



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, JANUARY 11, 2023, 5:00 PM

In person at City Hall, Room 207

Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

B. ROLL CALL.

Present: Mark Steuer, Chris Wery, Melinda Eck

Excused: Steven Campbell

C. APPROVAL OF THE AGENDA.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to amend agenda to address Item No. 1 first then the remaining items in original order.

Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the agenda as amended for the January 11, 2023 Improvement & Services Committee Meeting. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

D. APPROVAL OF MINUTES.

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to approve the minutes of the December 14, 2022 Improvement and Services Committee Meeting. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

E. REGULAR BUSINESS.

I. Consideration with possible action on the review and approval of the 2023 Special Assessment factors and rates.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the 2023 Special Assessment factors and rates. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. Consideration with possible action on request by Speedy Clean, Inc. and KS Energy Services to enter into an annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the request by Speedy Clean, Inc. and KS Energy Services to enter into an annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals. Motion carried. Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

3. Consideration with possible action on request by Green Viper, LLC to rescind the previously deferred storm sewer and sanitary sewer special assessments against Parcels 21-8400, 21-8401, and 21-8402 resulting from double-frontage conditions on each parcel.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the request by Green Viper, LLC to rescind the previously deferred storm sewer and sanitary sewer special assessments against Parcels 21-8400, 21-8401, and 21-8402 resulting from double-frontage conditions on each parcel. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

4. Consideration with possible action on request by Department of Public Works to enter into a State/Municipal Agreement with Wisconsin Department of Transportation for design and construction services associated with the replacement of the Ashland Avenue bridge, WisDOT Structure B-05-0018.

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to approve the request by Department of Public Works to enter into a State/Municipal Agreement with Wisconsin Department of Transportation for design and construction services associated with the replacement of the Ashland Avenue bridge, WisDOT Structure B-05-0018. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

5. Consideration with possible action on request by Department of Public Works to replace two lift station pumps for the Parkwood Sanitary Sewer Lift Station at a cost of \$21,604.35 each for a total of \$43,208.70.

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to approve the request by Department of Public Works to replace two lift station pumps for the Parkwood Sanitary Sewer Lift Station at a cost of \$21,604.35 each for a total of \$43,208.70. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

6. Consideration with possible action on the review and award of contract BRIDGE 7-22 MAIN STREET BRIDGE B-5-31 I (HYDRAULIC REHABILITATION PHASE I).

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to approve the award of contract BRIDGE 7-22 MAIN STREET BRIDGE B-5-31 I (HYDRAULIC REHABILITATION PHASE I). Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

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

A. Granting of Licenses

I. Sidewalk Builder

- a. The Boldt Company
- b. Bryan McEwen Concrete, LLC
- c. Dorner Equipment Sales and Service, LLC
- d. Highway Landscapers
- e. Helme Construction & Concrete, LLC
- f. Howard Immel, Inc.
- g. Martell Construction, Inc.
- h. Pro I Property Services, LLC
- i. Quinn & Sons Concrete Construction, LLC
- j. Rabine America Maintenance, LLC
- k. Tilson Technology, Inc.
- l. Titledown Construction, LLC
- m. Utility Traffic & Restoration

2. Tree & Brush Trimmer

- a. A Four Season Tree Care
- b. A to Z Tree Service
- c. A-I Tree Service, Inc.
- d. Asplundh Tree Expert, LLC
- e. BEST Enterprises, LLC
- f. Economy Tree Service, LLC
- g. Epic Innovations, LLC
- h. Fall-Rite Services, LLC
- i. Fox Valley Tree Care & Landscape
- j. Highway Landscapers, Inc.
- k. Holtger Bros., Inc.
- l. R&J Tree Services, LLC
- m. Rigo's Landscaping, LLC
- n. Selner Tree & Shrub Care
- o. Tree-B-Gone, LLC
- p. Urban Tree Service
- q. Yesterdays Trees, LLC

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

A. Granting of Licenses

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- p. Urban Tree Service
- q. Yesterdays Trees, LLC

Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

F. INFORMATIONAL.

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

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. The next Improvement & Services Committee meeting is scheduled for January 25, 2023.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to adjourn. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

VERBATUM MINUTES

- You can try.
- You've had so many.
- You can try.
- [Alderman Eck] Oh, I can try. You're funny.
- [Alderman Steuer] Are we ready?
- [Announcer] Recording in progress.
- Whoa.
- Whoa.
- Is that you? It's Melinda?
- Can I become the person that talks, as my mom calls, "the little lady."
- [Alderman Wery] Chapel. That's her voice on .
- [Alderman Steuer] Okay. Welcome to I&S for January 11th, 2023. Let's see, the roll call. Alder Steuer, I'm here. Alder Wery?
- Here.
- And Alder Eck?
- Here.
- [Alderman Steuer] And Alder Campbell is excused. He's in Indianapolis for some event, he's doing a good job. All right. Approval of the agenda. Do we have a motion-
- Approve.
- Motion by Wery. Second?
- Second. I guess we're gonna be talking.
- Yeah.
- All in favor, please say aye.
- We gotta-
- Oh wait. Whoa. Is there something you wanna change?
- [Alderman Campbell] Yeah, could we move three up to the top?

