X BRACE                | POOR – BRACE IS SOUND, BUT CONNECTED TO POOR PILES                                               | 74            |
| STRINGERS BETWEEN BENT 6 AND 7          | FAIR – SOME LOCALIZED DECAY AT BEARING                                                           | 75            |
| RAIL TIES BETWEEN BENT 6 AND 7          | POOR – HEAVY CHARRING AND SOME DECAY NOTICED FROM BELOW                                          | --            |
| SOUTH SIDE X-BRACE BETWEEN BENT 6 AND 7 | POOR – CONNECTIONS FAILED                                                                        | 132-133       |

| MEMBER INSPECTED                         | FINDINGS                                                                              | PHOTOS      |
|------------------------------------------|---------------------------------------------------------------------------------------|-------------|
| PILE 7A                                  | POOR – DECAYED AND HOLLOW @ WATER LINE – SUPPORTS STEEL                               | 77-79       |
| PILE 7B                                  | POOR – DECAYED HOLLOW AT BEARING                                                      | 80          |
| PILE 7C                                  | POOR – DECAYED HOLLOW                                                                 | 81          |
| PILE 7D                                  | POOR – DECAYED HOLLOW                                                                 | 82          |
| PILE 7E                                  | POOR – DECAYED HOLLOW                                                                 | 83          |
| PILE 7F                                  | POOR – DECAYED HOLLOW SUPPORTS STEEL                                                  | 84          |
| PILE 7G                                  | POOR – HEAVY CHAR AND DECAY AT BEARING, NO LONGER SUPPORTING ANYTHING                 | 85          |
| BENT 7 PILE CAP BEAM                     | FAIR – REINFORCED WITH STEEL IN 2005                                                  | 88          |
| BENT 7 EAST SIDE X BRACE                 | POOR – BRACE IS SOUND BUT ATTACHED TO POOR PILES                                      | 86          |
| BENT 7 WEST SIDE X BRACE                 | POOR – BRACE IS SOUND BUT ATTACHED TO POOR PILES                                      | 87          |
| STRINGERS BETWEEN BENT 7 AND 8           | FAIR – APPROX 1” CHAR NO VISIBLE DECAY                                                | 89          |
| RAIL TIES BETWEEN BENT 7 AND 8           | POOR – HEAVY CHAR AND SOME DECAY SEEN FROM BELOW                                      | 90          |
| SOUTH SIDE X-BRACE BETWEEN BENT 7 AND 8  | POOR - CONNECTIONS FAILING                                                            | 132-133     |
| PILE 8A                                  | POOR - SOUNDING TEST HOLLOW – CONFIRMED WITH AUGER, SUPPORTS STEEL                    | 91          |
| PILE 8B                                  | POOR – DECAYED HOLLOW AT BEARING                                                      | 92          |
| PILE 8C                                  | POOR – DECAYED HOLLOW                                                                 | 93          |
| PILE 8D                                  | POOR – SOUNDING TEST HOLLOW AT BASE                                                   | 94          |
| PILE 8E                                  | POOR – DECAYED HOLLOW                                                                 | 95          |
| PILE 8F                                  | POOR – DECAYED HOLLOW                                                                 | 96          |
| PILE 8G                                  | POOR – SOUNDING TEST HOLLOW AT BASE – CONFIRMED WITH AUGER APPROX 2” MATERIAL REMAINS | 97          |
| BENT 8 PILE CAP BEAM                     | FAIR – REINFORCED WITH STEEL IN 2005                                                  | 100         |
| BENT 8 EAST SIDE X BRACE                 | POOR – BRACE IS OK BUT CONNECTED TO POOR PILES                                        | 98          |
| BENT 8 WEST SIDE X BRACE                 | POOR – BRACE IS OK BUT CONNECTED TO POOR PILES                                        | 99          |
| STRINGERS BETWEEN BENT 8 AND 9           | FAIR – APPROX 1” CHAR NO DECAY                                                        | 101         |
| RAIL TIES BETWEEN BENT 8 AND 9           | POOR – HEAVY CHAR AND SOME DECAY SEEN FROM BELOW                                      | 101,122-123 |
| SOUTH SIDE X-BRACE BETWEEN BENT 8 AND 9  | POOR - CONNECTIONS FAILING                                                            | 128-133     |
| PILE 9A                                  | POOR – DECAYED HOLLOW                                                                 | 102         |
| PILE 9B                                  | POOR – DECAYED HOLLOW                                                                 | 103         |
| PILE 9C                                  | POOR – DECAYED HOLLOW – SUPPORTS STEEL                                                | 104-105     |
| PILE 9D                                  | FAIR – SOUNDING OK                                                                    | 106         |
| PILE 9E                                  | POOR – DECAYED HOLLOW                                                                 | 107         |
| PILE 9F                                  | POOR – DECAYED HOLLOW                                                                 | 108         |
| PILE 9G                                  | FAIR – SOUNDING OK W/ MINOR SPLITS                                                    | 109         |
| BENT 9 PILE CAP BEAM                     | FAIR – REINFORCED WITH STEEL IN 2005                                                  | 112         |
| BENT 9 EAST SIDE X BRACE                 | POOR – BRACE IS NEW IN 2005 BUT CONNECTED TO POOR PILES                               | 110         |
| BENT 9 WEST SIDE X BRACE                 | POOR – BRACE IS NEW IN 2005 BUT CONNECTED TO POOR PILES                               | 111         |
| STRINGERS BETWEEN BENT 9 AND 10          | FAIR – APPROX 1” CHAR                                                                 | 113         |
| RAIL TIES BETWEEN BENT 9 AND 10          | FAIR - APPROX 1” CHAR                                                                 | 113         |
| SOUTH SIDE X-BRACE BETWEEN BENT 9 AND 10 | POOR - MISSING                                                                        | 128         |
| PILE 10A                                 | FAIR – SOUNDING IS PARTIALLY HOLLOW                                                   | 114         |
| PILE 10B                                 | POOR – MISSING                                                                        | --          |
| PILE 10C                                 | POOR – DECAYED HOLLOW                                                                 | 115         |
| PILE 10D                                 | FAIR – SOUNDING PARTIALLY HOLLOW                                                      | 116         |
| PILE 10E                                 | FAIR -SOUNDING GOOD                                                                   | 117         |
| PILE 10F                                 | FAIR – SOUNDING TEST GOOD                                                             | 118         |

