

**NOTICE OF PUBLIC MEETING****Public Works Committee/**

Ryan Austin, Chairperson

Matt Zacher, Secretary

Patrick Delaney

Mayor Blaser

Notice is hereby given of a meeting of the Public Works Committee to be held in the Common Council Chambers at City Hall, 444 West Grand Ave, Wisconsin Rapids **5:00 pm on Thursday, February 3rd, 2022. The public may listen to the meeting by calling 1-312-626-6799 Access code: 896 3278 3403.** The meeting will also be streamed LIVE on the City of Wisconsin Rapids Facebook page. This meeting is also available after its conclusion on the City's Facebook page and Community Media's YouTube page, which can be accessed at www.wr-cm.org. If a member of the public wishes to submit comments to the Public Works Committee regarding an agenda item and does not wish to be present in person, please contact Committee chair Ryan Austin via email at raustin@wirapids.org before the meeting.

Agenda

1. Call to order
2. Review the proposed mailbox replacement policy
3. Review the Snow Removal Policy
4. Review January Engineering & Street Department activities report
5. Review ITS Grant proposals
6. Review Parking Ordinance along Lincoln St 27.13(1)(c)(19) Revisions
7. Review and set the preliminary target revenue amount for the Transportation Utility
8. Review the responsible bidder model ordinance
9. Review referral list
10. Adjourn

Ryan Austin, Chairperson

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The City of Wisconsin Rapids provides access to meetings to all citizens. If access to this meeting through video or audio means is not possible due to a disability, notification to the City's IT Manager at 715-421-8288 at least 48 hours prior to the scheduled meeting is encouraged to request accommodations.



Public Works Committee

Date of Request: 01/24/2022

Requestor: Paul Vollert Public Works Superintendent

Request/Referral: Review and approve proposed mailbox replacement policy

Background information: There is no policy in place on how to replace mailboxes if they are damaged by Public Works operations.

Options available: See attached options

Action you are requesting the committee take: The committee can choose to approve one of the two options that are presented or a version similar as a stand-alone policy, or they can take no action and make it part of the snow removal policy.

How will the item be financed? No financing needed for approval of the policy.



PUBLIC WORKS DEPARTMENT

1411 CHASE STREET
WISCONSIN RAPIDS, WI 54495
(715) 421-8218 FAX (715) 421-8281

Mailbox Replacement Policy Option 1

The Wisconsin Rapids Public Works Department has many operations that require various types of equipment and vehicles to work within the right of way, specifically within the proximity of the curb and gutter. Performing these operations require the department to plow or clean as close to the curb as possible. The Public Works Department takes great care not to damage any property that is located within the city right of way; however, mailboxes may occasionally be damaged. If a mailbox is damaged, the property owner shall report the damage to the Public Works Department at 715-421-8218. A representative of the city will be sent out to determine if the damage meets the following criteria:

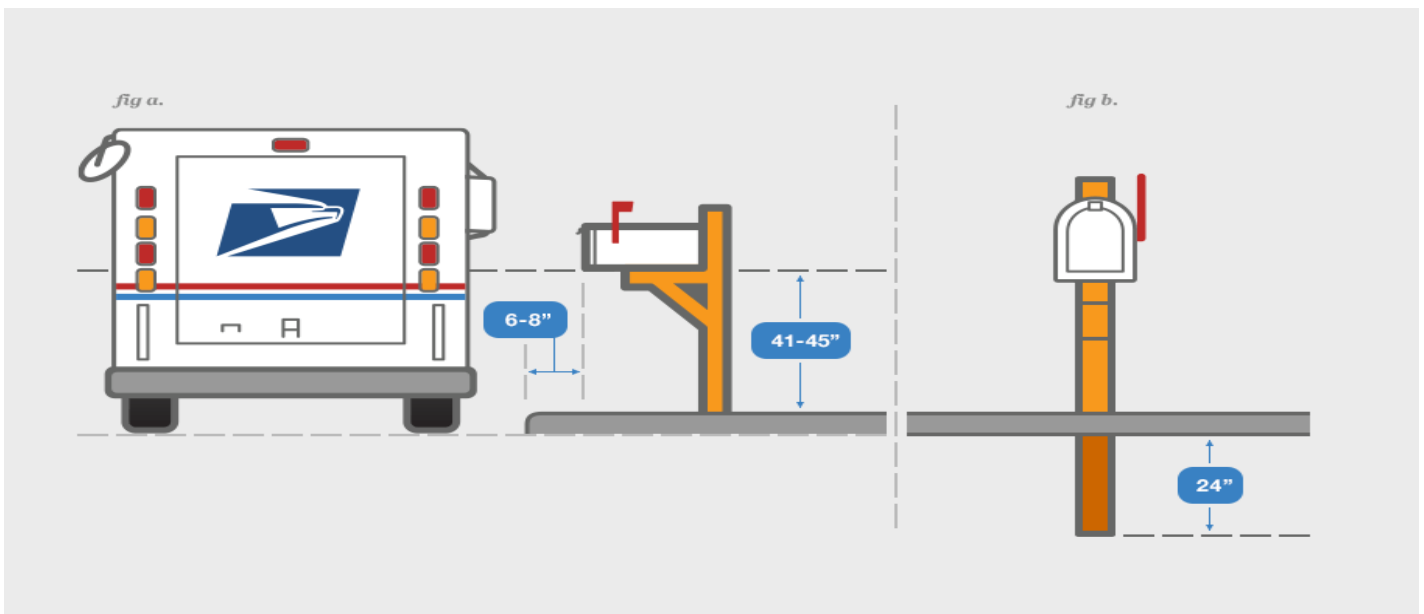
1. It is determined that the city operator damaged the mailbox; and
2. The mailbox was properly installed (e.g., meeting USPS installation guidelines discussed below) and was maintained prior to damage occurring.

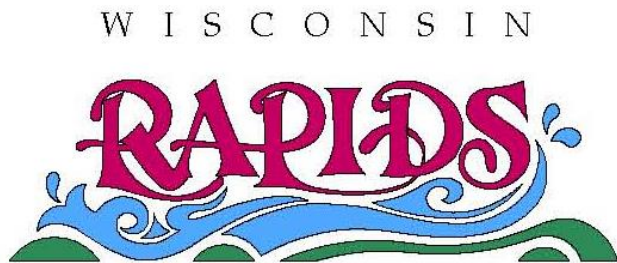
If all the criteria noted above are met, the city will attempt to repair the existing mail box, or replace with a wood post and metal box, or an over post plastic mailbox kit supplied by a local vendor. If these options are not acceptable options, the property owner may replace the mailbox on his own, and request reimbursement from the city for up to \$100.00 towards the repair or replacement. The owner making a claim shall assume full responsibility for the repair or replacement including all materials and labor. Copies of the receipts are required for both materials and labor.

A temporary mailbox will be placed by the city until repairs are completed if necessary, repairs shall be made within six (6) months of occurrence.

Note: Any mailbox damaged by the weight of the snow exiting the end of the plow will not be covered under this policy.

Below are the mailbox installation guidelines established per USPS regulations:





PUBLIC WORKS DEPARTMENT

1411 CHASE STREET
WISCONSIN RAPIDS, WI 54495
(715) 421-8218 FAX (715) 421-8281

Mailbox Replacement Policy Option 2

The Wisconsin Rapids Public Works Department has many operations that require various types of equipment and vehicles to work within the right of way, specifically within the proximity of the curb and gutter. Performing these operations require the department to plow or clean as close to the curb as possible. The Public Works Department takes great care not to damage any property that is located within the city right of way; however, mailboxes may occasionally be damaged. If a mailbox is damaged, the property owner shall report the damage to the Public Works Department at 715-421-8218. A representative of the city will be sent out to determine if the damage meets the following criteria:

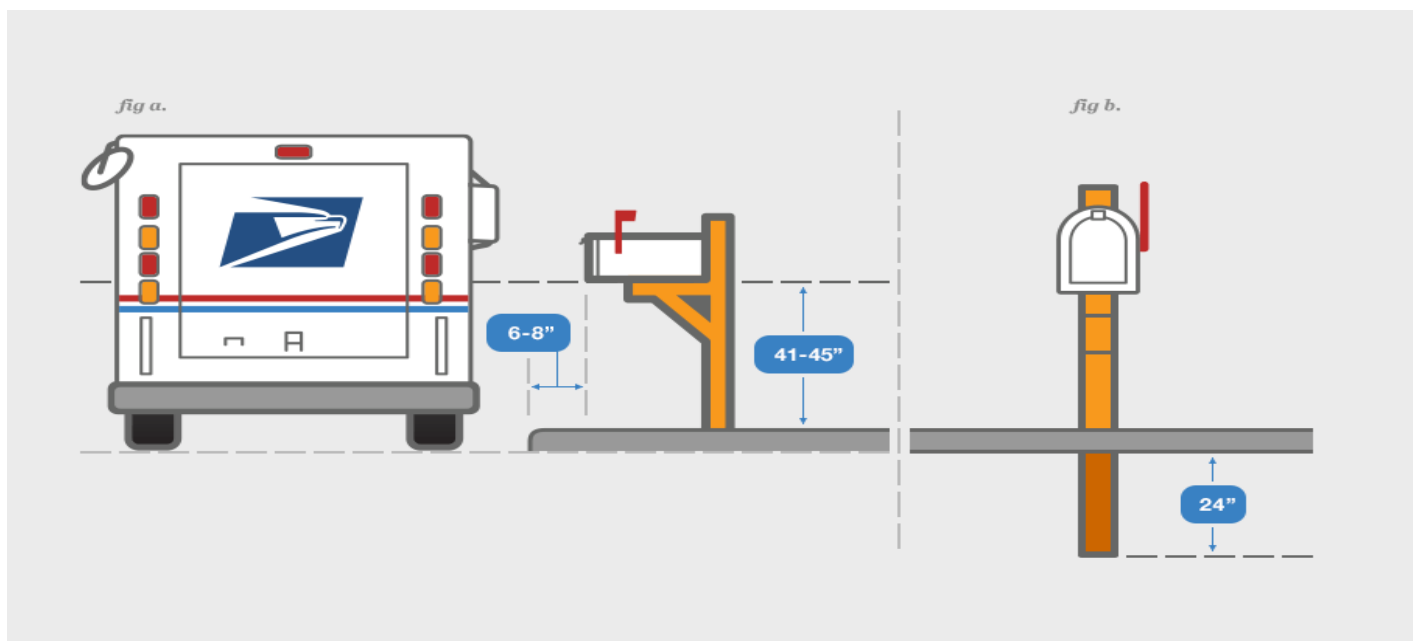
1. It is determined that the city operator damaged the mailbox; and
2. The mailbox was properly installed (e.g., meeting USPS installation guidelines discussed below) and was maintained prior to damage occurring.

If all criteria noted above are met, you may repair or replace the mailbox/post at your own cost. The city of Wisconsin Rapids will then reimburse you up to a \$100.00, which includes both labor and materials. Copies of the receipts are required for both materials and labor.

A temporary mailbox will be placed by the city until repairs are completed if necessary, repairs shall be made within six (6) months of occurrence.

Note: Any mailbox damaged by the weight of the snow exiting the end of the plow will not be covered under this policy.

Below are the mailbox installation guidelines established per USPS regulations:





Public Works Committee

Date of Request: 01/24/2022

Requestor: Paul Vollert Public Works Superintendent

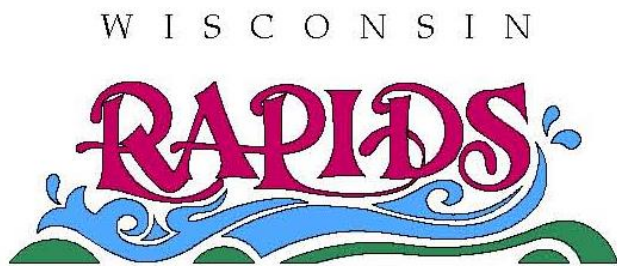
Request/Referral: Review and approve proposed changes to the snow removal policy

Background information: Review of the snow removal policy and recommended changes due to the current need and equipment used.