- Yes.
- Okay.
- Motion to have-
- Motion by Wery. Seconded by-
- [Alderman Eck] Do we have to revisit it or what?
- Well, you didn't actually vote.
- Okay.
- We didn't vote.
- I was kind kidding. 'Cause I don't think we're being all that, but yes. Seconded.
- All right. All in favor please say aye. Aye.
- Aye.
- [Alderman Steuer] All opposed? Okay. So three will be number one. All right. Approval of the minutes. Do we have a motion? Approval of the minutes.
- Motion approved.
- Second.
- Okay, by Eck. Seconded by Wery. All in favor, please say aye.
- Aye.
- Aye.
- Unopposed, that passes this unanimously. Regular business. We will start with number three, consideration with possible action on request by Green Wiper LLC to rescind the previously deferred storm sewer and sanitary sewer special assessments against parcels 21-8400, 21-8401, and 21-8402, resulting from double frontage conditions on each parcel. Staff.
- Okay, included in the packet, I provided a-
- I'm so sorry.
- [Alderman Campbell] A graphic showing the subdivision that we're talking about.
- Right.
- So the parcels in question, 21-8392 through 21-8405, start on south side of Gilbert Drive, come over to the last one that's not entitled, then up and around the cul-de-sac at Bradley Court.
- Okay. Right.

- Including the one on the north corner of Gilbert Drive and Ontario. That all used to be parcel 21-68-3.
- Okay.
- When that was a single parcel, we extended sanitary and storm along Sitka Street. So it was a single parcel. That parcel was subject to assessment on Sitka, because it could be served off of Sitka. When the developer came in with a subdivision plan bringing Gilbert across and bringing Bradley Court to the north, personal service from Sitka anymore. And the lots are now shallow enough that they can't further be subdivided, resulting in a double frontage condition that did not exist.
- Okay. Right.
- Previously. According to our ordinance, double fronted lots should be assessed on the first side served. This had deferred assessments until the property was sold or developed. The development is what triggered the assessments to come in. But now we have double fronted properties, which are in violation of the ordinance. So staff is recommending that the three properties so impacted have the assessments rescinded.
- [Alderman Steuer] Okay. We gonna have to do that with a number of these others in the future?
- No, because these were the only three that-
- [Alderman Steuer] Those were the only three that had that?
- Correct.
- Okay. Now was Gilbert... 'Cause that was kind of a dead end at one time, right? Gilbert?
- It was. And the street now connects out to Ontario. There is now a sewer, water, and sanitary storm and water service all on Gilbert and Bradley. So the houses are being serviced off of that.
- [Alderman Steuer] That was within the last year or two?
- Yeah. Last year or so.
- Alright. Okay.
- Do we have somebody that is here to speak on this?
- [Representative] I was just to answer questions.
- Okay.
- If there were any.
- Oh, okay.
- All right.
- I don't really-
- Well, I felt pretty good with the explanation. Staff, anybody? No.
- Move to approve?

- Move to approve by Wery.
- Second.
- [Alderman Steuer] Seconded by Eck. Any other discussion? All in favor, please say aye.
- Aye.
- Aye.
- There you go. Good job.
- That was easy.
- Just show up and boom.
- Wish they're all like that.
- Yeah. Well, don't worry.
- They aren't always, but-
- We do, too.
- All right. Number one.
- Back to one. Yes.
- Consideration with possible action on the review and a full of the 2023 special assessments, factors and rates. First of all, thank you, Steve, for sending this out to the committee. I had a chance to look at some of it and Alder Eck, I know you brought that forward. Do you have any... Committee, do you have anything specific right now? I think my first reaction was, okay, granted over a period of time, seemed like a couple of years that certain items were the same price.
- Yeah.
- They didn't really go up. And I think just with the nature of business, and life and everything else, that things will go up over time. And I guess I just wanted to hear from staff to say that what these advancements of prices or costs with a fairly normal, just a normal kind of advancement on that kinda stuff.
- Yeah. What we do is we look primarily to the previous year's construction as a guideline to what the assessment rates in the future or current year would be. We do take a look at what inflationary trends are and the Engineering News-Record Construction Cost Index is what's most applicable to our construction costs as opposed to Consumer Price Index, which is consumers buying goods. Okay, so we use ENR's Consumer Cost Index instead, and taking a look at that, where prices are from last year's assessment rates, what we got in on bids for contracts last year, taking a look at the ENR numbers. And then, obviously with some of these assessment rates, we do try to keep it at an even dollar amount if we can. What Jim has found, Assistant Director Brunette, is over at least the past couple of years, we've been seeing more of an impact on pavement costs and not as much of an impact on sewer water costs. So sewer water costs kind of stabilized over the last three to four years. We are expecting with gas prices going up, that will drive the price of PVC, which is the primary sanitary and water main material in construction. So what we're trying to do with assessments is

simply recover city costs, portion that out as appropriate to adjacent property owners. But the city doesn't make money on assessments, we're simply trying to cover costs.

- [Alderman Steuer] Yeah.