| <b>MEMBER INSPECTED</b>                          | <b>FINDINGS</b>                                                                                    | <b>PHOTOS</b> |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------|
| PILE 10G                                         | POOR – SOUNDING TEST HOLLOW – AUGER SHOWED APPROX 3” OF MATERIAL REMAINS                           | 119           |
| BENT 10 PILE CAP BEAM                            | FAIR – REINFORCED WITH STEEL IN 2005                                                               |               |
| BENT 10 EAST SIDE X BRACE                        | POOR – BRACE IS OK BUT ATTACHED TO POOR PILES                                                      | 121           |
| BENT 10 WEST SIDE X BRACE                        | POOR – BOTTOM CONNECTION IS DECAYED AND FAILED                                                     | 120           |
|                                                  |                                                                                                    |               |
|                                                  |                                                                                                    |               |
|                                                  |                                                                                                    |               |
| OTHER MEMBERS                                    |                                                                                                    |               |
| 2X12 PT FRAMING AT N AND S SIDES SUPPORTING DECK | GOOD – NO SIGNS OF DECAY                                                                           | 124-130       |
| SLEEPERS                                         | FAIR – NO NOTICEABLE DECAY FROM BELOW – MAY HAVE DECAY AT CONTACT BETWEEN DECK BOARDS AND SLEEPERS | --            |
| DECK BOARDS (2X6 PT)                             | POOR – MANY AREAS FAILING OR HEAVY DECAY – TOP SURFACE HEAVILY WEATHERED AND SPLITTING EVERYWHERE  | 144-146       |
| GUARD RAILS – TOP RAIL (2X8)                     | POOR – EXTENSIVE WEATHER AND SPLITTING                                                             | 140-141       |
| GUARD RAILS – TOP RAIL BEAM (2X6)                | FAIR – MINOR WEATHER BUT STILL FUNCTIONING                                                         | 141           |
| GUARD RAILS – SPINDLES                           | FAIR TO POOR – SOME SPINDLES HAVE FAILED, MOST SHOW MINOR WEATHERING                               | 142-143       |
| GUARD RAILS – BOTTOM RAIL                        | POOR – HEAVY WEATHING AND SOME SPLITTING AT CONNECTIONS, SOME CONNECTIONS FAILED                   | 142-143       |
| GUARD RAILS – POSTS                              | FAIR – MINOR WEATHERING TAKING PLACE                                                               | 142           |
| APPROACH RETAINING WALL                          | POOR – WASHOUT AND ERROSION OCCURING AT RETAINING WALLS NORTH AND SOUTH OF APPROACH                | 136-139       |
| APPROACH SPLIT CEDAR RAILS                       | POOR- MISSING RAILS AT SOUTH SIDE AND TIPPING RAILS AT NORTH SIDE                                  | 134-135       |