Options available: See attached

Action you are requesting the committee take: Approve the recommended changes to the snow removal policy. Add a mailbox replacement policy to it if committee chooses not to have a stand alone policy.

How will the item be financed? No financing needed for approval of the policy.



PUBLIC WORKS DEPARTMENT

1411 CHASE STREET
WISCONSIN RAPIDS, WI 54495
(715) 421-8218 FAX (715) 421-8281

DE-ICING AND SNOW REMOVAL POLICY

This policy is written for the purpose of insuring a uniform de-icing and snow removal procedure is in effect for the City of Wisconsin Rapids and to accomplish the work necessary with the personnel available with the equipment presently in the Public Works Fleet. This policy may be amended from time to time based on circumstances and conditions but nothing herein is meant to be a guarantee that certain streets will be plowed or de-iced by a certain time of the day as this is contingent upon when the slippery conditions or snow prevails in the area. As new developments occur and new equipment becomes available that will aid in providing better services, appropriate recommendations will be made in an effort to implement them. Suggestions and comments on methods of improving this policy are welcomed.

It is the intent of the City of Wisconsin Rapids to provide the highest degree of service to the residents of the City but to accomplish this within the budget and frame work established by the governing body.

1. Weather Service and Storm Notification:

The City of Wisconsin Rapids utilizes various weather information sources such as internet, television, and radio weather reports to assist with snow removal plans. Public Works personnel may also confer with Wood County Highway Dept. for additional weather information to aid in the planning process. Although this information is beneficial, it may not be 100% accurate and therefore, supervisory assessment and judgement is necessary.

In addition, the City of Wisconsin Rapids Police Department is charged with the responsibility of alerting supervisory personnel within the Public Works Department when and if driving conditions are hazardous or an unsafe condition exists. A call-in list for supervisors to contact will be provided to Wood County dispatch and the W.R. Police Department.

2. Snow Accumulation Depth:

It shall be the policy of the City of Wisconsin Rapids to remove snow from the streets when and if the accumulation reaches four (4) inches or more. Lesser amounts will be removed upon decision of supervisory personnel when in their opinion the failure to remove could result in additional cost to the City in applying abrasives or chemicals.

3. Snow Removal Plan:

It shall be the policy of the City to remove snowfalls from City streets within a twenty-four hour period after the snowfall has ended. This twenty-four hour period is required because sufficient personnel may not be available to work around the clock.

The Public Works Department has a total of eighteen (~~17~~ 18) units available for snow removal from streets and City owned parking lots. In addition, there are two (2) sidewalk plows and three (3) alley plows. The City is divided into areas or zones with one unit being assigned each area. Whenever and wherever possible, the same driver or operator is assigned the same area or zone for each snow removal operation. This will allow the driver or operator to become familiar with the area; they will know problem areas, traffic patterns, and will be able to accomplish the snow removal operation in the least possible time.

In the event of break down, accident, etc. involving a snow removal unit, the area or zone to which the unit was assigned may not be plowed within the twenty-four (24) hour period and must wait until other areas are cleared of snow and another unit is available for work.

Attachment #1 is a list of Public Works equipment assigned areas to plow.

4. Streets Closed During Winter Months:

It shall be the policy of the City, in an effort to reduce the cost of snow removal, to refrain from clearing snow from certain streets which are not used generally during the winter months. These streets would be those on which no structures or residences were located and would not be plowed unless a request was received from the property owner and there is a need for access. These streets will be posted with appropriate signs and a list is attached as Attachment #2.

5. De-Icing Plan:

The City of Wisconsin Rapids has a total of approximately 149 miles of local roads (298 lane miles) and 12 miles of State Highways (48 lane miles). It has ~~three~~ (~~3~~) (4) four sanders available with operators to de-ice the entire City and one (1) sander available as a spare. It is evident that the entire City can not be de-iced immediately; therefore, priorities have been established to insure the safe flow of traffic in high volume traffic areas. The following priority is hereby established:

- Priority One – Highways and downtown area
- Priority Two – Hills
- Priority Three – Arterial streets – Truck routes
- Priority Four – Secondary streets

Along this same line, not all streets will be de-iced by use of chemicals and it is not the policy of the City to have bare pavement on all City streets. Those streets and areas falling in priority one and two will be de-iced using chemicals and in most cases will be bare pavement. Those streets falling in priority three will have intersection and mid-block chemical application and those streets in priority four will be de-iced using abrasives. Enclosed as Attachment #3 is the de-icing schedule that lists the order employees will be called in to apply salt and/or sand. Also attached are maps illustrating the various streets and how de-icing is done on each. See Attachment #4.

6. Alley Plowing:

As noted above, the City has three (3) units for the plowing of alleys. Alleys will be plowed during and somewhat after streets have been plowed. These alleys are broken down into East Side – West Side and a list is enclosed as Attachment #5. Alleys with ~~grass or~~ gravel surfaces may not be plowed until after the ground has frozen.

7. Sidewalk Plowing and Shoveling:

The City also has sidewalk plows with which to remove snow from City maintained sidewalks **and bike trails**. Because of the volume of sidewalks and the need for personnel in other areas of the snow removal operation, it is not possible to have a bare pavement policy with respect to sidewalks. Every effort within the Public Works Department will be made to make the sidewalks safe for pedestrian traffic, however, care, good judgement and caution should be exercised by the general public. A list of City maintained sidewalks on which snow is to be removed is enclosed as Attachment #6. Along with the sidewalks that are maintained by the city sidewalk plows there are also locations requiring to be shoveled by hand. Every effort is made to have these locations cleared within 24 hours of the end of the snow event. A list of shovel by hand locations is enclosed as Attachment #8

8. Snow Loading Operation:

Upon completion of the snow removal operations, the Public Works Department will enter the snow loading operation where snowbanks are loaded off streets in key areas. Normally this operation is started after a snowstorm and is only done if the accumulation is sufficient to impede pedestrian traffic, and to provide sufficient space for on street parking. Where traffic volumes permit, snow will be removed during the normal daytime hours. In some areas, a combination of nighttime and daytime hours will be used where it better serves the public. Highways may be cleared during night hours for worker safety reasons. No guarantee is made that the snow will be loaded out within a specific period. Snow dumping sites in several locations will be used to allow solids or garbage to settle out on the ground prior to entering the storm sewers and waterways. These sites will be cleaned in the spring after the snow melts. Attachment #7 is included with a list of streets, schools, and churches in which snow should be removed from. **It is also the policy of the city to not remove snowbanks from the state highways in the city until such time that the accumulation is such that the traffic lane width is reduced to not allow safe traffic flow or poor visibility. Nothing herein guarantees the removal of the snow within a specific time.**

~~Snow Loading—Main Highways:~~

~~It is the policy of the City not to remove snow from the main highways in the City (Hwy 54-13-73-34) until such time as the accumulation is such that the traffic lane width is reduced so as to make it unsafe for the even flow of the traffic or in the event snow deposits are such that the removal of snow from the street from a plowing operation would result in snow being pushed on sidewalks. Nothing herein guarantees the removal of this snow within a specified period.~~

9. Cross-Walk and Intersection Clearing: Shoveling:

~~Shoveling~~ Removing of snow from cross walks within the City has in the past been the responsibility of the Public Works Department. The number of these crosswalks exceeds 3,000. As personnel are available, snow will be removed from these crosswalks with the priority being:

- 1 – Main highways
- 2 – School areas
- 3 – Arterial streets
- 4 – All other areas

There is no guarantee that snow will be removed from these crosswalks in a specified time; residents when clearing snow from their sidewalks should make every effort to remove the snow from their crosswalks.

In the event heavy snowfalls occur throughout the winter months, accumulations of snow may exist at intersections, which make it difficult for the motoring public to obtain good visibility in all directions, when this occurs the Public Works Department will make every effort to go around and remove those banks, at which time they will also go thru and open crosswalks that are not open.

~~Therefore, the public should use care, good judgement and caution when using crosswalks.~~

~~Intersection Clearing:~~

~~In the event heavy snowfalls occur throughout the winter months, accumulations of snow may exist at intersections, which make it difficult for the motoring public to obtain good visibility in all directions. Motorists should travel with caution and at reduced speed when such conditions prevail. The use of red flags attached to antennas, etc. is recommended as an aid.~~

10. Salt Sand Locations:

The Public Works Department will at key locations throughout the City locate **Salt Sand containers** filled with abrasives. These containers are for the use of the general public in controlling slippery or icy conditions on sidewalks or intersections. Police Department personnel are encouraged to make use of these containers by spreading the abrasives on slippery intersections and thereby reducing the possibility of an accident until such time they can properly be salted or sanded by the Public Works Department. Periodically, the containers are refilled so that salt sand is readily available. Attachment #9 is a list of salt sand locations.

11. Borderline Street Agreement (Grand Rapids):

Attached is the most recent borderline street agreement for road maintenance with the Town of Grand Rapids. This agreement is made with the Town to ensure streets get plowed and de-iced by one of the parties to the agreement. Updates to this agreement will be made on an annual or as-needed basis. See Attachment #10.

12. Special Plowing Arrangements

The standard approach used to plow streets and alleys in the City shall be to divide the snow at the centerline and plow to both sides of the street. In some locations, snow can be plowed to one side of the street where driveways and homes are not present, but is understood that these are exceptions, and cannot be done city-wide as that will increase plowing time and cost. The Public Works Superintendent will determine when exceptions can be made. See Attachment #11

REVISIONS

Date: Jan 9, 1984

Rev: Jan 6, 1989

Sept, 18, 1995

April 1, 1996

Feb 7, 1997

Dec. 17, 2008

Dec. 28, 2010

Dec. 19, 2012

Apr. 3, 2014

ATTACHMENT #1

CITY OF WISCONSIN RAPIDS
SNOW PLOWING SCHEDULE 2021-2022

<u>EQUIPMENT #</u>	<u>EQUIPMENT TYPE</u>	<u>ROUTE OR AREA</u>
GRADERS		
24	2010 JOHN DEERE 772GP GRADER	PURPLE, YELLOW
22	1990 JOHN DEER 670 B GRADER	RED, LIGHT PURPLE
RELIEF (seasonal)		
26	1985 CAT 130 G GRADER	PURPLE, GREEN
LOADERS		
39	2017 VOLVO L120F ENDLOADER	INTERSECTION EXPRESSWAY BLUE
35	2017 VOLVO L120F ENDLOADER	YELLOW, LIGHT BLUE
38	2008 VOLVO L120D ENDLOADER	BEIGE, PEACH
164	2008 VOLVO L120D ENDLOADER	BEIGE, YELLOW
RELIEF (seasonal)		
37	2001 VOLVO L120 D ENDLOADER	YELLOW, LIGHT GREEN
32	2001 VOLVO L120D ENDLOADER	YELLOW, LIGHT PURPLE (EAST SIDE)
SANDERS		
13	2017 WESTERN STAR 4700SF TANDEM	SOUTH AT EXPRESSWAY – EAST SIDE
10	2017 WESTERN STAR 4700SF TANDEM	NORTH AT EXPRESSWAY – EAST SIDE #3
RELIEF (seasonal)		
9	2006 STERLING 5 YARD SINGLE AXLE	WEST SIDE
3	2006 STERLING 5 YARD SINGLE AXLE	BAKER-PEPPER (8 th ST – RIVER)
SIDEWALKS		
66	2011 TRACKLESS MT6 TRACTOR	EAST SIDE SIDEWALKS
67	2011 TRACKLESS MT6 TRACTOR	WEST SIDE SIDEWALKS
PARKING LOTS		
34	2016 JOHN DEERE 710L BACKHOE	
36	1998 CAT 446B BACKHOE	
ALLEYS		
177	2007 DODGE 3500 ONE TON 4X4	
90	2017 FORD F350 ONE TON 4X4	
92	2017 FORD F350 ONE TON 4X4	
MULTI AXLE TRUCK		
2	2002 STERLING LT-7501 MULTI AXLE	
226	2002 STERLING LT-7501 MULTI AXLE	
174	2002 STERLING LT-7501 MULTI AXLE	

ATTACHMENT # 2

STREETS TO ELIMINATE PLOWING SNOW

October 26, 2001

ELIMINATE PLOWING OF SNOW FROM THE FOLLOWING STREETS:

~~CLARK ST.~~ - ~~23RD AVE. TO 25TH AVE. SO.~~

22ND AVE. SO. - NORTH OF CHASE FROM DRIVEWAY TO
NORTH DEAD END

HAGEN STREET - 24TH AVE. SO. TO 25TH AVE. SO.