- And with favorable bidding climates that we've enjoyed over the past couple of years, we've been successful in trying to stabilize that. Again, our pavement costs have gone up. We do expect that in '24 we are probably going to be looking at sewer assessments going up a little bit. Again, the pavement numbers have come up here and the other one that's probably the biggest jump that we see, is the stormwater management fee in Allouez. So that's in the middle of the first page. And what that represents, whenever possible, it is more advisable to have larger regional stormwater management features. They're less susceptible to peaks valleys. It's typically more cost efficient to build a larger system that handles a larger basin as opposed to everybody having their own little pond, or whatever that stormwater management device is. So we will build a larger regional facility, and then as property develops, they essentially purchase back our initial investment instead of building it themselves. So what this represents is them buying into a pond we've already built, and this is simply a pass-through cost based on recent construction. Those of you who've been on the committee for a while, Alderman Wery, have heard us say that the easy ponds or the low hanging fruit is long gone. And now we're actually having to buy prime property to build stormwater ponds. So that's why those costs keep going up, is we had low value land that we were able to pick up relatively inexpensively in the past. We no longer have that opportunity. We're actually having to buy land that could otherwise be developed and turn it into a pond. So those prices are being reflected.

- When was that thought process? When did that change? 'Cause I know for a while your bill and stormwater ponds, and things like that, wherever, but now it seems like there's a paradigm shift as far as how you're doing this type of thing. As far as-

- Well it's not necessarily a paradigm shift. All the low hanging fruit, we've picked. So now as we're having to continue to develop facilities to meet our stormwater management goals, there's no easy or cheap property left out there. It really is getting more expensive.

- Alright.

- One of the things that I noticed went up significantly were the interest rate for unpaid special assessments, where in other years, like between '18 and '19, it went down, and '19... They were going down and now it's really taken a jump up.

- Yes. The interest rate that we charge on unpaid special assessments represents our borrowing rate plus 2%. The 2% is because people are financing that with the city for either a 5 or a 10 year period. So there's administrative costs in taking care of adding that to the tax bills and updates. So that's where that extra 2% comes in. So it is our borrowing rate plus 2%. As the Fed has continued to increase borrowing, that's what we've gotta pay on our bonds. So it's a pass-through cost plus two.

- Yeah. Well, that's a bummer.

- Yeah.

- Darn it.

- Yeah. Well, is that just the cost of doing business. I mean, part of it.

- It is, it's just that it... And years where it was able to go down, now it's going up.

- You can't go down until you go up.

- [Alderman Eck] So next year it's going down.
- [Alderman Wery] No, I'm not saying that. It all depends on the economy.
- [Alderman Eck] Yeah, well it seems like it's hitting us in every possible way.
- Yeah.
- You know?
- Well, I mean just with the cost of materials, and this, that, and the other thing, I mean it's just, I rarely see things going down.
- Right now. Yeah.
- But for the most part, I just saw some of these numbers and they were fairly stable for the most part. Some increase here and there.
- We do try to hold them as best we can. We don't want...
- Yeah.
- [Alderman Campbell] To be issuing large bills to the property .
- Alder Wery?
- No, it's fine. Thanks for spelling it out year by year.
- Yeah.
- Right.
- It's helpful.
- We'll hold onto this too in case people ask, but it's good. It's good information to have. So, committee, anything here? Any other discussion?
- It's between you and I. No, you make the motion.
- Motion approved.
- Okay. Second.
- [Alderman Steuer] Motion by Wery, seconded by Eck, all in favor, please say aye.
- [All] Aye.
- Nobody .
- No.

- [Alderman Steuer] Oh, by the way, for out there. This goes to city council next week. July... Not, July. January.

- July.

- July 17th. January 17th. Thank you.

- You can see that they only see us. They don't see the crowds tell if we're waving. Wow.

- Well, they can see half this, but this side is empty.

- So we're good there. All right. Number two, consideration with possible action on a request by Speedy Clean Inc and KS Energy Services to enter into an annual hold harmless agreement for the access to the city of Green Bay sewer system to conduct an inspection of the sewer main laterals. Staff?

- Alright. Speedy Clean Incorporated and KS Energies are contracted by utility service providers like Wisconsin Public Service to perform their subsurface utility engineering. So a lot of times when Wisconsin Public Service is renewing gas facilities, they will contract with KS or Speedy Clean, speedy clean enters our mains, runs a camera up the lateral and when that camera's in the lateral, the SUV provider can determine not only the horizontal location, but also the depth of the lateral, WPS then takes that information and make sure that they don't cross for their gas service through somebody's lateral. It also benefits the city because at times where that part of the city is not due up for routine camera inspection, it provides another set of camera eyes to get inside of our pipes and do a physical inspection. They turn their inspection records over to us if they find a problem. If there are no problems encountered, no blockages, no holes in the pipe, no mineral deposits, things that could cause our sewers not to function properly. They simply let us know, "Your pipe looked good," which is also good information to have. So it's been a mutually beneficial relationship before we entered into this agreement many years ago. It's probably been 11 years or so. 'Cause I remember Director was here, I was the assistant director when we first started doing this. We did go through a pretty rigorous process to vet these people, to make sure they knew how to do CCTV cam work inside of our sewers. And a lot of these guys who were working for these companies also came out of sewer televising companies around the state. So again, it is been a very mutually beneficial relationship for them and for us. So staff is recommending approval.

- They just-

- Oh.

- No, go ahead.

- So basically, they're not liable.