Report to the  
**Parks Committee**  
of the City of Green Bay

**MEETING DATE**

September 28, 2022

**PREPARED BY**

**AGENDA ITEM # D.2**

Consideration with possible action on the request by Wisconsin Public Service for a utility easement in Seymour Park to accommodate a gas line relocation.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

- I. Easement\_City of Green Bay\_3317799

## GAS EASEMENT

THIS INDENTURE is made this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between **City of Green Bay, a municipal corporation**, ("Grantor") and **WISCONSIN PUBLIC SERVICE CORPORATION**, a Wisconsin Corporation, along with its successors and assigns (collectively, "Grantee") for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor, owner of land, hereby grants and warrants to, Grantee, a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area" more particularly described as follows:

Part of Lots 3 and 4 of the recorded Plat of Niels Hansen's Addition and part of the Parcel described in Brown County Register of Deeds Volume 201, page 70, all in Private Claim 2 West side of the Fox River, **City of Green Bay, County of Brown, State of Wisconsin**, as shown on the **attached Exhibit "A"**.

Return to:  
Wisconsin Public Service Corp.  
Real Estate Dept.  
P.O. Box 19001  
Green Bay, WI 54307-9001

Parcel Identification Number (PIN)  
**3-638, 3-916, 3-917**

1. **Purpose: GAS** - The purpose of this easement is to construct, install, operate, maintain repair, replace and extend underground utility facilities, pipeline or pipelines with valves, tieovers, main laterals and service laterals, together with all necessary and appurtenant equipment under and above ground, including cathodic protection apparatus used for corrosion control, as deemed necessary by Grantee, for the transmission and distribution of natural gas and all by-products thereof, or any liquids, gases, or substances which can or may be transported or distributed through a pipeline, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
2. **Access:** Grantee shall have the right to enter on and across any of the Grantor's property outside of the easement area as may be reasonably necessary to gain access to the easement area and as may be reasonably necessary for the construction, installation, operation, maintenance, inspection, removal or replacement of the Grantee's facilities.
3. **Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric and gas codes or any amendments thereto.
4. **Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.
5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.

6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until sometime in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document *or* voluntarily waives the five day review period.
9. **Indemnification.** Grantee hereby agrees to indemnify, defend and hold harmless the Grantor, its elected and appointed officials, officers, employees, agents, representatives and volunteers, and each of them, from and against any and all suits, actions, legal or administrative proceedings, claims, demands, damages, liabilities, interest, attorneys' fees, costs and expenses of whatsoever kind or nature in any manner directly or indirectly caused, occasioned, or contributed to in whole or in part or claimed to be caused, occasioned, or contributed to in whole or in part, by reason of any act, omission, fault, or negligence, whether active or passive, of Grantee, any contractor or subcontractor performing work on behalf of Grantee in the Easement Area, or of anyone acting under its direction or control or on its behalf, even if liability is also sought to be imposed on Grantor, its elected and appointed officials, officers, employees, agents, representatives and volunteers. The obligation to indemnify, defend and hold harmless the Grantor, its elected and appointed officials, officers, employees, agents, representatives and volunteers, and each of them, shall be applicable unless liability results from the sole negligence of the Grantor, its elected and appointed officials, officers, employees, agents, representatives and volunteers.

Grantee shall reimburse the Grantor, its elected and appointed officials, officers, employees, agent or authorized representatives or volunteers for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided.

This indemnity provision shall survive the termination or expiration of this Easement agreement.

[REMAINDER OF PAGE LEFT BLANK]

WITNESS the hand and seal of the Grantor the day and year first above written.