24TH AVE. SO. - BOLES TO HAGEN ST.

23RD AVE. SO. - BOLES ST. TO NORTH DEAD END

29TH AVE. SO. - CHASE ST. TO ROMANSKI DITCH (REF.COUNCIL)
(12/09/80)

ENGEL ROAD - 29TH AVE. NO. TO WEST DEAD END

4TH ST. SO. - SPRING ST. TO POPLAR ST.

POPLAR ST. - 4TH ST. TO 5TH ST. NORTH

~~24TH ST. NO.~~ - ~~FROM LAST HOUSE TO 25TH ST. NO.~~

~~BAKER DR.~~ - ~~24TH ST. TO 25TH ST. NO.~~

RUSSELL ST. 25TH AVE S TO 24TH AVE S

24TH AVE S FROM RUSSEL ST TO CAREY ST

23RD AVE S FROM CAREY ST NORTH TO DEAD END

ATTACHMENT #3

CITY of WISCONSIN RAPIDS DE-ICING SCHEDULE for 2021-2022

1/3/2022

FOLLOWING IS THE SCHEDULE FOR THE DE-ICING CREW. THE WEEKLY SCHEDULE BEGINS AT 3:00 P.M. ON FRIDAY AND RUNS UNTIL 3:00 P.M. THE FOLLOWING FRIDAY. PLEASE NOTIFY THE SUPERVISORS IF YOU ARE UNABLE TO MEET THIS SCHEDULE.

	WEEK			TRUCK DRIVER	LOADER OPERATOR	CITY HALL SHOVELING
2021	10/22	to	10/29	VACANT Ja. Schuerman A. Vollert	G. Wolosek D. Tometczak S. York C. Schultz	T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz
	10/29	to	11/5	Ja. Schuerman A. Vollert VACANT	D. Tometczak S. York C. Schultz G. Wolosek	J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt
	11/5	to	11/12	A. Vollert VACANT Ja. Schuerman	S. York C. Schultz G. Wolosek D. Tometczak	A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli
	11/12	to	11/19	VACANT Ja. Schuerman A. Vollert	C. Schultz G. Wolosek D. Tometczak S. York	G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek
	11/19	to	11/26	Ja. Schuerman A. Vollert VACANT	G. Wolosek D. Tometczak S. York C. Schultz	R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck
	THANKSGIVING					
	11/26	to	12/3	A. Vollert VACANT Ja. Schuerman	D. Tometczak S. York C. Schultz G. Wolosek	D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette

ATTACHMENT #3

CITY of WISCONSIN RAPIDS DE-ICING SCHEDULE for 2021-2022

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	WEEK			TRUCK DRIVER	LOADER OPERATOR	CITY HALL SHOVELING
	12/3	to	12/10	VACANT Ja. Schuerman A. Vollert	S. York C. Schultz G. Wolosek D. Tometczak	T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz
	12/10	to	12/17	Ja. Schuerman A. Vollert VACANT	C. Schultz G. Wolosek D. Tometczak S. York	J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt
	12/17	to	12/24	A. Vollert VACANT Ja. Schuerman	G. Wolosek D. Tometczak S. York C. Schultz	A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli
	12/24	to	12/31	VACANT Ja. Schuerman A. Vollert	D. Tometczak S. York C. Schultz G. Wolosek	G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek
2022	12/31	to	1/7	Ja. Schuerman A. Vollert VACANT	S. York C. Schultz G. Wolosek D. Tometczak	R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck
	1/7	to	1/14	A. Vollert VACANT Ja. Schuerman	C. Schultz G. Wolosek D. Tometczak S. York	D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette
	1/14	to	1/21	VACANT Ja. Schuerman A. Vollert	G. Wolosek D. Tometczak S. York C. Schultz	T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz

CITY of WISCONSIN RAPIDS DE-ICING SCHEDULE for 2021-2022

1/3/2022

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	WEEK			TRUCK DRIVER	LOADER OPERATOR	CITY HALL SHOVELING
	1/21	to	1/28	Ja. Schuerman A. Vollert VACANT	D. Tometczak S. York C. Schultz G. Wolosek	J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt
	1/28	to	2/4	A. Vollert VACANT Ja. Schuerman	S. York C. Schultz G. Wolosek D. Tometczak	A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli
	2/4	to	2/11	VACANT Ja. Schuerman A. Vollert	C. Schultz G. Wolosek D. Tometczak S. York	G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek
	2/11	to	2/18	Ja. Schuerman A. Vollert VACANT	G. Wolosek D. Tometczak S. York C. Schultz	R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck
	2/18	to	2/25	A. Vollert VACANT Ja. Schuerman	D. Tometczak S. York C. Schultz G. Wolosek	D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette
	2/25	to	3/4	VACANT Ja. Schuerman A. Vollert	S. York C. Schultz G. Wolosek D. Tometczak	T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz
	3/4	to	3/11	Ja. Schuerman A. Vollert VACANT	C. Schultz G. Wolosek D. Tometczak S. York	J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt

CITY of WISCONSIN RAPIDS DE-ICING SCHEDULE for 2021-2022

1/3/2022

FOLLOWING IS THE SCHEDULE FOR THE DE-ICING CREW. THE WEEKLY SCHEDULE BEGINS AT 3:00 P.M. ON FRIDAY AND RUNS UNTIL 3:00 P.M. THE FOLLOWING FRIDAY. PLEASE NOTIFY THE SUPERVISORS IF YOU ARE UNABLE TO MEET THIS SCHEDULE.

	WEEK			TRUCK DRIVER	LOADER OPERATOR	CITY HALL SHOVELING
	3/11	to	3/18	A. Vollert VACANT Ja. Schuerman	G. Wolosek D. Tometczak S. York C. Schultz	A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli
	3/18	to	3/25	VACANT Ja. Schuerman A. Vollert	D. Tometczak S. York C. Schultz G. Wolosek	G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek
	3/25	to	4/1	Ja. Schuerman A. Vollert VACANT	S. York C. Schultz G. Wolosek D. Tometczak	R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck
	4/1	to	4/8	A. Vollert VACANT Ja. Schuerman	C. Schultz G. Wolosek D. Tometczak S. York	D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette
	4/8	to	4/15	VACANT Ja. Schuerman A. Vollert	G. Wolosek D. Tometczak S. York C. Schultz	T. Arndt J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz
	4/15	to	4/22	Ja. Schuerman A. Vollert VACANT	D. Tometczak S. York C. Schultz G. Wolosek	J. Wipfli A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt
	4/22	to	4/29	A. Vollert VACANT Ja. Schuerman	S. York C. Schultz G. Wolosek D. Tometczak	A. Wolosek G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli

CITY of WISCONSIN RAPIDS DE-ICING SCHEDULE for 2021-2022

1/3/2022

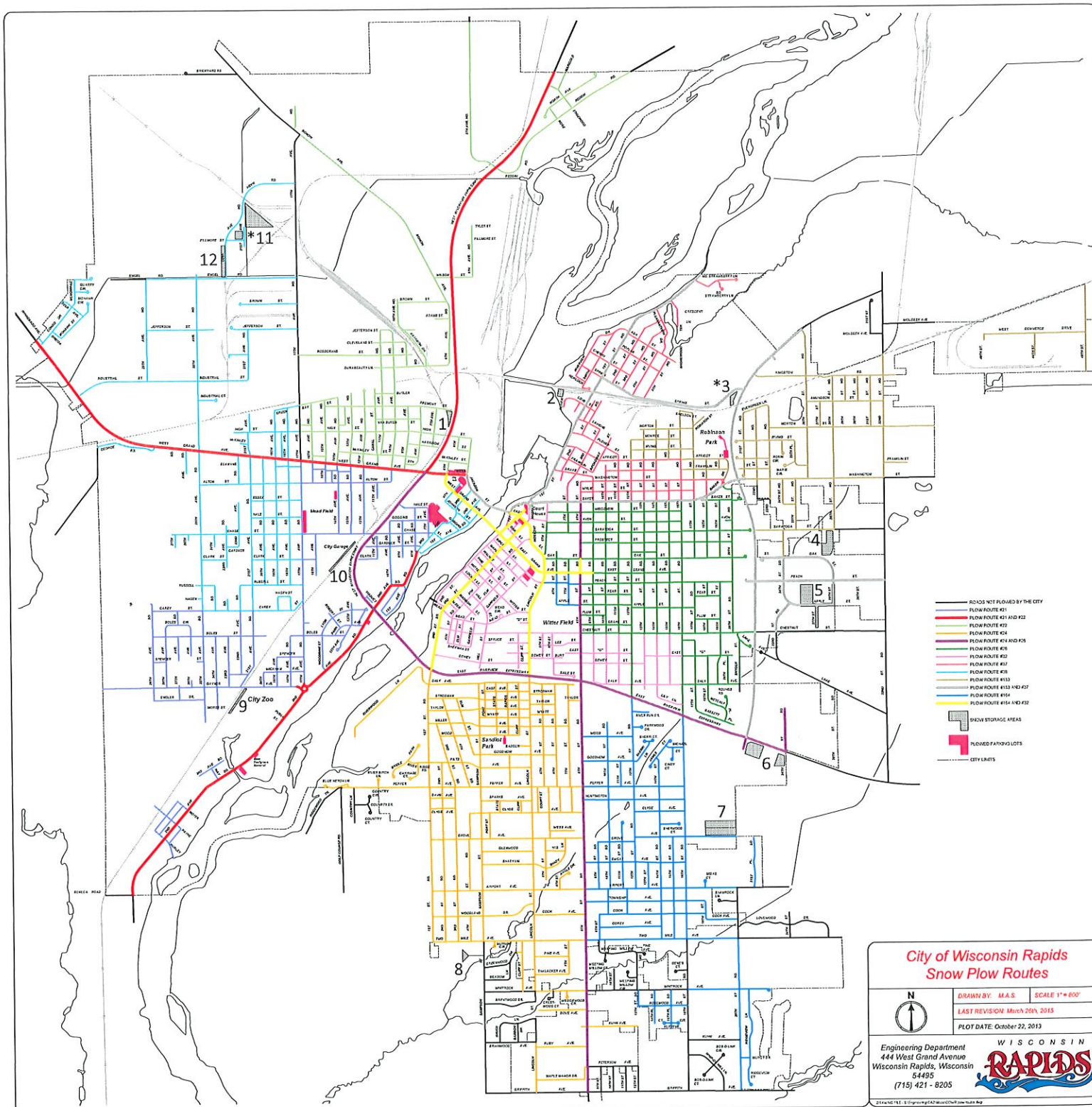
FOLLOWING IS THE SCHEDULE FOR THE DE-ICING CREW. THE WEEKLY SCHEDULE BEGINS AT 3:00 P.M. ON FRIDAY AND RUNS UNTIL 3:00 P.M. THE FOLLOWING FRIDAY. *PLEASE NOTIFY THE SUPERVISORS IF YOU ARE UNABLE TO MEET THIS SCHEDULE.*

	WEEK	TRUCK DRIVER	LOADER OPERATOR	CITY HALL SHOVELING
4/29	to 5/6	VACANT Ja. Schuerman A. Vollert	C. Schultz G. Wolosek D. Tometczak S. York	G. Ashbeck R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek
5/6	to 5/13	VACANT Ja. Schuerman A. Vollert	C. Schultz G. Wolosek D. Tometczak S. York	R. Bodette D. Hintz T. Arndt J. Wipfli A. Wolosek G. Ashbeck

THIS SCHEDULE IS SUBJECT TO CHANGE DEPENDING ON WEATHER CONDITIONS AND AVAILABILITY OF EMPLOYEES.

ANY TRADES MUST BE AUTHORIZED BY THE IMMEDIATE SUPERVISOR.