- [Alderman Steuer] The hold harmless is for that.

- Right. The hold harmless protects the city in case they put a camera in our sewer and something happens, the camera breaks, gets disabled, they puncture or put a hole in our sewer.

- Yeah.

- That kind of thing.

- Right.

- This reminds me of a doctor appointment have to make, put a camera up my lateral to make sure the pipes are good. Just a side track. But yeah. Just reminded me.

- That wasn't a good picture-
- I don't know why. It just reminded me.
- Yeah.
- [Alderman Wery] Motion to approve. Sorry.
- Second.
- [Alderman Steuer] Okay. Follow all that. Any other discussion? All the favor please say aye.
- Aye.
- Aye.
- Aye. Had to read between the line there.
- [Alderman Steuer] I love you, guys. Number four.
- Hey, wait a minute. That was all him, you guys.
- Well-
- No, it's okay. I'm okay if you love me.
- Well, you do keep . Number four, consideration of possible action on a request by Department of Public Works to enter into a state municipal agreement with Wisconsin Department of Transportation for design and construction services associated with the replacement of the Ashland Avenue Bridge, Wisconsin structure B-05-0018. Some exciting possibilities there, huh?
- This is the Ashland Avenue Overpass across the former Canadian National Rail Yard south of Mather Street.
- Sure.
- That facility was originally constructed in 1955. So it is at or near the end of its original design life. DOT identified that that structure is due up for its replacement. Now replacement doesn't mean build a new bridge, it means that bridge, something needs to be done. So part of this is a design study which will ultimately lead into a construction project. But that construction project based on the findings of the study could represent anything from replacement, with replacing kind. So build an exact replica of what's out there now or taking a look at the corridor that's going to be served. What is the future of that corridor? Is Canadian National going to re-institute rail lines there? Are they going to develop the property on either side of that facility? Are they interested in selling it? None of those questions are known. So what we're gonna do is look at options and those options could be anything from a replacing kind to eliminate the bridge and put it back down the . So...
- Okay.
- [Alderman Campbell] That's why we'd like to enter into the agreement with DOT to conduct the study and then ultimately into a construction project.
- [Alderman Steuer] Alder Eck.

- And I had heard that that was a possibility. So that I can clarify. Is this where, 'cause I actually heard on the news several times today, the city is looking to purchase the rail yard. Is that a different area?
- I think that the news report stating that the city is interested in purchasing may have been a little premature.
- Okay.
- On behalf of the media. But no, we're talking the same location.
- [Alderman Eck] Okay.
- This would be as you head south on Ashland, you go under the Mason Street overpass.
- [Alderman Eck] Yeah.
- And then you go up and over the bridge and come down to 9th Street. It's that up and over bridge. That's exactly-
- Yeah.
- Okay. Yeah. So it would be ground level. So it would probably depend on what's gonna happen with the rail yard.
- Again. And yeah, that could be anything from the railroad company decides to develop something and becomes a land development company. I mean, we could get involved, other developers could get involved or the rail company could come back and say, "Oh, in 10 years, 20 years "we're gonna put those rail lines back in, keep the bridge there. We don't know that until we do the study.
- [Alderman Eck] Darn media. Seriously, about 10 times, I heard it today on radio.
- I'm not gonna point fingers ' cause I don't know how the information got from one or the other-
- had been looking at that, it's in his district and there was some talk about that. But Canadian National, although it seems like we're getting along with them better, with some of the developments, with the fixing of the crossings and that, which is good. But for a long time it was just a real... Seemed to be at loggerheads with that group. So I don't know if... It's also a brownfield, right? Pretty much?
- [Alderman Campbell] We would imagine it's going to be-
- [Alderman Steuer] Cleaned up some of that already.
- [Alderman Campbell] Yeah. The probability.
- [Alderman Eck] Either way it has to be .
- [Alderman Steuer] Yeah. So this is just for the report, correct? This is just looking at-
- Well, this is for the preliminary engineering on... So what we're going into, they've got cost established for preliminary engineering, then they got the cost estimate for construction. But it says on page two of the SMA. Costs shown are estimates only and will be updated throughout the planning scope and design. So once we get through the preliminary engineering, which is the plan, investigation and design development, during that first phase, they will come up with at least three alternatives to the existing condition and we will discuss those and between ourselves and DOT, 'cause that's State Trunk Highway 32, is a connecting highway.

- Right.

- Then we'll come to consensus on which of the three alternatives would be the preferred alternative to pursue. And at that time, then, we can determine whether or not real estate acquisition is necessary and we can start developing more meaningful costs for construction. They just need to put a placeholder in here for future years at this point.

- Okay, Alder Wery.

- Thanks, Mr. Chairman. Yeah, I remember eight years ago, nine years ago, I don't know, I'd kind of brought it up and I met with the state DOT and Assemblyman Genrich at the time.

- Yeah.

- And at that time it was still a little early for them. They said, "Well, it's still got enough life on." They weren't ready to-

- Exactly

- Yes.

- And we talked about perhaps purchasing it, but the railroad's not, it doesn't seem like they weren't in any hurry and they know there's cleanup costs, so things just kind of puttered along till now.