**City of Green Bay, a municipal corporation**

Corporate Name

Sign Name

Print name & title

Sign Name

Print name & title

STATE OF \_\_\_\_\_ )  
 )SS  
COUNTY OF \_\_\_\_\_ )

This instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by the above-named \_\_\_\_\_

**City of Green Bay, a municipal corporation**, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name \_\_\_\_\_

Print Name \_\_\_\_\_

Notary Public, State of \_\_\_\_\_

My Commission expires: \_\_\_\_\_

This instrument drafted by: Michelle Somers  
Wisconsin Public Service Corporation

| Date            | County        | Municipality      | Site Address      | Parcel Identification Number |
|-----------------|---------------|-------------------|-------------------|------------------------------|
| June 22, 2022   | Brown         | City of Green Bay | 330 S Oakland Ave | 3-638, 3-916, 3-917          |
| Real Estate No. | WPSC District | WR#               | WR Type           | I/O                          |
| 1062309         | Green Bay-10  | 3317799           | GMAP              | 21810433GC                   |

# EXHIBIT "A"

NOT TO SCALE  
FOR REFERENCE ONLY

12 FOOT WIDE EASEMENT

\*\*Temporarily Exhibit\*\*  
\*\*Final Exhibit will be sent for approval at a later date\*\*

NORTH

0 0.02 0.04 mi

This is a custom map created by an online user of GIS map services provided by Brown County Municipalities, Brown County, Brown County WI



Report to the  
**Parks Committee**  
of the City of Green Bay

**MEETING DATE**

September 28, 2022

**PREPARED BY**

**AGENDA ITEM # D.3**

Consideration with possible action on the purchase of Cab & Chassis Single Axle 33,000 GVWR to Packer City International Trucks for the sum of \$88,600.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

- I. 9-27-22 Parks Agenda Report



**Purchasing Department**  
100 North Jefferson Street - Room 101  
Green Bay, Wisconsin 54301-5026  
[www.greenbaywi.gov](http://www.greenbaywi.gov)

Phone 920.448.3047  
Fax 920.448.3050

TO: Parks Committee  
FR: Diane Kruse, Buyer CPM, C.P.I.M.  
DT: September 15, 2022  
RE: Purchasing Report  
Cc: Dan Ditscheit

Report by Diane Kruse, Buyer, CPM, C.P.I.M.:

1. Discussion and possible action on the purchase of Cab & Chassis Single Axle 33,000 GVWR to Packer City International Trucks for the sum of \$88,600. Purchase was competitively bid, and we received two (2) submittals. Bid Summary attached.

Account #426670-55140-92211 Forestry Equipment replacement and 205670-55140-992211 Storm Water Equipment replacement.

**CITY OF GREEN BAY BID SUMMARY**  
**RFB #2022-46**  
**Cab & Chassis Single Axle 33,000 GVWR**

|                                                     |              |                                         |                                                                                                                                                                                              |
|-----------------------------------------------------|--------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dept: Park                                          | Req #        | <b>VENDOR #1</b>                        | <b>VENDOR #2</b>                                                                                                                                                                             |
| DS Planholders: 6 Vendors                           | CC #004-072  | <b>PACKER CITY INT'L TRUCKS</b>         | PETERBILT dba JX TRUCK CENTER                                                                                                                                                                |
| Issued: 8/18/22                                     | Due: 9/13/22 | <b>Shawano</b>                          | De Pere                                                                                                                                                                                      |
| DESCRIPTION                                         |              |                                         |                                                                                                                                                                                              |
| Cost for Vehicle per specifications:                |              | <b>\$ 88,600.00</b>                     | \$ 125,688.00                                                                                                                                                                                |
| Model:                                              |              | <b>International MV607 SBA</b>          | Peterbilt 548                                                                                                                                                                                |
| Warranty:                                           |              | <b>24 Months, plus extended per bid</b> | Base Vehicle: 5-Yr/Unlimited Miles<br>Engine: 3-Yr/100K Miles<br>Aftertreatment: 3-Yr/100K Miles<br>Transmission: 3-Yr/Unlimited Miles<br>Towing: 2-Year<br>Transmissioin: 3-Yr/Unlimited MI |
| Lead Time:                                          |              | <b>6 Months</b>                         | 2nd half of 2023-estimated                                                                                                                                                                   |
| Payment Terms:<br>Final payment will be made Net 10 |              | <b>Net 10</b>                           | Upon delivery, prior to body installation. In full 10 Days                                                                                                                                   |
| Bid Compliant:                                      |              | <b>YES</b>                              | YES                                                                                                                                                                                          |

**Recommendation:** Award to the lowest responsive, responsible vendor Packer City International Trucks for \$88,600.00.

**NOTE: PETERBILT dba JX TRUCK** Due to ongoing global supply chain constraints and force majeure events the price and delivery timeframe stated in this bid are not guaranteed.