CC:	P. Vollert (2)	Relief/On Call Book	S. York	J. Wipfli
	J. Klingforth (2)	G. Ashbeck	Ja. Schuerman	A. Wolosek
	Street Supervisor (2)	R. Bodette	C. Schultz	G. Wolosek
	Lunchroom (2)	D. Tometczak	A. Vollert	T. Arndt
				D. Hintz



City of Wisconsin Rapids Snow Plow Routes



DRAWN BY: M.A.S. SCALE 1"=800'
LAST REVISION: March 20th, 2015
PLOT DATE: October 22, 2013

Engineering Department
444 West Grand Avenue
Wisconsin Rapids, Wisconsin
54495
(715) 421 - 8205



City of Wisconsin Rapids

**RETURN AT END OF SHIFT
WITH TIME SHEET**

CITY OF WISCONSIN RAPIDS ALLEY SNOW REMOVAL

ATTACHMENT

EAST SIDE

ALLEY
ALLEY
2ND ST N (blacktop area)
ALLEY (blacktop area)
ALLEY (blacktop area)
ALLEY (blacktop area)
PORT ST (blacktop area)
STATE ST (blacktop area)
RAPIDS ST (blacktop area)
CLIFF ST (blacktop area)
STATE ST (blacktop area)
CLIFF ST (blacktop area)
PORT ST (blacktop area)

BETWEEN 1ST N & OLIVER ST
BETWEEN 1ST ST N & 2ND ST N

BETWEEN OAK ST & PROSPECT ST
BETWEEN 2ND ST N & 3RD ST N
BETWEEN 4TH ST S & ELM ST
BETWEEN DALY AVE & WYATT AVE
PUSHING SNOW TO THE WEST

NOT ON MAP
NOT ON MAP
NOT ON MAP

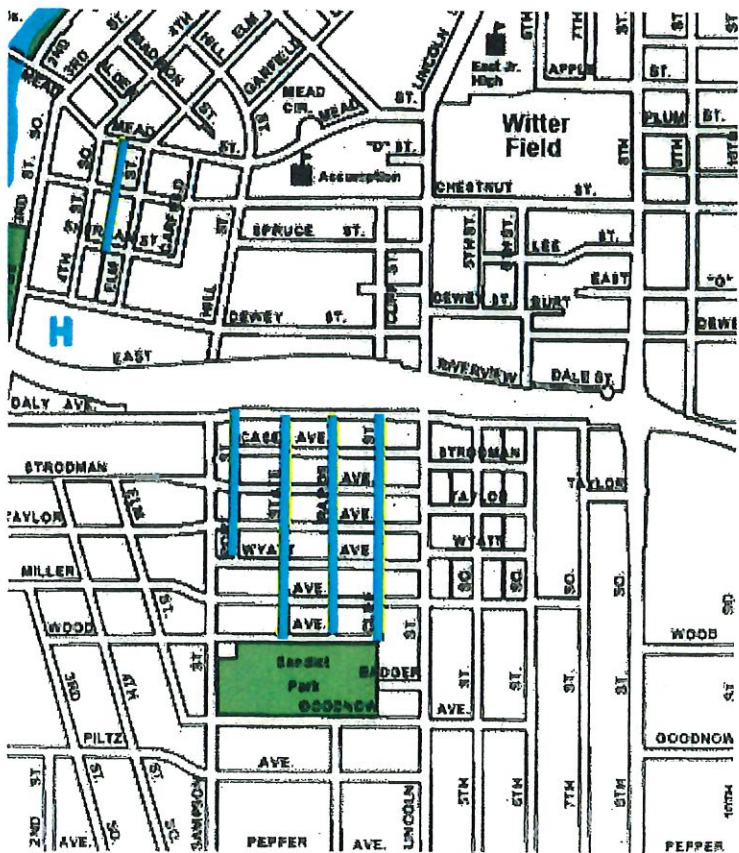
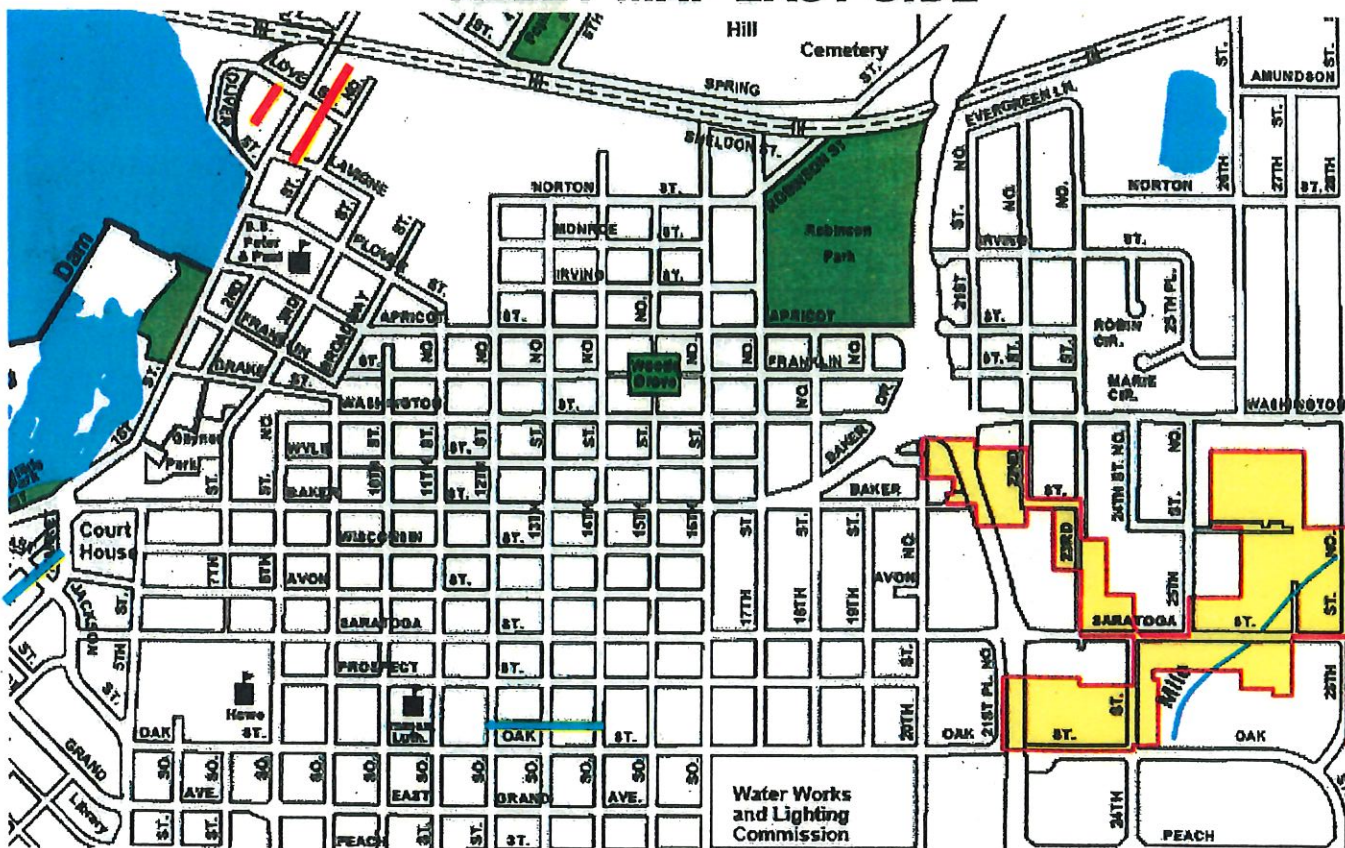
FROM LOVE ST TO APPROX 300 FT SOUTH OF LOVE TO BLD
FROM LAVIGNE ST TO WI. CENTRAL DEPOT
FROM DRAKE ST TO GAYNOR PARK
FROM 12TH ST N TO 14TH ST N
FROM OAK ST TO MARKET ST
FROM MEAD ST TO SHERMAN ST

FROM WOOD AVE TO DALY AVE
FROM DALY AVE TO WOOD AVE
FROM WOOD AVE TO DALY AVE
FROM CLYDE AVE TO SPARKS AVE
FROM CLYDE AVE TO SPARKS AVE
FROM CLYDE AVE TO GROVE AVE

WITH TIME SHEET

ALLEY SNOW REMOVAL

ALLEY MAP EAST SIDE



PLEASE SEE THE EAST
SIDE LISTING FOR THREE
(3) ALLEYS NOT SHOWN
ON THE MAP.

RETURN AT END OF SHIFT
WITH TIME SHEET

CITY OF WISCONSIN RAPIDS

ALLEY SNOW REMOVAL

ATTACHMENT #

WEST SIDE: NORTH OF WEST GRAND AVENUE

ALLEY (blacktop area)
ALLEY
ALLEY
ALLEY
ALLEY
ALLEY (L-shaped)
ALLEY
ALLEY
ALLEY
ALLEY

BETWEEN 18TH AVE N & 19TH AVE N
BETWEEN 17TH AVE N & 18TH AVE N
BETWEEN GREEN BAY ST & HIGH ST
BETWEEN 15TH AVE N & 16TH AVE N
BETWEEN W GRAND AVE & HIGH ST
BETWEEN 14TH AVE N & 13TH AVE N
BETWEEN HIGH ST & FREMONT ST
BETWEEN HIGH ST & FREMONT ST
BETWEEN W GRAND AVE & MCKINLEY ST

FROM W GRAND AVE TO NORTH OF HIGH ST 200 FT.
FROM PIONEER BANK PARKING LOT TO GREEN BAY ST
FROM 17TH AVE N TO 15TH AVE N
FROM GREEN BAY ST TO INTERSECTION OF E/W ALLEY
FROM 15TH AVE N TO 16TH AVE N (BEHIND AMER. TABLE)
FROM FREMONT TO 14TH AVE N
FROM CANAL ST TO 12TH AVE N
FROM 7TH AVE N TO 8TH AVE N (DIRECT OFF VAN BUREN
FROM 9TH AVE N TO ½ BLOCK W (BEHIND NAT. FOODS)

WEST SIDE: SOUTH OF WEST GRAND AVENUE

ALLEY (blacktop area)
ALLEY (blacktop area)
ALLEY (blacktop area)
ALLEY
ALLEY (L-shaped)
ALLEY
ALLEY
ALLEY
ALLEY
ALLEY
ALLEY
ALLEY
ALLEY (blacktop area)
ALLEY
ALLEY

BETWEEN W GRAND AVE & ALTON ST
BETWEEN 14TH AVE S & 15TH AVE S
BETWEEN 17TH AVE S & 18TH AVE S
BETWEEN W GRAND AVE & ALTON ST
BETWEEN 18TH AVE S & 19TH AVE S
BETWEEN W GRAND AVE & ALTON ST
BETWEEN 19TH AVE S & 20TH AVE S
BETWEEN 19TH AVE S & 20TH AVE S
BETWEEN 19TH AVE S & 20TH AVE S
BETWEEN 18TH AVE S & 19TH AVE S
BETWEEN CHASE ST & HALE ST
BETWEEN 7TH AVE S & 8TH AVE S
BETWEEN 17TH AVE S & 18TH AVE S
BETWEEN 1ST AVE S & 2ND AVE S
BETWEEN 2ND AVE S & 13TH AVE S
BETWEEN 2ND AVE S & 3RD AVE S
BETWEEN 2ND AVE S & 3RD AVE S