- Yeah, when DOT was doing the most recent round of... They were evaluating the data from the most recent round of bridge inspections, that's when they looked and went, "Oh wait, 1955. "Hmm. Clocks ticking on that one." Time went by a lot faster than I think they thought it was going to as well.

- [Alderman Wery] It's a popular question in Green Bay, it comes up quite a bit.

- Sure.

- [Alderman Wery] What's gonna happen to that area and-

- [Alderman Steuer] Exactly. And t's a large, it's a nice... How many acres is that? That's quite-

- 30. I think it was 30 according to the news report that was on today.

- Oh, the news report.

- Where will the funding-

- Which we built, we don't know if we could trust, but...

- The 262,500 for the city portion, what does that come out of?

- Usually that comes out of our capital program. So it's bonded money.

- Okay. And we have that accounted for already.

- Or-

- It's not accounted for. But DOT came to me with this proposal late in the year and I had a conversation with their staff and I said, "Guys, to drop a 240, \$260,000 expenditure on me this late in the year. I mean, we haven't approved our bond request yet, but man, it's gonna put a crimper in my capital programming. And I've been assured that by the time they get a consultant on board and we actually start the work and so on and so forth, we're expecting actual expenditure in '24 or in '23 to be more along the lines of \$40,000. Which we've got accounted for in our .

- your shoes.

- I wish.

- work here.

- Okay. Yep. That was my next question.

- If I would have hit those six numbers last night, maybe.

- [Alderman Steuer] I actually bought-

- [Alderman Eck] was thinking, is that in budget? Did you already budget for that?

- [Alderman Steuer] All right. Committee? Anything else?

- Motion... Oh.

- Go ahead.

- Motion to approve.

- Motion by-

- Second.

- [Alderman Steuer] Seconded by Wery.

- Let's get the wheels turning.

- [Alderman Steuer] Good luck with all that. Any other discussion? All in favor, please say aye.

- Aye.

- Aye.

- None opposed. So that passes unanimously. All right, number five, I believe. Consideration with possible action on request by Department of Public Works to replace two lift station pumps for the Parkwood Sanitary Sewer Lift Station at a cost of \$21,604.35 each for a total of \$43,208.70.

- Okay. I apologize. I thought I had a map showing the location.

- What?

- I don't. I described it in verbiage but I did not have the map. My bad.

- These hackles are up.

- So the Sanitary Utility operates 14 sanitary lift stations and their basic function is let the water flow by gravity until you get to a point where you can't do that anymore, you'd be too deep underground and you pump it back up and let it flow by gravity again, ultimately discharging into a Green Bay metropolitan sewage district. Lift stations are critical infrastructure because if they fail, everything upstream from it is subject to backup. The Parkwood lift station is located near the intersection of Parkwood Drive and Fawn Lane, in addition to serving the residential areas upstream for it, that particular lift station also takes flow from the Georgia-Pacific landfill on 172 out behind the casino.

- Oh wow.

- That's my decision district.

- So very-

- You just described what's in my district.

- Very critical that this lift, all lift stations are critical, but this one even more so because if Georgia-Pacific is pumping and we have a problem with that lift station, we tell GP, stop pumping. It takes about 36 hours to empty that line. So they're gonna continue to flow. And there's so much line out there. So during routine inspection, staff has noticed that we've got one of the pumps out there that looks to have a bearing failure. We're getting vibration and growling. It's kind of a growling sound. So we're running on one of the two pumps and then we're keeping an eye, the electronic communication with the station, you'll hear us use the term SCADA, S-C-A-D-A, and that's what it is. Essentially, it's the alarm system. So staff keeps an eye on the SCADA alarms and makes sure everything is running properly. We got folks going out there on a regular basis to make sure that the one pump that's out there is working. But we want to get replacement pumps ordered as soon as possible. Again, we have, those who have been with the committee for a while know that due to inventory control and making sure we stay current on maintenance of our pumps, we standardize around the Flight pump. So Flight is the manufacturer of the pumps we use on our lift stations, went out to our local vendor, for Flight to get a cost proposal on the replacement of those pumps. That information is included in the packet. 21,000 for these pumps is actually a pretty, darn good price. And if we only had to buy one pump, it'd be okay because at the staff-level we can authorize up to a \$25,000 expenditure. But this would come out of our materials and supplies, it actually comes out of our lift station maintenance budget for the sanitary utility. So it is anticipated and covered under budget already.

- [Alderman Steuer] So what do we have in the budget for lift stations for that line item? Roughly, what is-

- Offhand, I don't know.

- You don't know? Okay. 'Cause I realize when you do a budget, you're looking at, okay, we got this amount, we're anticipating maybe two or three of these or more or whatever, you're anticipating-

- All lot of times-

- We hit it pretty well.

- A lot of times with that lift station maintenance, we're tracking more recent history. If there's a known issue that we need to resolve, we typically won't fund that during lift station maintenance. We would actually fund that through a capital project. We would go into our capital replacement fund and plan to actually replace that.

- [Alderman Steuer] Okay. Alder Eck.