Report to the  
**Parks Committee**  
of the City of Green Bay

**MEETING DATE**

September 28, 2022

**PREPARED BY**

**AGENDA ITEM # E.1**

Director's Report on updates and recent activities for the Parks, Recreation & Forestry Department.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

- I. Director's Report 9.28

**PARKS COMMITTEE  
DIRECTOR'S REPORT  
WEDNESDAY, SEPTEMBER 28, 2022**

**PARK DIVISION**

- Park mowing crews continue to mow parks on a regular basis. With the cooler temperatures and rain we have received, the grass has greened up and is growing fairly quickly.
- Park staff is continuing to have daily presence in the parks either picking up litter, cleaning restrooms, emptying garbage cans and the like.
- Ball diamond crews are preparing various fields for fall ball, soccer, football, and cricket.
- Staff is continuing to go through weeding, pruning, and mulching various park locations.
- Carpenters continue to make repairs to buildings damaged due to vandalism. The Park department painter is also continuing to clean up graffiti on a weekly basis.
- The gaga ball pit at Red Smith has been completed and is ready for use.
- We have one seasonal staff member left with us who will be departing in late September.
- Park carpenters are beginning to replace the hockey boards at Beaver Dam Park.
- Off season maintenance is being done at the pools in preparation for next year.
- Our painter is working on painting projects throughout town, such as painting the hockey boards for the upcoming skating season.

**FORESTRY DIVISION**

- Staff is working with DPW on the sidewalk replacement program and addressing tree issues pertaining to sidewalk replacement. Roughly 400 addresses needed to be reviewed to identify potential damage to trees during sidewalk replacement.
- Staff will be evaluating Ash trees throughout the city. Evaluations are done to determine which trees will be on the removal list this year and also to evaluate the health/vigor of all ash trees. With still over 3,500 Ash street trees, this takes a lot of time to get through the entire city.
- Stump grinding operations have moved to the eastside. Current operations are in the Wilder Park neighborhood, where the bulk of stumps are located. Most of these stumps are due to ash tree removals. The summer storms and increase of stumps due to storm damage has put us a bit behind schedule, if we have good fall and early winter weather we hope to complete the current year's list before the ground freezes. There are roughly 650-700 stumps remaining on the eastside.
- Staff is also preparing lists for fall tree planting and winter tree removal. We anticipate planting 200 trees this fall and our removal list will be in the range of 1,200-1,500 trees again this cycle.

- Along with stump grinding, crews are working on priority pruning requests and high priority removals.

## **DESIGN & DEVELOPMENT DIVISION**

- Baird Creek Greenway – Bike Skills Course:
  - The city is hiring a contractor to remove contaminated soil from the project site and install clean soil in its place. Once this work is done, work will continue with the installation of the bike skills course.
- Bay Beach Amusement Park – Various Projects:
  - Staff recently met with staff from the DNR, NEW Water, Brown County, and the Wisconsin Sea Grant to discuss ongoing water quality monitoring within the Bay of Green Bay. There are plans to continue meeting with these partners for ongoing collaboration on the topic.
  - Staff is working on a Request for Proposals to hire an architect for the work related to the ARPA funded pavilion renovations.
  - Staff is working with the wildlife viewing platform consultant to consider a redesign of the wildlife viewing platform which would reduce the overall installation cost.
  - The NebulaZ ride is on order. Delivery is scheduled for May of 2023.
- Bay Beach Wildlife Sanctuary – Parking Lot Expansion:
  - The design of the parking lot is nearly completed with the exception of the lighting plan which is still being worked on.
- Leicht Memorial Park – Master Planning, Shelter & Stage:
  - Planning is progressing.
  - Staff and design team members have received a few conceptual layouts for the proposed park shelter.
  - Staff is working on a DOT Railroad Crossing Elimination grant application for a pedestrian overpass that would span the railroad from Leicht Park to the west for better pedestrian connectivity to the site.
- NexTrex Plastic Film Recycling Challenge:
  - The City collected 2,150 pounds of plastic film from the three recycling containers within the last six month challenge period, far exceeding the 500 pounds needed to receive a bench made from the plastic material.
  - The next challenge date begins October 1, 2022 and runs to April 1, 2023.
- Park Shop – Roof Replacement:
  - This project will be noticed for bidding very soon.
- Perkins Park – Northeast Master Planning:
  - The City received a proposed plan from a consultant for a redesign of the existing disc golf course. This plan will help to guide further planning within the approximate 35 acres of the northeastern portion of the park which staff is actively working on.
- Porlier Pier – Structural Review:
  - The City recently hired a consultant to complete a structural assessment for the pier which concluded that the structure is not safe for use and should be removed or reconstructed.