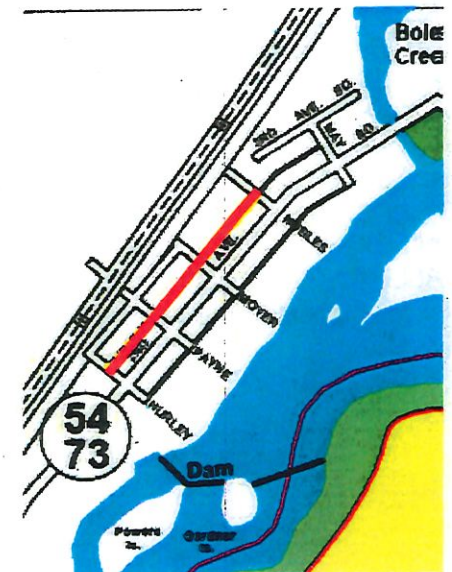
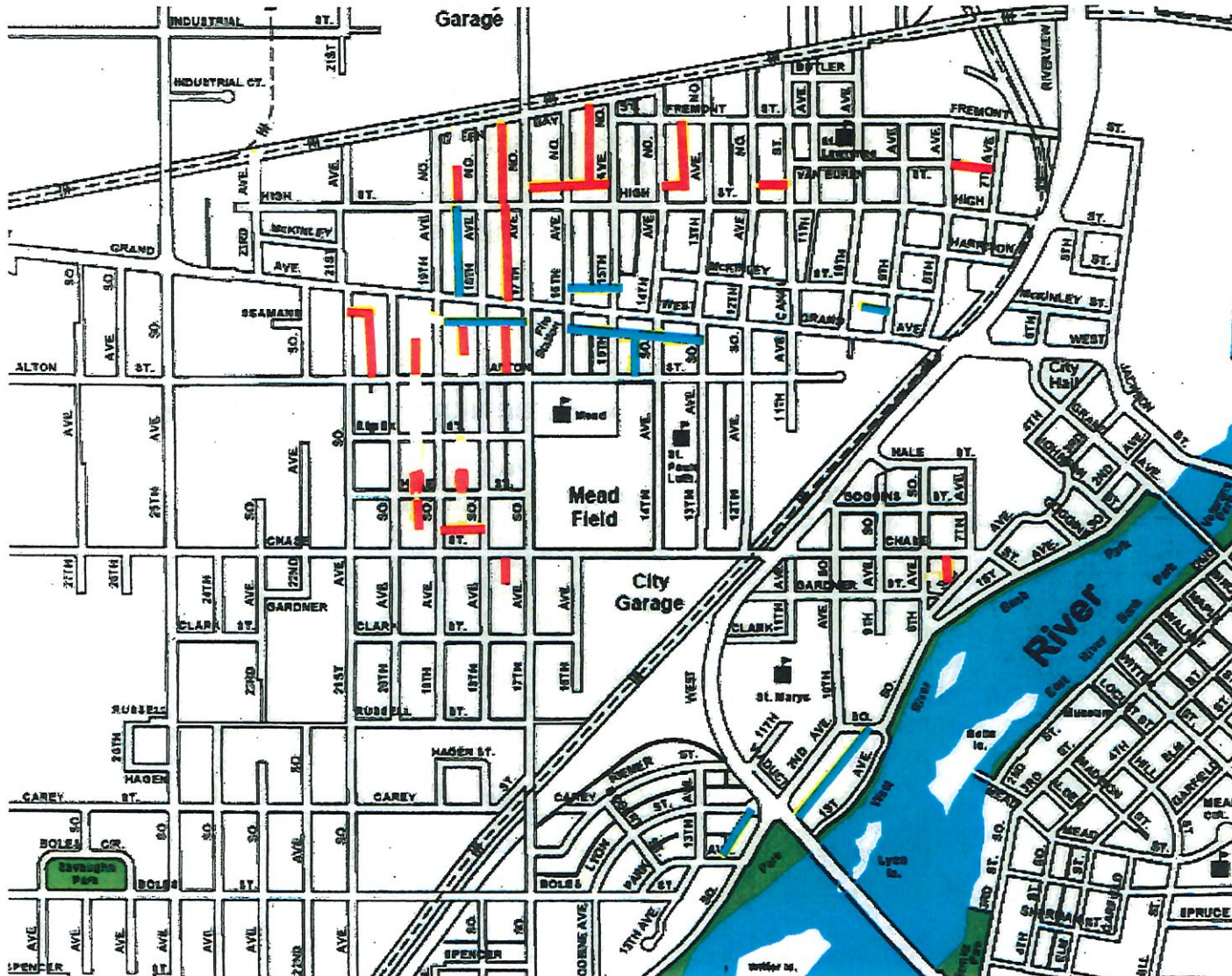
FROM 13TH AVE S TO 16TH AVE S
FROM ALTON NORTH TO INTERSECTION OF E/W ALLEY
FROM ALTON ST TO INTERSECTION OF E/W ALLEY
FROM 17TH AVE S TO 19TH AVE S
EAST/WEST ALLEY GO SOUTH 150' TO POLE
FROM 21ST AVE S TO ALTON ST
FROM ALTON TO NORTH, PAST 2ND DRIVEWAY
FROM HALE GOING NORTH TWO PROPERTIES
FROM HALE TO SOUTH OF FIRST DRIVEWAY
FROM HALE ST GOING NORTH TWO PROPERTIES
FROM 18TH AVE S TO 19TH AVE S
FROM CHASE ST GOING SOUTH 150 FT. TO POLE
FROM CHASE ST GOING SOUTH 150 FT. TO POLE
FROM NORTH OF EXPY BRIDGE BIKE TRAIL TO 1ST AVE
FROM LYONS TO PARK ST
FROM MAY ST SOUTH TO END OF ALLEY
FROM HURLEY TO MOYER ST

RETURN AT END OF SHIFT
WITH TIME SHEET

CITY OF WISCONSIN RAPIDS ALLEY SNOW REMOVAL

ATTACHMENT #5

ALLEY MAP WEST SIDE



ATTACHMENT #6 - SIDEWALK PLOWING ROUTE
SIDEWALK TRACTOR #66

1/3/2022

LOCATION	
1	CITY GARAGE SIDEWALKS - IN FRONT OF OFFICE/STOCK ROOM
2	CHASE ST - FROM CITY GARAGE DRIVEWAY EAST 85 FT (OR STRAIGHT THRU TO BIKE TRAIL AT W RIVERVIEW EXP.), THEN SAFETY ISLAND AT CHASE/W RIVERVIEW EXP
3	CHASE ST/W RIVERVIEW EXP. CROSSING GUARD AREA & SIDEWALK TO CUL-DE SAC ON 11TH AVE S & THE SIDEWALK ALONG CHASE TO DRIVEWAY OF 1041 CHASE ST
4	CHASE ST/7TH AVE S/3RD AVE S - TRIANGLE
5	CENTRALIA CENTER - 3RD AVE ENTERANCE 15' SOUTH OF DRIVEWAY TO PROPERTY LINE, SOUTH SIDE OF DRIVEWAY WEST TOWARD CENTRALIA VIEW APTS, 3RD AVE FROM DRIVEWAY TO SIGN, NORTHALONG PARKING LOT FROM SIGN TO TEE IN WALK, WEST THRU ENTERANCES TO VA CLINIC PARKING LOT, BACK TO EAST TO 3RD/GOGGINS, WEST SIDE OF 3RD FROM CENTRALIA CENTER SIGN TO 3RD/JOHNSON,
	JOHNSON ST - SOUTH SIDE FROM 3RD TO 4TH YMCA ENTRANCE.
7	AROUND CITY HALL - WALKS TO ENTRANCES AND IN FRONT OF PARKING STALLS, SIDEWALKS FROM 4TH AVE S TO W GRAND AVE AND W JACKSON ST IN FRONT OF CITY HALL AROUND TO NORTH SIDE TO JOB CENTER DRIVEWAY.
8	
9	
10	GRAND AVE BRIDGE - SOUTH SIDE
11	2ND ST S - BIKE TRAIL FROM BIRCH ST MEAD ST, UP HILL NORTH SIDE, 3RD ST WESTSIDE TO LAST HOUSE BY DEMITZ PARK
12	BIKE TRAIL - FROM GRAND AVE BRIDGE TO 1ST AVE S
13	3RD/JOHNSON ST PARKING LOT: JOHNSON ST 2ND AVE TO 3RD AVE (SOUTHSIDE), 3RD ST FROM JOHNSON ST TO GOGGINS (EASTSIDE), GOGGINS FROM 3RD TO END OF RETAINING WALL (NORTHSIDE)
14	4TH AVE S/W JACKSON ST - SAFETY ISLAND
16	6TH AVE N/W JACKSON ST - SAFETY ISLAND
17	6TH AVE S TO W RIVERVIEW EXP. - SIDEWALK (IN FRONT OF POMPS TIRE)
18	STH 34 - W GRAND AVE TO REDDIN RD AND ALL ISLANDS, SAFETY ISLAND AT HIGH ST AND NORTHWEST CORNER SIDEWALK TO RR TRACKS (BY VERSO BDG)
19	W GRAND AVE/W RIVERVIEW EXP. - BIG SAFETY ISLAND
20	W GRAND AVE/W RIVERVIEW EXP. - INTERSECTION TO 9TH AVE N THEN AROUND PARK TO METCALF LUMBER DRIVEWAY ON 8TH AVE N
21	W GRAND AVE - SIDEWALK FROM R.R. TRACKS TO W RIVERVIEW EXP.
22	W GRAND AVE, W RIVERVIEW EXP. & RR TRACKS - SAFETY ISLANDS
23	W GRAND AVE TO CHASE ST - BIKE TRAIL AND SIDEWALK FROM W RIVERVIEW EXP. TO 12TH AVE S(1 TON IN BIG EVENT)
24	W RIVERVIEW EXP. - SIDEWALK FROM CHASE ST TO HALE ST AROUND CORNER TO LOT LINE
25	W RIVERVIEW EXP. - SIDEWALK FROM HALE ST TO W GRAND AVE
26	W GRAND AVE - FROM W RIVERVIEW EXP. TO West Grand/Jackson St Intersection at traffic lights around to first driveway on right(YMCA, Boys and Girls Club)
27	W RIVERVIEW EXP. - FROM CHASE ST TO FIRST LIGHT POLE OR LOT LINE ON 2ND AVE S
28	2ND AVE S/W RIVERVIEW EXP. - SAFETY ISLAND & SAFETY ISLAND AT TURN LANE ONTO 2ND AVE S BY LYON'S CIRCLE

SIDEWALK TRACTOR #66

29	LYON'S CUL-DE-SAC - FROM ALLEY TO LIGHT POLE (PROPERTY LINE) & 2ND AVE S FROM W RIVERVIEW EXP. ALONG 2ND AVE S TO PROPERTY LINE
30	2ND AVE S/W RIVERVIEW EXP. - SAFETY ISLAND AT LYON'S PARK
31	W RIVERVIEW EXP. - RAMP FROM W RIVERVIEW EXPRESSWAY TO 1ST AVE S BIKE TRAIL
32	W RIVERVIEW EXP. - FROM 2ND AVE S OVER EXPRESSWAY BRIDGE TO 3RD ST S
LOCATION	
34	3RD ST S - FROM E RIVERVIEW EXP. TO FIRST DRIVEWAY, DOWN INTO DEMITZ PARK DESIGNATED WALK'S BELOW BRIDGE UP PATH TO 1ST ST
35	1ST ST S - FROM E RIVERVIEW EXP. TO RIVERWOOD LANE
36	1ST ST S - FROM DALY AVE BACK TO E RIVERVIEW EXP. & SAFETY ISLAND
37	E RIVERVIEW EXP. - FROM 3RD ST S (SAFETY ISLAND) TO LINCOLN ST & SAFETY ISLAND
38	E RIVERVIEW EXP./LINCOLN ST - CROSS E RIVERVIEW EXP, GET SAFETY ISLAND, THEN SIDEWALK ALONG LINCOLN ST FROM E RIVERVIEW EXP. TO DALY AVE
39	LINCOLN ST - BOTH SIDEWALKS BY ONE MILE CREEK BETWEEN AIRPORT AVE & TWO MILE AVE
40	LINCOLN ST - FROM DALY AVE BACK TO E RIVERVIEW EXP. & SAFETY ISLAND
41	E RIVERVIEW EXP. - FROM LINCOLN ST TO 8TH ST S
42	CHASE ST - 14TH AVE S TO 16TH AVE S (SOUTH SIDE) FRONT OF GARAGE
43	CHASE ST - 14TH AVE S TO 17TH AVE S (NORTH SIDE) MEAD FIELD
44	17TH AVE S - CHASE ST TO ESSEX ST (EAST SIDE)
45	WEST SIDE FIRE DEPT - ENTIRE BLOCK (17th ave, W. Grand Ave, 16th Ave, Alton St) Alton St from end of Mead School fence to water tower fence.
46	W GRAND AVE (NORTH SIDE) - 21ST AVE N TO LOT LINE TO EAST
47	W GRAND AVE/25TH AVE N - SAFETY ISLANDS
48	STH 73 VIADUCT - TRAILER PARK DRIVEWAY TO 2934 STH 73 DRIVEWAY
49	21ST AVE S - CHASE ST TO FIRST HOUSE PAST CLARK ST (WEST SIDE)
50	17TH AVE S - 50' SOUTH OF BIKE TRAIL NORTH THRU R.R. TRACKS TO FIRST HOUSE (EAST SIDE), CAREY ST THRU R.R. TRACKS TO FIRST DRIVEWAY SOUTH OF BIKE TRAIL (WEST SIDE)
51	BIKE TRAIL - 17TH AVE S TO GAYNOR AVE
52	GAYNOR AVE - 21ST AVE S TO FIRST LIGHT POLE (NORTH SIDE)
53	GAYNOR AVE - FROM 21ST AVE TO SIGN SHOP
54	BIKE TRAIL - GAYNOR AVE TO SENECA RD (1 TON IN LARGE EVENT)
56	BIKE TRAIL - BEHIND ZOO (1 TON IN LARGE EVENT)
57	BIKE TRAIL - FROM W RIVERVIEW EXP. TO BOLES CREEK BOAT LANDING & ALL WALKS AND ISLANDS ALONG 2ND AVE S(FROM WOODBINE TO BOLES CREEK WILL BE DONE WITH 1 TON IN LARGE EVENT)
58	BIKE TRAIL AT 2ND AVE/WOODBINE SIDEWALK EAST SIDE OF 2ND AVE FROM BIKE TRAIL SOUTH TO PROPERTY LINE. (APPROX. WOOD POWER POLE)

