



AGENDA OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, AUGUST 14, 2024, 5:00 PM

**In person at City Hall, Room 207
Virtual attendance also available via Zoom.**

A. Zoom Meeting Information.

1. Join Zoom Meeting Online:

<https://us02web.zoom.us/j/82206544400?pwd=NDdlbmszNUhBWW9XRUVU5ck1zMjZ2QT09>

Or call in by phone: +1 312 626 6799

Meeting ID: 822 0654 4400

Passcode: 635662

If you wish to speak at this public meeting or leave a comment, please fill out the online [Comment Form](#) prior to the meeting. More detailed [Zoom Instructions](#) can be found online.

B. Roll Call.

C. Approval of the Agenda.

D. Approval of Minutes.

E. Regular Business.

1. Consideration with possible action on request by Ald. Jennifer Grant to extend deferred assessments for the following parcels until sold or developed:

Parcel 22-SC490-2 - Water Main - 1078.89 front feet

Parcel 22SC-490-4 - Water Main - 361.5 front feet

Parcel 22SC-490-4 - Sanitary Sewer - 361.5 front feet + 1 sanitary lateral

2. Consideration with possible action on request by Department of Public Works on the

proposed 2025 Parking Division rate structure.

3. Consideration with possible action on request by Purchasing Manager to award the pole portion of the 2024 Traffic Equipment Contract to Tapco in the amount of \$440,475.73.
4. Consideration with possible action on request by Department of Public Works to approve a design services contract with Modjeski and Masters for the design of the east leaf, third phase, of the hydraulic rehabilitation of the Ray Nitschke memorial bridge in the amount of \$213,160.00.
5. Consideration with possible action on request by Department of Public Works to award the Contract RFB #2024-23 TRAFFIC SIGNALS to the following vendors: General Traffic Equipment Corp in the amount of \$51,262.00, Mid-American Signal in the amount of \$52,293.00, MoboTrex, LLC in the amount of \$197,067.35, Traffic Control Corp. in the amount of \$29,375.00, and Traffic Signal, LLC in the amount of \$39,250.00. See attached summary of Bid Results from Purchasing Department.

F. Informational.

1. Director's Report on recent activities of the Public Works Department.
2. The next Improvement & Services Committee meeting is scheduled for September 11, 2024.

G. Public Hearings.

H. Adjournment.

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



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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # E.1

Consideration with possible action on request by Ald. Jennifer Grant to extend deferred assessments for the following parcels until sold or developed:

Parcel 22-SC490-2 - Water Main - 1078.89 front feet

Parcel 22SC-490-4 - Water Main - 361.5 front feet

Parcel 22SC-490-4 - Sanitary Sewer - 361.5 front feet + 1 sanitary lateral

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 2024-07-26 Dist I to I and S

Online Form Submittal: Alders' Petitions and Communications

noreply@civicplus.com <noreply@civicplus.com>

Fri 7/26/2024 9:05 AM

To: Celestine Jeffreys <Celestine.Jeffreys@greenbaywi.gov>; Eric Genrich <Eric.Genrich@greenbaywi.gov>; Amaad Rivera <Amaad.Rivera@greenbaywi.gov>

Alders' Petitions and Communications

Name	Jennifer Grant
Committee Name	Improvement and Services Committee
Text of Communication	Consideration with possible action to extend deferred assessments for the following parcels until sold or developed: Parcel 22-SC490-2 – Water Main – 1078.89 front feet Parcel 22-SC490-4 – Water Main – 361.5 front feet Parcel 22-SC490-4 – Sanitary Sewer – 361.5 front feet + 1 sanitary lateral

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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # E.2

Consideration with possible action on request by Department of Public Works on the proposed 2025 Parking Division rate structure.

BACKGROUND

Parking Division operates as a City enterprise fund and must generate its own revenue to fund its operating budget. Tax levy funding is not used for Parking Division activity. Every year after the operating budget is developed, revenue programs are evaluated to determine what if anything needs to change to keep Parking Division financially solvent. From that review, staff adjusts rates and fees as needed. The 2025 Parking Division Rate Report documents recommended rate and fee changes to balance the 2025 Parking Division budget. Rates were adjusted based on parking industry standards, recommendations of the 2023 Downtown Parking Study, and the current economy.

RECOMMENDATION

Staff recommends approval of the 2025 parking rate structure as presented.

FISCAL IMPACT

N/A

ATTACHMENTS

- I. 2025 parking rate report

To: Improvements and Services Committee

From: Christopher J. Pirlot, PE
Parking Manager/Operations Director

Date: August 6, 2024

Re: Proposed 2025 Parking Division Rate Structure

INTRODUCTION

DPW-Parking System Division (a.k.a. – Parking Division) must generate 100% of its own revenue to cover operating, maintenance, and capital expenses. Parking Division must pay 1) parking ramp construction and maintenance bond costs, and 2) Finance, I/T, and Law Departments for their support. City property tax revenue contributes no funding (0.00%) toward Parking Division.

Due to Parking Division's self-funded nature, annual revenue must keep up with operating expenses and save funding for future capital expenses. Operating expenses are kept as low as practical to maintain financial stability while providing reasonable parking rates and fees. When operating costs increase, parking rates and fees must increase to balance the budget.

Proposals for rate/fee changes are based on 1) economic trends, 2) parking industry trends, 3) operating expenses, and 4) cost of Parking Division programs. These factors are compared against revenue to balance the budget accordingly. The intent of this report is to document the recommended 2025 Parking Division rate and fee structure.