- Seymour Park – Storm Water Management:
  - The design plan is ongoing.
- Shipyard – Phase 1 – Construction is underway.

### **GREEN BAY CONSERVATION CORPS**

- The Woodland Room at the WLS is currently being renovated with internet hookups to create the office space.
- One Crew Leader and two crew members started on September 19<sup>th</sup>.
- An additional two crew members and one crew leader will join the crew on September 26<sup>th</sup>.
- Staff continues to promote the program at community events, neighborhood association meetings and at two career fairs hosted by St. Norbert college.
- The Crew started mapping and inventorying parks throughout the city and will begin mapping the trail systems in the following weeks.
- Volunteers from Schneider will be joining the Conservation Corps on October 5<sup>th</sup> to clean up the shoreline of Bay Beach.

### **RECREATION DIVISION**

- The adult fall softball leagues have begun. We are offering Co-Ed Slow-pitch and Men's Modified softball leagues at Beaver Dam and Ft. Howard Parks. We have 22 teams registered for the season which will run through mid-October.
- The fall session of our partnership with GGLeagues Esports will begin the week of October 3. These competitive leagues for youth and adults will allow participants to compete against participants in other Wisconsin communities. Leagues will run during the week and we will be offering leagues in Madden 22, Fortnite, Rocket League, and Super Smash Bros.
- The table tennis league is being held on Wednesday evenings beginning October 5 at Franklin Middle School.
- The Youth Basketball Skills program for grades 1-4 is being held for 6 weeks on Monday evenings at Franklin Middle School beginning September 24. There are 20 participants registered.
- We are currently taking registrations for the adult basketball leagues which are scheduled to begin November 2.
- Wading Pools closed on Sunday, August 21<sup>st</sup>.
- Adult Football Leagues began on August 31<sup>st</sup> and September 1<sup>st</sup>.
- Recreation staff are now working on fall facility permits for soccer, cross country, and football. The number of permits has really grown over the past few years. Thank you to the park crews for preparing the fields on a daily basis.
- The 2<sup>nd</sup> Annual Howling Halloween Hike is set to take place on Friday, October 21 at the Bay Beach Wildlife Sanctuary. This event has SOLD OUT with 600 registered participants. The event will include a trick-or-treat trail, city emergency vehicle showcase, campfire, and s'mores and is \$5 per trick-or-treater. Last year's

- event sold out at 400 people. The event will run 5:30 p.m. - 8:00 p.m.
- Planning is underway for the Frenzy on the Fox event to take place on Friday, January 13, 2023. This event promotes winter recreation while utilizing the Fox River Trail for running, walking and biking. More details to come soon.

## **AQUATICS**

- Total Attendance for 2022:
  - Resch Aquatic Center: 20,939
  - Joannes Aquatic Center: 16,551
  - TOTAL: 37,490 (up 24% from 2021)
- This fall, we will reevaluate our staffing issues and come up with a plan to start recruitment early. Besides wages, staff will look at restructuring schedules, bonus pay for certified lifeguards, and incentive programs.
- Other offseason projects will include updating the Staff Handbook, updating staff discipline procedures, researching new staff payroll and scheduling platforms, restructuring the facility attendant staff, and digitizing all daily forms.

## **BAY BEACH AMUSEMENT PARK**

- Staffing:
  - We are monitoring our staffing situation as seasonal staff start fall sports and leave for college.
  - The majority of Ride Operators have gone back to school. We have about 20 still in town so we do have some rides closed for the season.
  - Staff is already looking at the list for rehires next year. We will start updating rehire paperwork in the next month.
- Concessions:
  - Menus are updated as supply struggles continue to happen.
  - Vendor ordering is being slowed down, so we do not have a surplus of items at the end of the season.
- Website and Social Media:
  - A special needs event was held on 9/20 from 5:30-7:00.
  - Posts are updated daily to keep the community up to date as to what rides are closed for maintenance, staffing, and weather.