- [Alderman Eck] So I'm looking at the quotes and it looked like one was for 15,000 and the other ones for 21.
- Okay. What we did was we gave you comparative quotes. We actually went out and got quotes to repair the existing pumps.
- [Alderman Eck] Okay.
- Repair 25-year-old pumps for 15,000 or replace them with brand new pumps for 21,000.
- [Alderman Eck] Okay. Just wanted to know the two different quotes-
- No. No. And I probably should have explained that a little bit better. So thanks for bringing it up. That's one of the things that staff is pretty good about, is going out and looking at alternatives to things and not spending money foolishly. So Dave Weissman, who's the sanitation superintendent or sewer superintendent, actually got a quote to repair the existing pumps as opposed to replace them. But when we found out the cost was so close, just start with a brand new pump.
- [Alderman Eck] Yeah.
- [Alderman Steuer] And how old are those pumps right now?
- [Alderman Campbell] I think they're over 25 years.
- And what's the life expectancy generally? Depends on usage.
- It does. And a lot of times that's why we have redundant pumps so that you're cycling them, keep the duty cycle down.
- So.
- 25 To 40 years, I think is in them. Then what we can do with these is we'll have one pump that we take out a service that's still in operational shape. We've got a backup pump plus the one that, we got the bearing failure, we have as a parts pump so we can salvage parts off of that.
- [Alderman Steuer] So does staff go in and do that or we get a... Who does that?
- Oh, at Parkwood? We probably would pull that one ourselves. We rent a crane, so we have the lift capability.
- [Speaker 1] There a service truck on 11.
- [Alderman Steuer] Okay, well that's interesting. Now, that's very close to Ashwaubenon too. I mean, I'm just wondering.
- Okay.
- [Alderman Steuer] It was very close to Ashwaubenon. And I know where Parkwood is right there.
- Yeah.
- So basically, the lines, this is Green Bay Lines. there's nothing with Ashwaubenon at all. All those-
- No, again, nothing from Ashwaubenon but-

- But that goes somewhere-
- There is a force beam that heads out to the Georgia-Pacific landfill, the sludge field that's out behind the casino on I 72.
- Alright. That's just interesting 'cause you know when you look at it, everything's so close together and it's just that, well, the pipes go that way and our pipes go that way or whatever-
- Yeah, 'cause mostly the south-side of Lombardi then it turns into Hazelwood is, you think of it as Ashwaubenon. The only reason, it's part of my district, so I know that it actually veers around there by Parkwood and that whole area is all Green Bay.
- Water knows where to flow. If it's , it does not flow into Green Bay.
- [Alderman Eck] It does go pretty far-
- Thank you, professor.
- Little known fact. I think there's a 14 week lead time. So it should be spring-ish.
- Yes.
- Yeah.
- Okay.
- The lead times are getting a little better.
- Luckily these are more, unfortunately in our industry nothing is standard but these are a more standard pump than not. So the lead time is actually pretty decent.
- [Alderman Wery] Unlike sewing machines, which is a year.
- Yeah.
- Yeah, it was so disappointed 'cause we need it right now.
- I know. I know.
- Yeah.
- So anything else?
- Motion to approve.
- Second.
- by Eck. Seconded by Wery. Any other discussion? All in favor, please say aye.
- Aye.
- Aye.

- None opposed. That passes unanimously. So let's try to agenda her.
- [Alderman Eck] Number six.
- All right, number six, Consideration with possible action on the review and award of contract Bridge 7-22 Main Street Bridge, B-5-311, hydraulic rehabilitation phase one.
- Okay, so the hydraulic rehabilitation phase one is going to consist of removal of the hydraulic pump and shipping that off to "Oilgear" so that they can start refurbishing it. Again, going back to the hydraulic issues at Ray Nitschke Memorial Bridge. For several years, we tried to fund everything at once and it was a massive price tag on it. So what staff did is working with Medeski and Mathers, they've come up with a multi-year, multi-phase approach on doing these things one at a time. And the first phase of this is removing the existing pumps and sending 'em in to be refurbished. Then we're also gonna buy one new pump. So we'll have one refurbished, one new pump being installed. I think having a spare, and that we will always have a spare and we're gonna sequentially go through and replace the four pumps, four hydraulic motors, so and so forth. But the first thing we have to do is, now when shipping season is not going on. So we can afford to have the bridge on a service for a little while. We're gonna remove that first pump that needs to be refurbished.
- So-
- That is a pump that is non-functioning right now.
- Yeah, that is the pump that we've got the brass in the oil from. So getting that one refurbished, we're still gonna leave one pump in there that's operational and get this done. And again, these also have significant lead times on 'em, so we bid the project out, we had three responding vendors, low responsive, responsible bidder was Drax Incorporated, in the amount of \$67,762. So staff recommend to work with Drax.
- Why the big difference?
- Yeah.
- [Alderman Campbell] Boy, I wish I knew.
- [Alderman Steuer] I mean really that's amazing. I mean you would think a lot of these firms that do these type of bids over time, they kind of sense what somebody else does over time or whatever. They're usually all somewhat close depending on things.
- Yes. Even the price swing between Zenith Tech and Lando was pretty substantial.
- Yeah.
- It was almost-
- [Alderman Steuer] Unless they don't want it, maybe they don't want the job.
- So which one are you proposing to go with?
- The bottom-
- Drax.
- Okay, well I figured that was, but I don't .