ATTACHMENT #6 - SIDEWALK PLOWING ROUTE
SIDEWALK TRACTOR #67

1/3/2022

LOCATION	
1	GRAND AVE BRIDGE (NORTH SIDE)
2	2ND ST N (WEST SIDE) - BETWEEN THE TWO BRIDGES ALONG PARK
3	1ST ST N/OAK ST - SIDEWALK CIRCLE IN FRONT OF THE FLAT IRON BDG
4	130 2ND ST N (EAST TOWNE PLAZA OFFICES) - FROM 126 2ND ST N(OLD BAR)TO BODY SHOP
5	JACKSON ST BRIDGE (BOTH SIDES)
6	1ST ST N - BIKE TRAIL FROM E JACKSON ST TO FIRST LIGHT POLE GOING INTO LEGION PARK
7	1ST ST N/MARKET AVE - SAFETY ISLANDS AT ROUNDABOUT
8	MARKET AVE/1ST ST N (WEST SIDE) - SIDEWALK ALONG PUBLIC PARKING LOT
9	E JACKSON ST (SOUTH SIDE) - WALK FROM ROUNDABOUT TO E JACKSON ST
10	E JACKSON ST BRIDGE - SAFETY ISLAND
11	E JACKSON ST (NORTH SIDE) - FROM 1ST ST N TO 2ND ST N
12	2ND ST N (WEST SIDE) - FROM E JACKSON ST TO PUBLIC PARKING LOT
13	NORTH AND WEST SIDE OF COURT HOUSE ANNEX BUILDING - BETWEEN MARKET ST AND 2ND ST N
14	3RD ST N (WEST SIDE) - FROM E JACKSON ST TO EAGLES CLUB
15	3RD ST N - SIDEWALK IN FRONT OF EAGLES CLUB
16	E JACKSON ST (SOUTH SIDE) - FROM 3RD ST N TO 2ND ST N
17	E JACKSON ST (NORTH SIDE) - BEHIND MEAD INN FROM 4TH ST S TO OAK ST
18	WITTER FIELD/AQUATICS - APPLE ST FROM 6TH ST S TO 8TH ST S (SOUTHSIDE), 8TH ST S FROM APPLE ST TO CHESTNUT ST (WEST SIDE), CHESTNUT ST FROM 8TH ST S TO LINCOLN ST (NORTH SIDE) & LINCOLN ST FROM CHESTNUT ST TO PARKING LOT DRIVEWAY (EAST SIDE) AQUATICS SIDEWALK FROM MAIN BUILDING TO NORTH PARKING LOT
19	8TH ST S/E RIVERVIEW EXP. - SAFETY ISLANDS
20	8TH ST S/E RIVERVIEW EXP. (EAST SIDE) - FROM E RIVERVIEW EXP. TO SHOPKO PLAZA BUILDING
21	8TH ST S/E RIVERVIEW EXP. - FROM 8TH ST S TO 12TH ST S & SAFETY ISLANDS
22	12TH ST S - NORTHEAST & NORTHWEST CORNERS
23	E RIVERVIEW EXP./12TH ST S - FROM 12TH ST S TO 16TH ST S
24	16TH ST S (WEST SIDE) - FROM 16TH ST S TO SOUTH END OF WOODS
25	16TH ST S/E RIVERVIEW EXP. - SAFETY ISLANDS, NORTHWEST CORNER OF E RIVERVIEW EXP. TO THE FIRST LIGHT POLE NORTHEAST CORNER OF VACANT LOT
26	16TH ST S - BIKE TRAIL TO EAST SIDE COMPOST SITE (10' WIDE - 3 PASSES).
27	BIKE TRAIL - FROM EAST SIDE COMPOST SITE TO CITY LIMITS(1 TON WILL PLOW IN BIG EVENTS)
28	STH 54 BIKE TRAIL - FROM EAST SIDE COMPOST SITE TO PEACH ST, INCLUDE ALL ISLANDS (10' WIDE - 3 PASSES) 1 TON WILL PLOW IN BIG EVENTS
29	PEACH ST (NORTH SIDE) - FROM STH 54 TO 28TH ST N
30	STH 54 BIKE TRAIL - FROM PEACH ST TO WASHINGTON ST, INCLUDE ALL ISLANDS-1 TON LARGE EVENT
31	WASHINGTON ST (SOUTH SIDE) - FROM STH 54 TO 23RD ST N
32	WASHINGTON ST (NORTH SIDE) - FROM 23RD ST N TO STH 54
33	BIKE TRAIL - FROM WASHINGTON ST TO TUNNEL UNDER STH 54
34	BAKER DR - TUNNEL TO BAKER DR

ATTACHMENT #6 - SIDEWALK PLOWING ROUTE
SIDEWALK TRACTOR #67

1/3/2022

LOCATION	
34	STH 54 - FROM BAKER ST TO SPRING ST (10' WIDE - 3 PASSES)
35	SPRING ST (EAST SIDE) - FROM STH 54 TO RADIO TOWER DRIVEWAY
36	STH 54 - FROM SPRING ST TO CITY LIMITS WEST SIDE ALONG CEMENTARY
37	WASHINGTON ST/BAKER DR - SAFETY ISLAND LOCATED BEHIND BAKER ST IGA
38	20TH ST N/BAKER DR - SAFETY ISLAND
39	BAKER DR (SOUTH SIDE) - FROM 20TH ST N TO STH 54
40	18TH ST N (WEST SIDE) - FROM BAKER DR TO BAKER ST
41	18TH ST S - SIDEWALK FROM OAK ST TO SOUTH BEHIND WATER AND LIGHT TO PROPERTY LINE
42	BAKER DR - FROM 17TH ST N TO KING CONE PARKING LOT BY AMERICAN FAMILY INSURANCE
43	APRICOT ST (NORTH SIDE) - FROM 11TH ST N TO END OF RAILING
44	2ND ST N/LAVIGNE ST (EAST SIDE) - 25 FT SOUTH
45	BIKE TRAIL - BEHIND FOUNDRY TO FIRST LIGHT POLE GOING TO LEGION PARK
46	1ST ST N/SPRING ST- SOUTHEAST CORNER
47	BIKE TRAIL 1ST ST N FROM RIVERVIEW DRIVE TO BIRON CITY LIMITS

ATTACHMENT #7

SNOW TO BE REMOVED FROM STREETS

NOVEMBER 15, 2000

EAST SIDE

EXPRESSWAY BRIDGE	-	
GRAND AVE. BRIDGE	-	1 ST AVE. TO 2 ND ST.
EAST GRAND AVENUE	-	2 ND ST. TO 8 TH ST.
		(NO. SIDE ONLY TO CURB- FROM 4 TH ST. TO E. JACKSON)
OAK STREET	-	2 ND TO 4 TH STREET
1 ST STREET	-	OAK TO MARKET STREET, MARKET TO CURVE BY CHRISTIAN SCIENCE CHURCH
1 ST STREET	-	R.R. TRACKS TO SPRING ST.
2 ND STREET	-	WALNUT TO MARKET ST.
3 RD STREET	-	EAST GRAND AVE. TO JACKSON ST.
MARKET STREET	-	JACKSON ST. TO 1 ST ST. NORTH
JACKSON STREET	-	JACKSON ST. BRIDGE TO 50 FT. EAST OF 3 RD ST. - ALSO TO EAST GRAND WHEN NEEDED.
4 TH STREET	-	EAST GRAND TO E. JACKSON ST.
AVON STREET	-	MARKET STREET TO 5 TH ST. NO.
GARFIELD STREET	-	EAST GRAND TO BIRCH STREET
CHESTNUT STREET	-	<u>EASTERN-MOST GATE TO 8TH ST. SO.</u> (NORTH SIDE)
5 TH STREET SOUTH	-	DEWEY TO CHESTNUT - WHEN NEEDED
LINCOLN STREET	-	PEACH STREET - BIRCH TO E. GRAND (WHEN NEEDED)

WEST SIDE

HWY 13 NORTH BRIDGE	-	AS NEEDED
JACKSON STREET BRIDGE	-	
WEST GRAND AVE.	-	1 ST AVE. TO JACKSON STREET
HWY 34 BRIDGE		
1 ST AVE. SOUTH	-	WEST GRAND AVE. TO JHONSON (JOHNSON ST. TO WEST SNOW RAMP) (WING BACK, EAST SIDE ONLY)
2 ND AVE. SOUTH	-	WOODBINE TO ARMORY - WHEN NEEDED
2 ND AVE. SOUTH	-	JACKSON ST. TO JOHNSON STREET
3 RD AVE. SOUTH	-	JACKSON ST. TO CHASE STREET
4 TH AVE. SOUTH	-	JOHNSON ST. TO CITY HALL PARKING LOT - INCLUDE FRONT OF CITY HALL
JOHNSON STREET	-	1 ST AVENUE TO 4 TH AVENUE SOUTH
GOGGINS STREET	-	1 ST AVENUE TO 3 RD AVENUE SOUTH
8 TH AVE. SOUTH	-	HALE ST. TO GOGGINS (EAST SIDE TO CURB ONLY)
GOGGINS STREET	-	8 TH AVE. SO. - WEST TO JUST WEST OF DRIVEWAY (NORTH SIDE ONLY)

OTHER STREETS WILL HAVE SNOW LOADED OFF ON AN "AS NEEDED BASIS".
WHEN NOW ACCUMLATIONS RESTRICT TRAVEL . EXPRESSWAY - 8TH ST. SO.,
JACKSON ST., GROVE AVE. - 1ST ST. SO. TO LINCOLN ST.