HISTORY AND DISCUSSION

Monthly parking ramp/lot rental rates – Rental parking contributes the largest number of parked vehicles to the City's parking system and generates the highest percentage compared to other sources of parking revenue. Because of this, Parking Division attempts to be frugal when adjusting rental rates but still maintain a financially-solvent parking system.

Typically, rental rate increases have ranged from 2% to 4% to keep up with economic trends. Several past years held rates at 0% increase and one post-pandemic year required a 5% increase. Economic effects continue to increase operating costs. At the same time, parking occupancy remains low. Because Parking Division has fixed costs for operating ramps and lots, reduced occupancy and the resulting reduced revenue require rate increases to maintain financial solvency.

The COVID-19 pandemic led to a global trend in work-from-home policies, which severely reduced parking facility occupancy in business districts. As a result, Parking Division occupancy has reduced to (and remains at or below) 60% occupancy compared to 2019 (pre-pandemic) occupancy. Reduced occupancy means reduced economics-of-scale benefit, which means higher prices for consumers to keep the parking system solvent.

Parking rental rates historically have increased across the board by a prescribed percentage, adjusted up to the nearest dime. Advertised parking rental rates do not include sales tax. So sales tax is charged to rental parking patrons on top of rental fees. A history of ramp/lot rental rate increases is included in Table 1.

One exception to the across the board 3% rental rate increase practice involves Lot F. Parking industry practice is for core downtown parking lots to earn a higher parking rate. Currently, the highest 2025 downtown core parking lot rental rate is \$51.80 per stall per month plus tax. However, an old/expired parking agreement has allowed some Lot F patrons to currently pay as low as \$23.80 per stall per month. parking Division needs to correct this disparity. If the lower Lot F rates are increased to \$51.80 in 2025, that could add undue financial burden on affected parking patrons. To soften the blow, Parking Division proposes to increase the low Lot F rental rates over several years as follows:

2024 Lot F Rate	2025	2026 (est.)	2027 (est.)
\$50.20	\$51.80	\$53.40	\$55.00
\$23.80 to \$35.90	\$37.00	\$46.00	\$55.00

Volume discount rental rate – Parking Division established a volume discount rate structure in 2006. That discount plan was very lucrative for parking patrons and Parking Division was able to handle it financially. Unfortunately, in the current economic environment, Parking Division cannot sustain operational costs with that rate structure.

To continue providing cost incentives and adjust revenue flow, Parking Division proposes to change the volume discount rental rate from an 11-tier structure to a 3-tier structure. The proposed plan will provide parking patrons with a similar discount rate. Parking patrons that have a rate defined in a written agreement will not see a change in their discount rate until their current agreement expires. Following is a comparison of the existing and proposed discount rate structures:

	2006 through 2024	2025 and beyond
Roof (ramps)	Existing (pre-2007) patrons only	---
first 49 stalls	100% rate (no discount)	---
50 to 100 stalls	95% rate (5% discount)	---
101 to 200 stalls	90% rate (10% discount)	---
100 to 299 stalls	---	90% rate (10% discount)
201 to 300 stalls	85% rate (15% discount)	---
301 to 400 stalls	80% rate (20% discount)	---
300 to 499 stalls	---	80% rate (20% discount)
401 to 500 stalls	75% rate (25% discount)	---
501 to 600 stalls	70% rate (30% discount)	---
500 and over	---	75% rate (25% discount)
601 to 700 stalls	65% rate (35% discount)	---
701 to 800 stalls	60% rate (40% discount)	---
801 to 900 stalls	55% rate (45% discount)	---
901 to 1000 stalls	50% rate (50% discount)	---
> 1000 stalls	45% rate (55% discount)	---

Hourly parking ramp rate – Parking ramp and parking meter hourly rates vary from city to city depending on size of the parking program, strength of business district, local economy, and political environment in each community. The City of Green Bay parking ramp hourly rate was increased to \$1.00 per hour for 2024. This rate will remain unchanged for 2025. A history of parking rates is included in Table 2.

Hourly on-street parking meter rate – Parking ramp and parking meter hourly rates vary from city to city depending on size of the parking program, strength of business district, local economy, and political environment in each community. The City of Green Bay parking ramp hourly rate was increased to \$1.00 per hour for 2024. However, there has been public request during recent years to allow vehicles to park at meters for longer than two (2) hours. Currently, Green bay's parking meters have a two-hour time limit.

The 2023 downtown parking study recommended that parking patrons be allowed to park at on-street meters for longer than two hours. Historically, on-street parking has been limited to provide parking for business patrons close to the store front. To move long-term parking sessions to off-street locations, a two hour on-street parking meter limit has been maintained. Parking industry practice has been changing due to decreased downtown patronage and adding incentives for downtown visitors. To balance walking distance for short-term parkers and allow longer term on-street parking sessions, parking industry is starting to allow extended on-street parking sessions. But long-term parking sessions draw a higher parking rate after a predetermined period. This requires long-term parkers to decide if it is worth it to them to park close to their destination for long periods of time. Following is the proposed long-term on-street parking meter rate structure:

Parking Session Hours	2024	2025
1 and 2	\$1.00 per hour	\$1.00 per hour
3 and 4	Not allowed	\$2.00 per hour
5 and beyond	Not allowed	\$3.00 per hour

Parking citation rates – Parking citation rates vary from city to city depending on size of the parking program, strength of business district, political environment, and local economy. Green Bay's citation rates typically increase due with regional trends, and local indicators that identify parking patrons are getting too accepting of citation rates. If parking patrons get comfortable paying a certain citation fee, then the rate structure is not effective and citation rate increases should be considered.