- Guardians of Galaxy.
- Maybe you do have it.
- , blue guy.
- Drax?
- I have another question.
- I think Drax was actually the company that was in "Moonraker." Hugo Drax.
- Wow. That's some memory.
- [Alderman Steuer] Wow. Yeah, sorry. Bring it back to .
- I wanna go back to business.
- This was something we had approved for you to get the bid on, correct?
- Yeah.
- Okay, so motion to approve.
- Second.
- [Alderman Steuer] Seconded by Wery. All in favor, please say aye.
- Aye.
- Aye.
- [Alderman Steuer] None opposed. That passes unanimously. Okay. Number seven. Oh boy. Report of actions taken by Department of Public Works granting of licenses... How do you prefer to do this? Do I have to lump 'em? What are we doing?
- All we're doing is reporting. , these licenses have been granted.
- [Alderman Steuer] Thank you.
- Motion to receive and place on file.
- Thank you.
- Seconded by Wery.
- I suppose if you wanna be lazy, not reading 'em, that's fine. No that's... No offense.
- Well, we had to approve each one of 'em as he did it.
- That's a lot of 'em.

- That's a lot. Anyway, okay, all in favor please say aye.

- Aye.

- Aye. None opposed. Thank you, Alderman Wery, for saving me. All right, so what do we got here? Director's report on recent activities, public-

- Okay, Biggest thing that I want to share with you, we did have a couple of winter events over the holidays when we were not convening. So staff was responsive on handling that. We are thankfully back down to a relatively clear pavement condition again. So ready to handle what mother nature sends our way next. And the one thing I did want to share with you is just following the weather reports that we do, it looks like we are in for about a 10-day... The 10-day prognostication right now is showing that we are not looking at any winter storm events and actually above average temperatures for the next 7 to 10 days. So, we're pretty happy with that.

- Yeah, I'd say. And I know you look at a lot of different providers, if you will. You have like six different websites, different things you look at.

- Yeah, there's a handful of different locations on each of the major storm tracks. So depending by the time you add 'em all up, there's probably between 9 and 12 different places that will work depending on where the storm was-

- I remember when Wisconsin used to be pounded. Now you look at the weather map and it's like, "Hey, the Great Lakes. "Ah, yeah." It's kind of amazing actually some of the storms. Can you imagine if you were in Buffalo right now?

- Well, and even the western part of this state. Well, I didn't realize how bad from Chippewa falls to the west, that's actually another big snow belt there.

- [Alderman Steuer] Now, they've got 2 1/2, 3 feet.

- Probably.

- Yeah.

- Alder Eck.

- Couple questions. One of 'em, in light of that, so looking at the budget, so if there's things that aren't used, say for the salt or the budget that was put aside for snow removal, can that be added to next years? As in like-

- Unfortunately we can't. For a couple of reasons. First of which, any funds that remain "unused," wind up becoming part of fund balance. So when the discussion at budget comes around about using fund balance to help offset some of the costs, that's kind of taking everybody's unused money. Okay? Secondly, especially when it comes to items like consumables, salt for instance, we, in July have to estimate what our salt use for the coming year is. And we enter into a contract with the state EOT on that. So there's an early fill that we're obligated to take delivery of before the end of November. And then there's a seasonal fill which we have to take before the end of April the following year. And if we have a mild winter, like we had two years ago, we were obligated to purchase 6,500 ton of salt or something like that. And we only went through 2,000 tons that year. I still have to buy that salt. I've got a contract with the state.

- But then we still would have the salt for the following year.

- Right. So the following year, so in the '22 budget, that's why we had this discussion during budget time.

- Yeah.

- In the '22 budget, our materials and supplies budget was small because I had excess salt left from the previous winter. So I didn't request money to buy salt, but we used that last winter. So this year I gotta buy salt again.

- So technically, I mean that way it kind of does cross over-

- Yeah. A little bit.

- Into the next budget somewhat. Yeah. 'cause you hear, I hear people saying, kind of "Use it or lose it" and when you're thinking of budget, you don't want to hear that because use it or lose it means you're losing it-

- We've never done that. When we get to the finance committee meetings in April, late March, early April, by that time the final audit has been done and we start talking about whether or not revenue's exceeding expenses or if there was money left over and how much of that is gonna go to applied surplus, which then becomes fund balance for the next year. Or if there are projects or initiatives that folks have been holding back on that they asked for to release some of that money that was saved during the previous year's budget to pay for some of these things. I have not exhausted a hundred percent of my budget in the 10 years that I have been a director. So we're pretty frugal about things. What we give as a budget estimate is our best guess. I mean I'm not padding anything, I'm giving you real numbers, but if salt comes in low and diesel comes in high, then I take some of that money and I shifted over to cover my fuel bill.

- You just don't have control over the weather, you know?

- Correct.

- Right, you don't.

- [Alderman Eck] So that's the thing you don't... Storms-

- Well, yeah-

- That we dealt with last June.

- When we came a couple of years ago, two years ago I think, it came in about two hundred and some thousand dollars under on our salt budget alone, that went into the general fund as applied surplus. That money goes back to the city and we apply it towards next year's budget or we apply it towards other things, other departments who may have come in over.

- Second question. And so is the roundabout on West Mason at Taylor? Is that something that I would talk to you about?

- Yes.

- Okay. Complaints.

- Okay.

- [Alderman Steuer] Okay.