S:\DPW\SNOW AND ICE REMOVAL\WINTER PLOWING\ATTACHMENT 7 - SNOW TO BE REMOVED FROM
STREETS.doc

ATTACHMENT #7a

SCHOOLS TO REMOVE SNOW FROM

EAST SIDE

- EAST JR. HIGH**
- ON 6TH ST. – E. GRAND TO APPLE
 - ON PEACH ST. – LINCOLN TO 7TH ST. SO.
 - ON LINCOLN ST. – BUS LOADING ZONE
- HOWE SCHOOL**
- ON SARATOGA - 7TH TO 8TH ST.
2' BEHIND CURB
 - OAK ST. - 7TH TO 8TH ST.
ON 8TH ST. - OAK TO SARATOGA ST.
(SCHOOL SIDE ONLY)
- MARY PITSCH SCHOOL**
- ON 17TH ST. – APPLE TO PEAR (TO CURB ONLY ON WESTSIDE)
 - ON PEAR ST. – 17TH TO 18TH STREETS
(TO CURB ONLY ON NORTH SIDE)
- IMMANUEL LUTHERN SCHOOL**
- ON 11TH ST. – OAK TO PROSPECT
ON OAK ST. – 11TH ST. TO 10TH ST.
- ASSUMPTION HIGH SCHOOL**
- ON MEAD ST. – MEAD CIRCLE TO HILL
ON HILL ST. – MEAD TO CHESTNUT
ON CHESTNUT – HILL TO CLIFF ST.
- GROVE SCHOOL**
- ON LINCOLN – GROVE NORTH TO LAST
SCHOOL DRIVE ENTRANCE
ON GROVE – 300' WEST OF LINCOLN
- ST. VINCENT DE PAUL SCHOOL** - (SEE SNOW REMOVAL FOR CHURCHES)
- SS PETER & PAUL SCHOOL**
- (SEE SNOW REMOVAL FOR CHURCHES)

WEST SIDE

- MEAD SCHOOL**
- ON ALTON ST. – 15TH TO 17TH AVES.
ON 17TH AVE. – ALTON TO ESSEX
16TH AVE. - ALTON TO ½ WAY TO GRAND
- ST. LAWRENCE SCHOOL**
- (SEE SNOW REMOVAL FOR CHURCHES)
- ST. PAULS LUTHERN SCHOOL**
- (SEE SNOW REMOVAL FOR CHURCHES)
- OUR LADY QUEEN OF HEAVEN**
- (SEE SNOW REMOVAL FOR CHURCHES)

**CHURCHES TO REMOVE SNOW FROM
EAST SIDE**

**ASSEMBLY OF GOD
600 BAKER**

- **ON BAKER ST. – 5TH ST. TO 8TH ST.**

**7TH DAY ADVENTIST
711 14TH ST. NORTH**

- **ON 14TH ST. – WYLIE TO WASHINGTON**
- **ON WYLIE ST. – 13TH TO 14TH ST. NO.**

**FIRST ENGLISH LUTHERN
440 GARFIELD**

- **ON GARFIELD – MAPLE TO PINE**
ON PINE – ELM TO GARFIELD

**IMMANUEL LUTHERN
160 8TH ST. NO.**

- **ON PROSPECT – 8TH TO 9TH STREETS**
(NOTE: ON SOUTH SIDE EAST OF
CHURCH FENCE TO 9TH ST.

**ST. VINCENT DE PAUL CHURCH
831 12TH ST. SO.**

- **ON 12TH ST. – CHESTNUT TO E."G" ST.**
- **ON CHESTNUT – 12TH TO 13TH ST. SO.**
- **ON 13TH ST. – CHESTNUT TO E.."G" ST.**

**S.S.PETER AND PAUL
1110 1ST STREET NORTH**

- **ON PLOVER – 1ST TO 2ND STREET**
- **ON APRICOT – 1ST TO 3RD STREET**
2' BEHIND CURB

- **ON 1ST ST. NO. – EAST SIDE- APRICOT**
TO PLOVER
ON 1ST ST. NO. – WEST SIDE- OLIVER
TO APRICOT
(WING TO RIVER)

**FIRST CONGREGATIONAL
311 2ND STREET SOUTH**

- **(SEE SNOW REMOVAL FROM STREETS)**

ATTACHMENT #7c

CHURCHES TO REMOVE SNOW FROM **NOVEMBER 15, 2000** **WEST SIDE**

FIRST BAPTIST CHURCH
910 MCKINLEY ST.

- ON 9TH AVE. - MCKINLEY TO NORTH EDGE
OF CHURCH PROPERTY
- ON MCKINLEY - 9TH AVE. TO WEST EDGE OF
CHURCH PROPERTY

OUR LADY QUEEN OF HEAVEN
750 10TH AVE. SOUTN

- ON 10TH AVE. - WING SNOW FROM WEST SIDE
TO EAST SIDE IN FRONT
OF CHURCH

REORGANIZED CHRUCH OF JESUS
CHRIST OF LATER DAY SAINTS

- ON 19TH AVE. SO. - ALTON TO ½ BLOCK
NORTH OF ALTON
- ON ALTON - 19TH AVE. TO ½ BL. EAST

CHRISTIAN REFORMED CHURCH
711 20TH AVE. SO.

- ON 20TH AVE. - CLARK ½ BLOCK SOUTH
(WEST SIDE ONLY)

ST. LAWRENCE CHURCH
550 10TH AVE. NORTH

- ON 10TH AVE. - VANBUREN TO FREMONT
- ON FREMONT - 11TH AVE. TO EAST EDGE
CHURCH PARKING STALLS

ST. PAULS EVANGICAL LUTHERN
311 14TH AVENUE SOUTH

- ON 13TH AVE. - BOTH SIDES OF STREET
ADJACENT TO CHRCH
PROPERTY ONLY.
-
- ON 14TH AVE. - EAST SIDE ADJACENT TO
CHURCH PROPERTY ONLY
- ON 14TH AVE. - WEST SIDE WING SNOW TO
MEAD FIELD

ATTACHMENT #8

SHOVEL BY HAND EAST SIDE

January 8 , 2021

LOCATION

1. CROSSWALKS/SAFETY ISLANDS 8TH ST. N. & BAKER ST. (CROSSING GUARD LOCATION)
2. CROSSWALKS 32ND ST. NORTH/ FRANKLIN ST (CROSSING GUARD LOCATION)
3. CROSSWALKS 8TH ST. NORTH & PROSPECT. (CROSSING GUARD LOCATION)
4. CROSSWALKS 8TH ST. NORTH & SARATOGA (CROSSING GUARD LOCATION)
5. CROSSWALKS/SAFETY ISLANDS 8TH ST. S. & EAST GRAND (CROSSING GUARD LOCATION)
6. CROSSWALKS 8TH ST. S. & GROVE AVE (CROSSING GUARD LOCATION)
7. CROSSWALKS 8TH ST. S. & TWO MILE AVE (CROSSING GUARD LOCATION)
8. SAFETY ISLANDS – EAST END OF JACKSON STREET BRIDGE (SW CORNER & NORTHSIDE)
9. SIDEWALK RAMPS- 3RD ST. N. & E. JACKSON ST. (SW CORNER)
10. SIDEWALK CIRCLE – AT 1ST ST. NO. & OAK BY AHADAWAGAM CREDIT UNION (NW & SW CORNER)
11. SAFETY ISLANDS – ROUNDABOUT 1ST ST. NO. & BAKER ST. (4 LOCATIONS)
12. STEPS/SIDEWALK – 8TH ST. NO. – FROM WASHINGTON TO DRAKE ST. (FROM DRIVEWAY OF 751 EAST TO FENCE)
13. SAFETY ISLAND – LINCOLN ST. AND PEACH ST. (NORTHSIDE)
14. CROSSWALKS 8TH ST. S. & CHESTNUT (NW CORNER ONLY)
15. SAFETY ISLANDS – EAST RIVERVIEW EXP & 8TH ST. SO. (ALL ISLANDS AND RAMPS)
16. SAFETY ISLAND – 8TH ST S & TAYLOR AVE (IN FRONT OF KFC)
17. SAFETY ISLAND – 8TH ST S & CLYDE AVE (IN FRONT OF JOHNNY'S)
18. SAFETY ISLANDS – EAST RIVERVIEW EXP & 12TH ST. SO. (WALK AREA)
19. SAFETY ISLANDS – EAST RIVERVIEW EXP & 16TH ST. SO. (ALL RAMPS AND ISLAND)
20. SAFETY ISLANDS – EAST RIVERVIEW EXP & STH. 54 (ALL RAMPS AND ISLANDS)

ATTACHMENT #8

21. SAFETY ISLANDS – STH 54 & CHESTNUT ST. (ALL ISLANDS AND RAMPS)
22. SAFETY ISLANDS – STH 54 & PEACH ST. (EASTSIDE ONLY)
23. SAFETY ISLANDS – STH 54 & SARATOGA ST.
24. SAFETY ISLANDS – STH 54 & WASHINGTON ST. (ALL ISLANDS AND RAMPS)
25. SAFETY ISLANDS – BAKER DR. & WASHIGTON ST.
26. SAFETY ISLAND – BAKER DR. & BAKER ST.
27. SAFETY ISLAND – 16TH ST AND BAKER ST
28. SAFETY ISLANDS – STH 54 & SPRING ST. (ISLAND AND RAMPS)

ATTACHMENT #8
SHOVEL BY HAND
WEST SIDE

January 3, 2022

LOCATION

1. CROSS WALK - CHASE ST/W RIVERVIEW EXP. (CROSSING GUARD LOCATION AND SIDEWALK TO CUL DE SAC ON 11TH AVE S.)
2. CROSS WALK – 17TH AVE S/W GRAND AVE (CROSSING GUARD LOCATION)
3. CROSSWALK – 17TH AVE S/ALTON ST (CROSSING GUARD LOCATION)
4. CROSSWALK – 25TH AVE S/ GAYNOR AVE (CROSSING GUARD LOCATION)
5. SAFETY ISLAND – 3RD AVE S & CHASE ST
6. SIDEWALK RAMPS – 3RD AVE S AND GOGGINS (3 SIDES NW, SW, NE CORNERS)
7. SIDEWALK RAMPS – 3RD AVE S AND JOHNSON (3 SIDES NW, SW, SE CORNERS)
8. SAFETY ISLANDS – 2ND AVENUE N & JACKSON STREET (WALK AREA)
9. SAFETY ISLANDS – 3RD AVENUE N & JACKSON STREET (WALK AREA)
10. SAFETY ISLANDS – 4TH AVENUE N & JACKSON STREET (SW ISLAND/RAMPS, MEDIANS)
11. SAFETY ISLANDS – 6TH AVENUE N & WEST GRAND (ISLAND, ALL CORNER RAMPS)
12. SAFETY ISLANDS – HWY 34 AND HIGH STREET (ISLAND, E SIDE RAMPS)
13. SIDEWALK – 8TH AVENUE NORTH & VAN BUREN (INTERSECTION EAST SIDE)
14. CROSS WALK – WEST GRAND AVENUE & 10TH AVENUE (PEDESTRIAN CROSSING)
15. SAFETY ISLANDS – WEST RIVERVIEW EXPRESSWAY & WEST GRAND (WALK AREA)
16. SAFETY ISLANDS – W RIVERVIEW EXP & 2ND AVENUE SOUTH (WALK AREA)
17. SIDEWALK – LYONS STREET CUL-DE-SAC
18. SIDEWALK – LYONS STREET TO 2ND AVENUE SOUTH
19. SAFETY ISLANDS- EAST RIVERVIEW EXP & 3RD ST. S. (ALL ISLANDS/RAMPS)
20. SAFETY ISLANDS- EAST RIVERVIEW EXP & LINCOLN ST. (ALL ISLANDS/RAMPS)
21. SAFETY ISLANDS – 25TH AVENUE & WEST GRAND AVENUE (ISLANDS ONLY)
22. CROSSWALK – GAYNOR AVE & 21ST AVE SOUTH (NE CORNER & BIKE TRAIL CROSSING BY ZOO)
23. SAFETY ISLAND – 2ND AVE SOUTH (PEDESTRIAN ISLAND AT BIKE TRAIL CROSSING)
24. SAFETY ISLAND – 2ND AVE SOUTH & GAYNOR (4 PEDESTRIAN ISLANDS, WALKS)
25. SAFETY ISLAND – 2ND AVE SOUTH & WOODBINE STREET (PEDESTRIAN ISLAND)

26. SAFETY ISLANDS- EAST RIVERVIEW EXPRESSWAY & 1ST ST/3RD ST (2-PEDESTRIAN ISLANDS & 4 WALKS)
27. SAFETY ISLANDS- EAST RIVERVIEW EXPRESSWAY & LINCOLN ST (2 PEDESTRIAN ISLANDS & 4 WALKS)