All parking citation rates, and late fees were last increased in 2020. Parking Division proposes no change in parking citation rates or payment late fees for 2025. A statewide citation rate evaluation will be conducted during 2025 to determine if citation rates should be adjusted in 2026. A history of parking citation rates is included in Table 3.

--- Summary on following page ---

SUMMARY OF 2025 PARKING RATE RECOMMENDATIONS

Based on 2025 Parking Division operating expense projections and Parking Division's non-use of property tax revenue, it is recommended that the following parking rate structure be adopted effective January 1, 2025:

1. **Increase parking rental rates** three percent (3%) rounded up to the nearest dime
2. **Adjust Lot F rental rates** to eliminate diversity of rates among similar patrons in the same facility
3. **Modify parking rental volume discount rate** structure as follows:

Stalls Rented	Discount
<i>100 to 299 stalls</i>	<i>90% rate (10% discount)</i>
<i>300 to 499 stalls</i>	<i>80% rate (20% discount)</i>
<i>500 and over</i>	<i>75% rate (25% discount)</i>

4. **Increase parking meter rate** as follows:

Parking Session Hours	2025
Hours 1 and 2	\$1.00 per hour
Hours 3 and 4	\$2.00 per hour
5 hours and beyond	\$3.00 per hour

5. **Increase Adams Street Lot and River Ramp hourly parking rate** to \$1.25 per hour
6. **Maintain parking ramp hourly parking rate** at \$1.00/hour
7. **Maintain current parking citation rates** as follows:
 - a. Overtime parking and expire meter – \$22
 - b. No parking and overnight on-street parking – \$32
 - c. No stopping/standing, hydrant, fire lane, and bus stop – \$42
 - d. One-week late fee – \$12 added to citation face value (= \$12 + citation face value)
 - e. One-month late fee – \$22 added to citation face value and \$12 one-week late fee (\$22 + \$12 = \$34 + citation face value)

It is *critical* to note that parking rates noted above were used to develop the 2025 Parking Division revenue and operating budgets. Again, due to the self-funded nature of Parking Division, changes to the revenue budget directly affect the operating budget. If parking rates or fees are modified from those proposed above, the 2025 Parking Division budget must similarly be modified to balance the change in projected revenues.

Table 1
Parking Rental Rate Increase History

<u>Year</u>	<u>Rental Rate Increase (over previous year)</u>
2002	4% rate increase
2003	4% rate increase
2004	4% rate increase
2005	4% rate increase
2006	No rate increases AND new volume discount rental rate structure
2007	3% rate increase
2008	3% rate increase
2009	3% rate increase
2010	No rate increase
2011	No rate increase
2012	2% rate increase
2013	No rate increase
2014	No rate increase
2015	2% rate increase
2016	2% rate increase
2017	2% rate increase
2018	No rate increase
2019	2% rate increase
2020	2% rate increase
2021	2% rate increase
2022	3% rate increase
2023	5% rate increase
2024	3% rate increase
2025	3% rate increase AND all Lot F rentals equalized at \$50.20 per stall per month AND volume discount rate structure modification

Table 2
Hourly Parking Rate History

<u>Year</u>	<u>Ramp Hourly rate</u>	<u>Adams Lot/River Ramp</u>	<u>Parking Meters</u>
1972 (January 1)	\$0.10 per hour	N/A	\$0.10 per hour
1977 (January 1)	\$0.25 per hour	N/A	No change
1982 (June 28)	No change	\$0.20 per hour	\$0.20 per hour
1986 (December 1)	No change	\$0.20/hour (1-4 hrs); \$0.40/hr beyond 4	No change
1987	No change	No change	No change
1988	No change	No change	No change
1989	No change	No change	No change
1990 (July 1)	\$0.30 per hour	No change	\$0.25 per hour
1991 (January 1)	No change	No change	\$0.30 per hour
1992	No change	No change	No change
1993	No change	No change	No change
1994 (July 1)	\$0.35 per hour	\$0.35/hour (1-4 hrs); \$0.55/hr beyond 4	\$0.35 per hour
1995	No change	No change	No change
1996 (July 1)	\$0.40 per hour	\$0.40/hour (1-4 hrs); \$0.60/hr beyond 4	\$0.40 per hour
1997	No change	No change	No change
1998	No change	No change	No change
1999	No change	No change	No change
2000	No change	No change	No change
2001 (November 19) Green Bay Gold Program begins	\$0.50 per hour (first hour free)	\$0.50/hour (1-4 hrs); \$0.70/hr beyond 4	\$0.50 per hour
2002	No change	No change	No change
2003	No change	No change	No change
2004 (January 1)	No change	No change	\$0.55 per hour
2005	No change	No change	No change
2006 (January 1)	No change	\$0.70 per hour	No change
2007	No change	No change	No change
2008 (January 1)	\$0.55 per hour (first hour free)	\$0.75 per hour	\$0.60 per hour
2009	No change	No change	No change
2010	No change	No change	No change
2011	No change	No change	No change
2012	No change	No change	No change
2013	No change	No change	No change
2014	No change	No change	No change
2015 (January 1)	\$0.75 per hour	\$1.00 per hour (Adams)	\$0.75 per hour
2016 (River Ramp)	No change	\$1.00 per hour (River)	No change
2017	No change	No change	No change
2018 (January 1)	No change	No change	\$0.85 per hour
2019 (January 1)	\$0.85 per hour & change first hour N/C to first 15- minutes N/C	No change	No change
2020 (January 1)	No change	No change	\$0.90 per hour
2021 (January 1)	No change	No change	No change
2022 (January 1)	No change	\$1.10 per hour (Adams)	\$0.95 per hour
2023 (January 1)	No change	No change	No change
2024 (January 1)	\$1.00 per hour	No change	\$1.00 per hour
2025 (January 1)	No change	\$1.25 per hour	No change