- And just a signage that could be, I'm sorry, I don't... Usually I'll send you an email. I just got this today. But the roundabout as you're coming up from Taylor onto West Mason and you're coming up, so you're going north,

- North to south.

- And you wanna get on the highway, and I will tell you 'cause I live over there, it's very difficult. So the person who complained, I'm like, "Yeah, amen." 'Cause I have had the same problem every day. My husband will go a different way because he does not wanna go on that roundabout.

- True.

- I'm not even kidding. He'll go out of his way. But to try to get over and get all the way over, it's hard. So this person had suggested is to put yield to both lanes of traffic to just put that on the southbound side of Taylor. So they don't quick go in and you can't get over to get on the highway.

- [Alderman Steuer] It happens right away.

- Yeah, 'cause you gotta get... I mean you're basically skipping over two lanes if you want to get onto the highway. So a thought to put something like that just, yield to both lanes. Does that mean they'll listen? But at least it's a sign.

- [Alderman Steuer] Was that on transportation TB&P .

- Yeah. Well, and I don't know that it needs to be a formal communication, but if you wanna reach out and have a conversation with Dave Hanson.

- Okay.

- Dave Hanson.

- I will. The other person said they talked to Dave Hanson.

- Yeah.

- I don't know. He said something about the police said, it's such a bad intersection, than it was before. When it was at the light, it was the worst intersection in the city according to the police when they came to our neighborhood meetings. Before the roundabout.

- Second.

- Okay. Well.

- Maybe military .

- For 30 years.

- Oh, that's horrible. Yeah.

- Roundabouts -

- But that's what they'd said to our neighborhood anyway. Okay. Dave Hansen, I will. Thank you.

- We we're good.

- [Alderman Campbell] Sure.

- Just getting back real quick to talking about sand, well, not sand but the salt and that. I've had talks with various folks in the city talking about the salt being effective or not effective, wearing on fire trucks, some of the specialty trucks, and I don't know if there's another thought process as far as other materials to use rather than the salt. And I know that we might have brought this up in the past too. Somebody even said something about like beet juice.

- I think we tried that.

- In Colorado, they use sand.

- or sand. Different things. And I'm just saying that a lot of times when we're looking at upgrading a firetruck, I mean there's times it's like, well, the salt has eaten it away so we have to do this. And I'm just taking that as one snippet of some concerns that are out there and I just don't know if that's something that has been vetted that much.

- It's something that every public works agency in a northern climate deals with, yes.

- [Alderman Steuer] Yeah. So I don't know if that's the best standard practice right now.

- It is.

- That we have.

- Well, you've gone to the brine.

- [Alderman Campbell] Correct.

- But sand when it's too cold.

- Well, sand we use in areas that we don't use salt and when it gets too cold that salt won't become effective. Sand provides some measure of traction but it will not melt the accumulated precipitation.

- No.

- All right.

- In fact I heard it on the news too that I don't know, I guess I've been listening to the news today.

- [Alderman Steuer] , really?

- That the brine is easier on the environment than the salt.

- [Alderman Campbell] It is.

- [Alderman Steuer] I mean, eventually the salt washes in the sewers and-

- Correct.

- [Alderman Steuer] And what kind of long-term effect have you seen with something like that?

- There are a lot of studies out there that have been completed. One of which ran for... I think the study period was about 15 years here, 15, 1-5, here in Wisconsin. And they looked at areas near the lake shore,

central part of the state, so on. And what they are seeing is that our groundwater supply and our surface waters are increasingly, the chlorine concentration is going up and the only contributing factor is roadside. So there is a push, a couple of years ago I advised the committee that the Department of Natural Resources changed our MS4 permit, our storm sewer permit. And as part of that we have to now report salt usage. It's a reporting requirement only, but reporting requirement typically precedes regulatory requirement. So what they're doing is they're collecting data on salt usage and I can see within the next 10 years, I can see limits on salt usage coming around because of the impact it's having-

- [Alderman Steuer] So we're gathering the data right now.
- [Alderman Eck] It's safe to use
- Good thing to remember with just about everything in government no matter what it applies to.
- Yeah.
- Study it, we're just studying it. Yeah.
- All right, well, is there anything else-
- No.
- For your report.
- Thank God you said no, I'm just leaving.
- So removed to-
- It's usually, you're like .
- [Alderman Eck] Yeah, the worst news they could possibly have, he gave us not too long ago.
- All right-
- So, motion to receive-
- [Alderman Steuer] Well, the next meeting will be January 25th. Public hearings, nothing. Oh-
- [Alderman Eck] We have to receive and place on file, the director's approval.
- Yes, you are on it.
- [Alderman Eck] So, motion.
- [Alderman Wery] Second.
- [Alderman Steuer] Eck, seconded by Weary. All in favor, please say aye.
- Aye.
- Aye. That Passes unanimously. Next meeting of I and S is January 25th. Motion to adjourn by one of you?
- Motion to adjourn.

- Second.
- [Alderman Steuer] by Eck, and seconded by Wery. All in favor, please say aye.
- Aye.
- Aye.
- [Alderman Steuer] It's always enjoyable.
- Okay.
- We are done.
- Recording stopped.
- Leave meeting. I'm leaving the meeting.