## **TRIANGLE SPORTS AREA**

- Research has begun on the purchase of snow making equipment.
- The Magic Carpet tube lift system is scheduled for delivery within the next week.

## **METRO BOAT LAUNCH**

- Weekends have slowed down due to rainy weather.

## **WILDLIFE SANCTUARY**

- With Summer programming ending, school programs are on the increase with many recent programs scheduled both on and off-site. WLS is still seeing many 'unscheduled' busses of late with school groups enjoying the grounds.
- Another successful annual Walk For Wildlife was held on Saturday, September 17<sup>th</sup>. We had 375 walkers pre-registered and approximately an additional 140 individuals signed up the day of for a total of over 500 registered walkers. This large event requires a lot of hands and a HUGE thanks goes out to the several dozen volunteers who made this an overwhelming success. This event raised over \$20,000 for the wildlife rehabilitation program. Feedback has been amazingly positive, and many happy families came through WLS this weekend. Of note are the many walk-ins who were from all over the country to see the Packers: Florida, Pennsylvania, Maine and even Europe to name a few. Also thanks to Mayor Genrich and Representative Shelton for their participation and support.
- Final stages of preparation for the welcome desk opening at the Nature Center is scheduled for Saturday, October 1<sup>st</sup> with the gift shop to follow very soon after. Displays, etc. and set-up staging to begin.
- Temporary fencing has been replaced with permanent visually appealing option at the alternate entry to our Raptor Walk area. More work in the area to occur yet this fall. A big thanks to our city carpenters and WLS rangers for all the work to complete this.
- "Fall" programming beginning including Sanctuary Storytime, Trail Walk Fitness Hikes, and Wolf Feedings during the week as well as Awesome Ambassadors and a public observation night with the local Astronomy Club.
- Wildlife rehabilitation season is still busy, but less with seasonal babies and more with animals in need due to being injured and/or ill. Covid and HPAI (bird flu) is still a concern in our area with our animal care team following strict protocol of PPE and admission guidelines.
- A Facebook video of staff releasing a pelican that had a fractured leg from Cat Island this summer reached over 15,000 people and been shared by news outlets.
- Two new red fox kits are enjoying their exhibit at Woodland Building. Both had leg injuries that prevented release back into the wild; one had a fractured pelvis due to most likely being hit by a car.
- Summer animal series attendance this summer was over 5300! These were free programs led by Animal Care and the Training/Enrichment specialist.
- Raptor trail has a new snowy owl and barn owl and coopers hawk on display; all have wing injuries that prevent them from being released back into the wild.
- Curator Lori Bankson was chosen as one of two Fellows from Wisconsin in the national wildlife rehabilitation program Partners for Wildlife.
- BBWLS staff successfully raised four fawns—one of two certified programs in

Wisconsin through WDNR.

- On September 20th, BBWLS admitted their 3,000 mammal. As of September 21<sup>st</sup>, BBWLS has admitted 6,209 orphaned, injured, and ill wildlife from the public, animal control, and WDNR wardens from Northeast Wisconsin.
- BBWLS just added a fall wildlife rehabilitation specialist to help with the busy fall admit season—young cottontails, young opossums, young squirrels and birds of prey and songbirds who need some help to become strong enough for migration.

## **ADMINISTRATION**

- Registration for the 2<sup>nd</sup> annual Howling Halloween Hike filled up in two weeks. Registration is still open for the Adult Basketball League and Youth Basketball Skills.
- Admin staff is currently prepping Dance Class and Open Gym materials.
- Season passes for the Metro Boat Launch are still being sold in the Parks office.
- Park shelters are open for weekend rentals and will continue to be available through the end of October.
- Bay Beach Amusement Park is still open on weekends. The office is busy fielding phone calls, taking reservations and ticket orders, troubleshooting computer errors, and reconciling daily deposits.
- The Parks 5-year Capital Improvement Plan has been entered into the CIP Portal.
- The Parks Budget for 2023 has been formulated and is being finalized for submission.
- The Wildlife Sanctuary Administrative Clerk is busy assisting with room reservations, customer inquiries both in person and on the phone and assisting customers as well as assisting staff during this very busy season out at the Sanctuary.



Report to the  
**Parks Committee**  
of the City of Green Bay

**MEETING DATE**

September 28, 2022

**PREPARED BY**

**AGENDA ITEM # E.2**

The next Park Committee meeting is scheduled for October 12, 2022.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

None