Table 3
Parking Citation Rate History

Citation Rate Change History							
Year	<u>Overtime</u> <u>Parking</u>	<u>No</u> <u>Parking</u>	<u>No Stopping</u> <u>/ Standing</u>	<u>Truck off</u> <u>Truck Route</u>	<u>Disabled</u>	<u>1 week</u> <u>late</u>	<u>1 month</u> <u>late</u>
2000	\$4	\$10	\$20	\$50	\$50	Add \$4	add \$7
2001	\$8	\$15	\$25	No change	\$75	No change	No change
2002	No change	No change	No change	No change	No change	No change	No change
2003	No change	No change	No change	No change	No change	No change	No change
2004	No change	\$20	\$30	\$60	\$100	Add \$5	add \$10
2005	No change	No change	No change	No change	No change	No change	No change
2006	No change	No change	No change	No change	No change	No change	No change
2007	No change	No change	No change	No change	No change	No change	No change
2008	No change	No change	No change	No change	No change	No change	No change
2009	\$10	No change	No change	No change	No change	No change	No change
2010	No change	No change	No change	No change	No change	No change	No change
2011	No change	No change	No change	No change	No change	No change	No change
2012	No change	No change	No change	No change	No change	No change	No change
2013	No change	No change	No change	No change	No change	No change	No change
2014	No change	No change	No change	No change	No change	No change	No change
2015	\$15	\$25	\$35	No change	No change	No change	No change
2016	No change	No change	No change	\$100	No change	No change	No change
2017	No change	No change	No change	No change	\$150	Add \$7	Add \$15
2018	No change	No change	No change	No change	No change	No change	No change
2019	No change	No change	No change	No change	No change	No change	No change
2020	\$22 **	\$32 **	\$42 **	\$102 **	\$302 **	Add \$12	Add \$22
2021	No change	No change	No change	No change	No change	No change	No change
2022	No change	No change	No change	No change	No change	No change	No change
2023	No change	No change	No change	No change	No change	No change	No change
2024	No change	No change	No change	No change	No change	No change	No change
2025	No change	No change	No change	No change	No change	No change	No change

**** NOTE** – Starting in 2020, parking citation rates include a \$2 processing fee (per citation) paid to the Parking Division citation management software provider. The system is internet/cloud-based, and operates in real-time.



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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # E.3

Consideration with possible action on request by Purchasing Manager to award the pole portion of the 2024 Traffic Equipment Contract to Tapco in the amount of \$440,475.73.

BACKGROUND

The City of Green Bay Department of Public Works is awarding the Intent to Award to Purchase the remaining items for the 2024 Traffic equipment off, of Contract # 510361 to finalize this order.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Tapco 2024 V3



Purchasing Department
100 North Jefferson Street - Room 101
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Phone 920.448.3047
Fax 920.448.3050

8/9/2024

NOTICE OF INTENT TO AWARD

Dear TAPCO,

The City of Green Bay Department of Public Works is awarding the Intent to Award to Purchase the remaining items for the 2024 Traffic equipment off, of Contract # 510361 to finalize this order.

- See Bid Summary Sheet, in the amount of (\$440,475.73).

This Notice of Intent to Award is subject to execution of a written contract and, as a result this Notice does NOT constitute the formation of a contract between the City of Green Bay ("City") and the apparent successful vendor(s).

This intended award will be brought for approval before the next Improvement and Services Committee meeting scheduled for August 14, 2024 @ 5:00 PM. The meeting is open to the public. If you plan to attend, please confirm the date, time, and room location prior to the meeting by visiting our website at www.greenbaywi.gov.

Thank you for the time and effort in submitting a response and for your continued interest in doing business with the City of Green Bay. If you have any questions, or require additional information, please feel free to contact me at 920-448-3049.

Sincerely,

Troy Van Handel

Troy Van Handel
Buyer

CITY OF GREEN BAY BID TAB SUMMARY

RFP #2024-23 TRAFFIC SIGNALS

ISSUED: 6/27/2024 DUE: 7/18/2024

NUMBER OF BIDS RECEIVED: 5

CC: 28000, 28500, 55000, 83200

**BID NOT SUBMITTED ON TIME.
PURCHASE(S) ARE FROM CONTRACT
NUMBER 510361.**

			VENDOR #6	
			TAPCO	
No.	Description	QTY	Unit Price	Total
1	SIGNAL, TRAFFIC, 3-SECTION, VERTICAL ORIENTATION, BLACK HOUSINGS, BLACK DOORS, BLACK TUNNEL VISORS, WITH R-Y-G CLEAR LENS LED (NO TINTED LENSES), EAGLE SA103A1211BBB, NO SUBSTITUTE	85	\$364.29	\$30,964.65
2	SIGNAL, TRAFFIC, 4-SECTION, VERTICAL ORIENTATION, BLACK HOUSINGS, BLACK DOORS, BLACK TUNNEL VISORS, WITH <R-<Y-<Y-<G CLEAR LENS LED, EAGLE SA104A1211BBB, NO SUBSTITUTE	40	\$482.76	\$19,310.40
3	BRACKET, TRAFFIC SIGNAL MOUNTING, POLYCARBONATE, BLACK, EAGLE PDM 442 OR APPROVED EQUAL BRAND/PART# QUOTED	420	\$20.95	\$8,799.00
			EAGLE PDM	
4	CLOSURE CAP, TRAFFIC SIGNAL, 1-1/2 INCHES x 7/8 INCHES, THREADED, BLACK, WITH GASKET BRAND/PART# QUOTED	420	\$1.89	\$793.80
			EAGLE SE0499/354	
5	BACKPLATE, TRAFFIC SIGNAL, BLACK, ABS PLASTIC, TO FIT 3-SECTION 12-INCH EAGLE SIGNAL HOUSINGS BRAND/PART# QUOTED	55	\$38.95	\$2,142.25
			EAGLE BPD503	

6	BACKPLATE, TRAFFIC SIGNAL, BLACK, ABS PLASTIC, TO FIT 4-SECTION 12-INCH EAGLE SIGNAL HOUSINGS	30	\$52.95	\$1,588.50
	BRAND/PART# QUOTED		EAGLE BPD504	
7	BRACKET KIT, TRAFFIC SIGNAL MOUNTING, 3-SECTION, POWDER COAT GLOSS BLACK, 120-INCH STAINLESS STEEL CABLE, ALL AXIS ADJUSTABLE, HINGED SINGLE BOLT TUBE CLAMP, WITH TY-BACK ACCESSORY, PELCO GALAXY SERIES AG-0125-3-120-SS-P33 KIT WITH AB-0506-ZN2 TY-BACK OR APPROVED EQUAL	35	\$241.10	\$8,438.50
	BRAND/PART# QUOTED		PELCO AG-0125-3-120/AB0506	
8	BRACKET KIT, TRAFFIC SIGNAL MOUNTING, 4-SECTION, POWDER COAT GLOSS BLACK, 120-INCH STAINLESS STEEL CABLE, ALL AXIS ADJUSTABLE, HINGED SINGLE BOLT TUBE CLAMP, WITH TY-BACK ACCESSORY, PELCO GALAXY SERIES AG-0125-4-120-SS-P33 KIT WITH AB-0506-ZN2 TY-BACK OR APPROVED EQUAL	24	\$255.53	\$6,132.72
	BRAND/PART# QUOTED		PELCO AG-0125-4-120/AB0506	
9	LOCK NIPPLE, TRAFFIC SIGNAL, 1-1/2 INCHES x 1-1/2 INCHES LONG, THREADED, ALUMINUM, UNPAINTED	400	\$10.95	\$4,380.00
	BRAND/PART# QUOTED		TAPCO 0443	
10	SIGNAL, TRAFFIC, PEDESTRIAN, 1-SECTION, COUNTDOWN LED TYPE, 16IN x 18IN, BLACK POLYCARBONATE HOUSING, BLACK POLYCARBONATE DOOR, BLACK POLY HOOD VISOR, FULL HAND/FULL PERSON INDICATIONS, MIL-STD-810F MOISTURE RESISTANCE, MIL-STD-883 VIBRATION RESISTANCE, 80-135 VAC, ITE PTCSI PART 2-2004 COMPLIANT, GE GT1 DAILIGHT 430-6479-001X, OR APPROVED EQUAL	31	\$308.57	\$9,565.67
	BRAND/PART# QUOTED		EAGLE 50BSTL	

11	PEDESTRIAN PUSHBUTTON, ROUND, UNIVERSAL DIRECTIONAL ARROW ON BUTTON FACE, YELLOW HOUSING, WITH YELLOW MOUNTING BASE FOR ROUND POLES, TWO-TONE AUDIBLE CONFIRMATION, POLARA BULLDOG BDSP-011-Y AND APBC-Y OR APPROVED EQUAL	16	\$127.27	\$2,036.32
	BRAND/PART# QUOTED		POLARA BDSP011+APBC	
12	POLE, TRAFFIC SIGNAL, 4.5 INCH O.D. x 13 FEET LONG, THREADED ONE END, ALUMINUM, PAINTED SEMI-GLOSS BLACK	8	\$403.17	\$3,225.36
	BRAND/PART# QUOTED		TAPCO 13BLK	
13	POLE, TRAFFIC SIGNAL, 4.5 INCH O.D. x 15 FEET LONG, THREADED ONE END, ALUMINUM, PAINTED SEMI-GLOSS BLACK	14	\$507.15	\$7,100.10
	BRAND/PART# QUOTED		TAPCO 13BLK	
14	POLE BASE, TRAFFIC SIGNAL, SQUARE, BOLT-DOWN, ALUMINUM, PAINTED BLACK, THREADED TO ACCEPT 4.5 INCH O.D. SIGNAL POLE, ALUMINUM DOOR, SLOTTED HEX HEAD DOOR BOLT, WITH GROUNDING TERMINAL	144	\$230.37	\$33,173.28
	BRAND/PART# QUOTED		TAPCO 203-14BK	
15	POLE CAP, TRAFFIC SIGNAL, ALUMINUM, PAINTED SEMI-GLOSS BLACK, 3 OR MORE BRASS OR STAINLESS-STEEL SET SCREWS, TO FIT 4.5 INCH O.D. POLE	44	\$30.45	\$1,339.80
	BRAND/PART# QUOTED		TAPCO 203-10BK	
16	CABINET, TRAFFIC CONTROLLER, ACTUATED, TS-2, 16-PHASE, AS PER ATTACHED CITY OF GREEN BAY ACTUATED TS-2 TRAFFIC CONTROL CABINET SPECIFICATIONS	5	\$11,520.00	\$57,600.00
	BRAND/PART# QUOTED		McCAIN 150861	
17	CONTROLLER, TRAFFIC SIGNAL, TS-2 2003 COMPLIANT, SHELFMOUNTED, ACTUATED, 16-PHASE, ECONOLITE COBALT WITH EOS SOFTWARE, NO SUBSTITUTES	5		
	BRAND/PART# QUOTED			

18	MMU CONFLICT MONITOR, TRAFFIC SIGNAL, NEMA 16-CHANNEL, SDLC PORT, ETHERNET PORT, INDIVIDUAL LCD DISPLAYS FOR CHANNEL STATUS AND DATA LOGS, FAULT MEMORY, INTERNAL CLOCK, EDI MMU2-16LEIP, NO SUBSTITUTES	5	\$1,195.00	\$5,975.00
19	WIRE, TRAFFIC SIGNAL CABLE, 12 CONDUCTOR, #14 AWG CU CONDUCTORS, COLOR-CODED CONDUCTORS, TO MEET IMSA 20-1 SPECIFICATIONS, 2500 FT SPOOL ONLY, NO EXCEPTIONS	4		
	BRAND/PART# QUOTED			
20	WIRE, TRAFFIC SIGNAL CABLE, 5 CONDUCTOR, #14 AWG CU STRANDED CONDUCTORS, COLOR-CODED CONDUCTORS, TO MEET IMSA 20-1 SPECIFICATIONS, 2500 FT SPOOL ONLY	4		
	BRAND/PART# QUOTED			
21	WIRE, TRAFFIC SIGNAL CABLE, 7 CONDUCTOR, #14 AWG CU STRANDED CONDUCTORS, COLOR-CODED CONDUCTORS, TO MEET IMSA 20-1 SPECIFICATIONS, 2500 FT SPOOL ONLY	4		
	BRAND/PART# QUOTED			
22	TRAFFIC SIGNAL PRE-EMPTION SYSTEM, GTT OPTICOM GPS SYSTEM FOR TS2 TRAFFIC SIGNAL CONTROL CABINET, TO INCLUDE MODEL 760 CARD RACK, MODEL 764 DISCRIMINATOR MODULE, MODEL 3100 GPS RECEIVER, 250-FT CABLE, AND ALL OTHER CONTROL COMPONENTS NECESSARY FOR A COMPLETE AND OPERABLE SYSTEM, NO SUBSTITUTES	5	\$12,337.00	\$61,685.00
23	FUSE HOLDER, INLINE, BREAKAWAY, SCREW TERMINAL, #12-#3 WIRE RANGE, WITH INSULATING BOOTS FOR EACH END. BUSSMAN HEB-JW-RLC-J, MERSEN FEB-81-81-BA, IDEAL SLK30-1212, OR APPROVED EQUAL	33	NO BID	NO BID
24	FUSE, 10 AMP, TYPE KT-K	33	NO BID	NO BID
25	PHOTO CONTROL, STREETLIGHT, NEMA PLUG-IN TYPE, 120-VOLT, 1000-WATT, LIGHTNING ARRESTOR, INTERMATIC LC4521C OR APPROVED EQUAL	5	\$24.16	\$120.80

26	VEHICLE DETECTOR SYSTEM, VIDEO, 4-DIRECTION, 1000-FT EACH OF THE MANUFACTURER RECOMMENDED POWER & SIGNAL CABLES, FOUR COLOR CAMERAS, ALL COMPONENTS NECESSARY FOR A COMPLETE AND FUNCTIONAL SYSTEM IN A TS2 TRAFFIC CONTROL CABINET. VANTAGE NEXT DETECTION SYSTEM BRAND/PART# QUOTED	5		
27	STREETLIGHT POLE, 30-FOOT, BLACK SEMI-GLOSS FINISH, ROUND TAPERED GALVANIZED 7-GAUGE STEEL OR FIBERGLASS COMPOSITE CONSTRUCTION, 10-FT STREETLIGHT ARM, RECEPTACLE MOUNTING PLATE AT 15-FT ABOVE BASE ON SAME SIDE AS HANDHOLE, SEE DETAIL FOR SINGLE STREETLIGHT ARM WITH FESTOON OUTLET AND SINGLE BANNER POLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.25 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	19	\$6,426.43	\$122,102.17
			VAL	
28	POLE, SIGNAL, 20-FT, GALVANIZED FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 50-FT MONOTUBE TRAFFIC SIGNAL ARM MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, AASHTO 2013 COMPLIANCE, 20-INCH BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.75 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	2	\$13,516.00	\$27,032.00
			VAL	
29	POLE, SIGNAL, 20-FT, GALVANIZED WITH BLACK SEMI-GLOSS FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 35-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3 FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, AASHTO 2013 COMPLIANCE, 16-INCH BOLT CIRCLE, INCLUDE 1.5 INCH DIAMETER F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	1	\$14,729.46	\$14,729.46
			VAL	

30	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 55-FT MONOTUBE CURVED TRAFFIC SIGNAL ARM MOUNTED AT 18-FT ABOVE BASE, MONOTUBE ARM SUITABLE FOR MOUNTING ONE 5-SECTION AND TWO 3-SECTION SIGNALS (SEE DETAIL), REMOVABLE METAL TOP CAP, 15-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 20-IN BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.75 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVER BRAND/PART# QUOTED	4	\$26,793.78	\$107,175.12
			VAL	
31	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 35-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, 10-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO FLANGE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 16-IN BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.5 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	1	\$16,384.56	\$16,384.56
			VAL	
32	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 50-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, 15-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 20-IN BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.75 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	2	\$16,929.73	\$33,859.46
			VAL	

33	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 40-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, 10-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 20-IN BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.75 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	2	\$16,412.43	\$32,824.86
			VAL	
34	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 45-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE DETAIL), REMOVABLE METAL TOP CAP, 10-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 20-IN BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.75 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	1	\$16,627.33	\$16,627.33
			VAL	
35	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 30-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE ATTACHED DETAIL), REMOVABLE METAL TOP CAP, 10-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 16.5-INCH BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.5 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS BRAND/PART# QUOTED	5	\$13,516.73	\$67,583.65
			VAL	
TOTAL BID AMOUNT				\$702,689.76
TOTAL AWARDED AMOUNT				\$440,475.73

	LEAD TIME	6-26 WEEKS
	PAYMENT TERMS (NET 30)	Y
	EARLY PAYMENT DISCOUNT	N/A
	P-CARD	-



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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # E.4

Consideration with possible action on request by Department of Public Works to approve a design services contract with Modjeski and Masters for the design of the east leaf, third phase, of the hydraulic rehabilitation of the Ray Nitschke memorial bridge in the amount of \$213,160.00.

BACKGROUND

The hydraulic rehabilitation of the Ray Nitschke bridge has been broken down into a phased approach. This contract will include updating bid documents and providing construction support for the east leaf. Modjeski and Masters has been retained for prior phases of the hydraulic rehabilitation design, including construction support services for the west leaf. Lessons learned from the west leaf rehabilitation that may benefit the east leaf design will be incorporated into this contract.

RECOMMENDATION

Public Works recommends approval of the award to Modjeski and Masters.

FISCAL IMPACT

Design funds were included in the 2024 CIP.

ATTACHMENTS

- I. 2024-08-01 Nitschke Bascule Bridge East Leaf Rehab Design



Colorado | Illinois | Louisiana | Michigan | Missouri | New Jersey | New York | North Carolina | Pennsylvania | Texas | Washington, DC | West Virginia

8/1/2024

Ms. Trista Hobbs
Assistant City Engineer – Special Projects
City of Green Bay
100 North Jefferson Street, Room 300
Green Bay, WI 54301

RE: **Ray Nitschke Memorial Bascule Bridge East Leaf Rehabilitation Design**
Engineering Services Proposal

Dear Ms. Hobbs:

Modjeski and Masters, Inc. (M&M) is pleased to provide the City of Green Bay (City) the following Proposal for Engineering Services to provide design services, preparation of bid documents and construction support for the mechanical systems at the subject bridge.

Should you have any questions or need more information, please refer to the contact information at the end of this document.

East Bascule Leaf Pump Rehabilitation Scope

Description of Work

Following the rehabilitation design for the West Leaf of the Ray Nitschke Memorial Bridge, we will develop repair plans for the mechanical components of the East Leaf with a similar scope of rehabilitation. This repair scope includes:

- Installation of two pumps removed from the bridge in a previous phase, refurbished by Oilgear
- Replace both hydraulic motors
- Hydraulic circuit rehabilitation, including replacing various adjustable valves, cleaning and leak testing the reservoir, flushing piping, replacing hoses, and installing a new fluid conditioning system
- Startup testing and commissioning

This scope was prepared collaboratively with the City of Green Bay engineering and maintenance staff throughout the execution of the west Leaf design.

Ongoing Construction

M&M is currently providing construction support services for the West Leaf rehabilitation work. Lessons learned from the West Leaf installation that may benefit the East Leaf design will be incorporated into this contract. One pump from the West Leaf will be sent to Oilgear for refurbishment as part of the West Leaf rehab work. This pump is intended to be utilized in the East Leaf rehabilitation.

Rehabilitation Work

M&M will prepare plans and specifications detailing the mechanical, hydraulic, and associated electrical rehabilitation work on the East bascule Leaf and other recommended tasks for the operating machinery to be completed over the 2024-25 winter shutdown. M&M will prepare one set of contract documents, specifying tasks to be included with a similar scope as the West Leaf rehabilitation. Design work may occur during the ongoing West Leaf rehabilitation construction work. We estimate the design phase to be approximately 12 weeks. We understand the City would like to have contract documents prepared for a



Ms. Trista Hobbs

- 2 -

8/1/2024

late fall letting. We have included time for PM and Mechanical Engineer to attend 8 virtual meetings during design phase. The proposal assumes only time required to develop technical specification and special provisions. It is assumed that the City will develop all general bid package documents and special provisions.

M&M will provide in-office construction support services including shop drawing review, RFI response, reviewing construction procedures, and construction coordination. Our fee includes reviewing up to 15 submittal packages and responding to 15 RFIs. This proposal assumes attendance by PM or engineer at weekly progress calls and or virtual meetings during the construction phase.

M&M will provide on-site assistance during construction to help ensure the work conforms to the contract requirements. We anticipate four trips by an Engineer to site or shop to evaluate progress and to conduct final inspection. It is assumed that an electrical engineer will also attend the final inspection visit. The final inspection for the construction phase will include:

- Final inspection of the completed work to develop a punchlist
- Machinery operational testing
- Commissioning of the span drive system

The Lubrication and maintenance manual created by MM under the previous contract will be updated with any new information pertinent to the rehabilitation work.

Administrative & Coordination

M&M will self-perform work and handle all aspects of project management for this project, including but not limited to reporting of progress to the City of Green Bay and attendance on conference calls.

Summary of Upset Limit for Engineering Services

M&M proposes to perform the design and construction support work based on actual costs plus fixed fee with a not to exceed amount of \$213,160 as shown below. M&M will invoice actual salaries times an overhead and profit multiplier of 2.86. Should circumstances arise that would require additional work which exceeds this amount, M&M will notify the City of Green Bay as soon as possible and submit for a supplement.

The proposed fee for each of the above-described items is as follows:

- | | |
|---------------------------------|------------|
| • Rehabilitation Design | \$ 62,890 |
| • Construction Support Services | \$ 150,270 |

Summary

Thank you for considering Modjeski and Masters to perform this work. We trust that you will find this proposal responsive to your needs. If you have any questions concerning this proposal or need any additional information, please feel free to contact me, Laura Rampersad, PE, at (616) 481-8145 or M&M's technical point of contact Geoffrey Forest, PE at (717) 443-5966 or glforest@modjeski.com.

We thank you for your kind consideration and look forward to your response.

Very truly yours,

Laura Rampersad, PE
Project Manager, Regional Director
Modjeski and Masters, Inc.

Attachment
cc: LLR, kwj, glf, tjm



City of Green Bay
Department of Public Works

Ray Nitschke Memorial Bascule Bridge Inspection Proposal



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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # E.5

Consideration with possible action on request by Department of Public Works to award the Contract RFB #2024-23 TRAFFIC SIGNALS to the following vendors: General Traffic Equipment Corp in the amount of \$51,262.00, Mid-American Signal in the amount of \$52,293.00, MoboTrex, LLC in the amount of \$197,067.35, Traffic Control Corp. in the amount of \$29,375.00, and Traffic Signal, LLC in the amount of \$39,250.00. See attached summary of Bid Results from Purchasing Department.

BACKGROUND

RECOMMENDATION

To Award to Listed Vendors.

FISCAL IMPACT

ATTACHMENTS

1. 2024-23 Intent To Award
2. 2024-23 Bid Tab Summary



Purchasing Department
100 North Jefferson Street - Room 101
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Phone 920.448.3047
Fax 920.448.3050

8/5/2024

NOTICE OF INTENT TO AWARD

Dear Vendor(s),

After careful review of all bids, the **City of Green Bay Department of Public Works** announces its Intent to Award the Contract for RFB #2024-23 Traffic Signals to the lowest responsive, responsible Vendor(s):

- General Traffic Equipment Corp. in the amount of (\$51,262.00).
- Mid-American Signal in the amount of (\$52,293.00).
- MoboTrex, LLC in the amount of (\$197,067.35).
- Traffic Control Corp. in the amount of (\$29,375.00).
- Traffic Signal, LLC in the amount of (\$39,250.00).

This Notice of Intent to Award is subject to execution of a written contract and, as a result this Notice does NOT constitute the formation of a contract between the City of Green Bay ("City") and the apparent successful vendor(s).

This intended award will be brought for approval before the next Improvement and Services Committee meeting scheduled for August 14, 2024 @ 5:00 PM. The meeting is open to the public. If you plan to attend, please confirm the date, time, and room location prior to the meeting by visiting our website at www.greenbaywi.gov.

Thank you for the time and effort in submitting a response and for your continued interest in doing business with the City of Green Bay. If you have any questions, or require additional information, please feel free to contact me at 920-448-3049.

Sincerely,

Troy Van Handel
Buyer

CC: 28000, 28500, 55000, 83200

[illegible]

35	POLE, SIGNAL, 30-FT, GALVANIZED WITH SEMI-GLOSS BLACK FINISH, ROUND TAPERED STEEL, MIN 7-GAUGE WALL THICKNESS, 30-FT MONOTUBE TRAFFIC SIGNAL ARM WITH A 3-FT RISE MOUNTED AT 18-FT ABOVE BASE (SEE ATTACHED DETAIL), REMOVABLE METAL TOP CAP, 10-FT LUMINAIRE/CAMERA ARM WITH A 2-FT RISE MOUNTED TO BUTT-PLATE NEAR TOP OF POLE, AASHTO 2013 COMPLIANCE, 16.5-INCH BOLT CIRCLE, ELONGATED BASE MOUNTING HOLES TO FIT 1.5 INCH ANCHOR BOLTS, INCLUDE F1554 GRADE 55 STRAIGHT ANCHOR BOLTS, AND ALL HARDWARE EXCEPT ANCHOR BOLT COVERS	5
BRAND/PART# QUOTED		
TOTAL BID AMOUNT		
TOTAL AWARDED AMOUNT		
LEAD TIME		
PAYMENT TERMS (NET 30)		
EARLY PAYMENT DISCOUNT		
P-CARD		

NO BID	NO BID
	\$78,282.00
	\$51,262.00
30 DAYS	
Y	
N/A	
Y	

NO BID	NO BID
	\$192,021.75
	\$52,293.00
6-9 WEEKS	
Y	
N/A	
Y	

NO BID	NO BID
	\$223,667.35
	\$197,067.35
4-8 WEEKS	
Y	
N/A	
Y	

NO BID	NO BID
	\$96,645.00
	\$29,375.00
10-12 WEEKS	
Y	
N/A	
N	

NO BID	NO BID
	\$39,250.00
	\$39,250.00
8 WEEKS	
Y	
N/A	
Y	

Recommendation: Awarding the lowest responsive, responsible vendor(s) to General Traffic Equipment Corp. (\$51,262.00), Mid-American Signal (\$52,293.00), MoboTrex, LLC (\$197,067.35), Traffic Control Corp. (\$29,375.00), Traffic Signal, LLC (\$39,250.00)



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

MEETING DATE

August 14, 2024

PREPARED BY

AGENDA ITEM # F.I

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

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None