ONCE WESTSIDE COMPLETED ASSIST ON EASTSIDE LIST

ATTACHMENT #9

CITY OF WISCONSIN RAPIDS SAND BARREL LOCATIONS

2021-2022

WEST SIDE	XING GUARD	DATE FILLED					CORNER
1ST AVE SO & WEST GRAND							SE
1ST AVE SO & GOGGINS							SW
3RD AVE SO & GOGGINS							ISLAND
3RD AVE SO & CHASE ST							SW
3RD AVE SO & WEST GRAND AVE							NE
1ST AVE SO & 3RD AVE SO							BLVD
2ND AVE SO & 10TH AVE SO							NW
2ND AVE SO AND PARK ST							NW
PARKING LOT AT ST. MARY'S							
CHASE ST & W RIVERVIEW EXP	XING GRD						NE
W RIVERVIEW EXP AT YMCA ENTRANCE							NE
PARKVIEW APTS (HOME FOR ELDERLY)							SO. END LOT
17TH AVE SO & GAYNOR AVE (2 ON ISLANDS)	SOLD ONES OUT						NW
25TH AVE SO & ENGLER DR							SW
27TH AVE SO & ENGLER DR							SE
29TH AVE SO & THOUSAND OAK RD							NW
20TH AVE SO & CLARK (CHURCH)							SW
17TH AVE SO & ALTON ST.	XING GRD						SE
17TH AVE NO & W GRAND AVE	XING GRD						SE
13TH AVE NO & W GRAND AVE							SW
12TH AVE NO & HIGH ST							NE
10TH AVE NO & FREMONT ST							SW
10TH AVE NO & W GRAND AVE							NW
4TH AVE NO & HIGH ST							SW
NORTH AVE & EDGEWOOD PLACE							NW

ATTACHMENT #9

CITY OF WISCONSIN RAPIDS SAND BARREL LOCATIONS

2021-2022

EAST SIDE	XING GUARD	DATE FILLED					CORNER
3RD ST SO & MEAD ST							NW
2ND ST SO & EAST GRAND AVE							SW
3RD ST SO & EXPESSWAY							NE
3RD ST SO & EAST GRAND AVE							SE
3RD ST SO & OAK ST							NW
3RD ST & E JACKSON ST							NE
3RD ST S & WITTER ST							SW
ALLEY BETWEEN E JACKSON & OAK ST							1 BARREL
JACKSON ST AND OAK ST							SE
JACKSON ST & E GRAND AVE							NW
LINCOLN ST & BIRCH ST							SW
LINCOLN & CHESTNUT							NE
LINCOLN & PEACH ST							NE
LIBRARY (MAIN LOT)							1 BARREL
BAKER ST & MARKET ST							SW
8TH ST NO & BAKER ST	XING GRD						NW
8TH ST NO & PROSPECT ST	XING GRD						SE
8TH ST NO & SARATOGA	XING GRD						
11TH ST SO & OAK ST							NW
11TH ST SO & E GRAND AVE							NE
8TH ST & OAK ST							NE
8TH ST SO & E GRAND AVE	XING GRD						SE
7TH ST SO & E GRAND AVE							NE
8TH ST SO & PLUM ST							NE
8TH T SO & CHESTNUT	XING GRD						NW
8TH ST SO AT SHOPKO ENTRANCE							ISLAND
EXPRESSWAY - SHOPKO ENTRANCE							
RAFTERS OFFICE BEHIND EAST JR. HIGH	PUT A OLD BARREL OUT						

ATTACHMENT #9

CITY OF WISCONSIN RAPIDS
SAND BARREL LOCATIONS

2021-2022

EAST SIDE	XING GUARD	DATE FILLED					CORNER
8TH ST SO & PEPPER AVE							NW
8TH ST SO & GROVE AVE (2 BARRELS)	XING GRD	OLD BARRELS					NW
8TH ST SO & TWO MILE AVE	XING GRD						NE
1ST ST NO & APRICOT ST							NE
3RD ST NO & LAVIGNE ST							NW
1ST ST NO & SPRING ST							SE
WASHINGTON SCHOOL							BY STREET
32ND ST NO & FRANKLIN	XING GRD						
18TH ST NO & BAKER ST							SE
16TH ST NO & BAKER ST							SE
BAKER-NEAR WALK TO COURT HOUSE							
11TH ST NO & BAKER ST							NW
11TH ST NO & APRICOT ST							NE
16TH ST SO & E GRAND AVE							SW
16TH ST SO & PEACH ST (W & L)							NE
16TH ST SO & CHESTNUT							NW
13TH ST SO & CHESTNUT							SW
12TH ST SO & CHESTNUT							SE
HUNTINGTON HOUSE ON HUNTINGTON							BTW. DRIVES
HUNTINGTON AT 12TH ST SO							SW
LINCOLN & PEPPER							SW
SAMPSON & GROVE							SW
WOODSIDE SCHOOL							BY STREET
LINCOLN & GROVE AVE							NW
LINCOLN ST & AIRPORT							SW
LINCOLN & TWO MILE							NW

ATTACHMENT #10

BORDERLINE STREET AGREEMENT

This agreement made and entered into this 15th day of January, 2016 by and between the City of Wisconsin Rapids, Wood County, Wisconsin, a municipal corporation, the party of the first (1st) part and the Town of Grand Rapids, Wood County, Wisconsin, a municipal corporation, the party of the second (2nd) part.

SNOW PLOWING

The party of the first (1st) part shall plow the following named street

1. **1ST STREET SOUTH**
Clyde Avenue to Two Mile Avenue
2. **16TH STREET SOUTH**
Two Mile Avenue, northerly to Grove Avenue
3. **20TH STREET SOUTH**
Two Mile Ave. to Griffith
4. **AIRPORT AVENUE**
19th Street South, easterly to 20th Street South
5. **GROVE AVENUE**
16th Street South to east end
6. **TWO MILE AVENUE**
1st Street South, easterly to 20th Street South
7. **KUHN AVE**
8TH St. S to 12TH St S.
8. **LINCOLN STREET**
Thalacker Avenue to Whitrock Avenue
9. **CLIFF STREET**
Whitrock Avenue to 300' north of Whitrock Avenue
10. **WHITROCK AVENUE**
8th Street South to Lincoln Street
11. **DOVE AVENUE**
8th Street South to west end
12. **SNYDER STREET**
Lake Avenue southerly to Daly Avenue
13. **32ND STREET NORTH**
Green Bay & Western Railroad tracks to Washington Street
14. **BAKER STREET**
22nd Street North to 23rd Street North
15. **25TH STREET NORTH**
Washington Street to Saratoga Street
16. **24TH STREET NORTH**
Oak Street to Saratoga Street
17. **OAK STREET**
24th Street North to west cul-de-sac
18. **CHESTNUT STREET**
20th Street South to Hwy 54
19. **SARATOGA STREET**
Hwy 54 to 28th Street

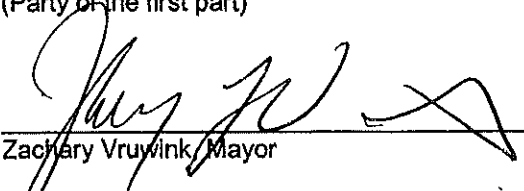
ATTACHMENT #10

The party of the second (2nd) part shall snow plow the following named streets:

1. **32ND STREET NORTH**
Washington Street, southerly to Chestnut Street
2. **28TH STREET NORTH**
Washington Street, southerly approximately 300'
3. **WASHINGTON STREET**
32nd Street North to 1/4 mile east of 32nd St N
4. **SARATOGA STREET**
28th St. N to 32nd Street S.
5. **WOLOSEK AVENUE**
32nd Street North to east end
6. **CHESTNUT STREET**
Hwy 54 to 32nd Street South
7. **16TH STREET SOUTH**
Two Mile Avenue to Kuhn Avenue
8. **PEPPER AVENUE**
1st Street South to Golf Course Road
9. **WEeping WILLOW DRIVE**
Two Mile Avenue, southerly for a distance of 160'
10. **WHITROCK AVENUE**
8th Street South to 300' east of 8th Street South
11. **LINCOLN STREET**
Bruce Lane to Brianwood Avenue
12. **BRIANWOOD AVENUE**
Lincoln Street to 660' west of Lincoln Street
13. **PETERSON AVENUE**
8th Street South to the east City limits
14. **12TH ST**
Peterson Ave to Griffith Ave.
15. **TWO MILE AVENUE**
20th Street South to the east City limits
16. **20TH STREET SOUTH**
Airport Avenue to Two Mile Avenue

Date: 1/29/16

CITY OF WISCONSIN RAPIDS
(Party of the first part)


Zachary Vruwink, Mayor

Attest: Sue Bravick

Sue Bravick, City Clerk (Interim)

Date: 1/18/16

TOWN OF GRAND RAPIDS
(Party of the second part)


Arne Nystrom, Town Chairman

Attest: Lisa Dotter-Guyant

Lisa Dotter-Guyant, Town Clerk

ATTACHMENT #11

SPECIAL SNOWPLOWING ARRANGEMENTS LISTS

NOVEMBER 16, 2000

LOCATION

- | | | | |
|-----|--------------------------|---|---|
| 1. | 2 ND ST. SO. | - | BIRCH TO MEAD
PLOW TO RIVERBANK |
| 2. | WITTER STREET | - | 2 ND ST. SO. TO 3 RD ST. SO.
PLOW DOWNHILL TO RIVERBANK |
| 3. | BIRCH STREET | - | LINCOLN TO GARFIELD – PLOW LIBRARY SIDE |
| 4. | 1 ST AVE. SO. | - | JOHNSON ST. TO 3 RD AVE. SO.
PLOW TO RIVERBANK |
| 5. | 1 ST ST. SO. | - | DALY AVE. TO TWO MILE AVE.
PLOW ALL TO WEST SIDE WHEN TIME ALLOWS
(MINOR SNOWFALLS, SCRAPINGS. ETC) |
| 6. | BAKER ST. | - | 17 TH ST.NO. TO 18 TH ST. NO.
PLOW ALL TO TRIANGLE |
| 7. | 7 TH ST. NO. | - | SARTOGA ST. TO WISCONSIN ST.
PLOW ALL TO WEST SIDE, OPEN DRIVEWAYS |
| 8. | APRICOT ST. | - | 17 TH ST. NO. TO BAKER DR.
PLOW ALL TO NORTH SIDE |
| 9. | 11 TH ST. NO. | - | BAKER DR. TO END OF BUILDING ON WEST
WEST SIDE OF 11 TH ST. <u>PICK UP SNOW PILE</u> |
| 10. | MAPLE MANOR | - | LINCOLN TO 8 TH ST. SO. – PLOWED ALL TO
SOUTH |
| 11. | LINCOLN ST. | - | RUBY TO MAPLE MANOR –PLOW ALL TO WEST |

ATTACHMENT #11

ENGINEERING DEPARTMENT – January 2022

Misc.

- 16 Permits/Applications for asphalt paving (0), driveway grades/concrete pour inspections (0), storm water (1), excavating (5), Street Privilege (0), storm connection (0), permit parking (0), banner (0), contractor licenses (10)
- 26 Diggers Locates for Storm Sewer & Sanitary Sewer as of 1/26/2022 (1 Emergencies)
- Degradation fees
 - degradation fees this month
 - \$2,745.90
- Transportation Utility Database – the database and account verification is nearly complete. The last set of city verified changes is being sent to RaSmith by 2/4/2022.

Traffic

- Vision Triangle Complaints
 - 4th Ave N and W Grand Ave – Southbound left – review is ongoing
- Stop Sign Requests – review is ongoing
 - 10/14/2021 - Sampson St and Grove Ave. Study is complete. Signs were installed before Christmas
 - 10/14/2021 - Two Mile and 1st St S – review is scheduled
 - Chestnut St centerline striping – reviewed at Public Works
 - 4/20/2021 – 12th St and Chestnut St. Study is complete. Sign approved.
- ITS Standalone Signal Grant
 - The city staff requested proposals from consultants to be reviewed at the Public Works Committee in February.
 - City received a State / Municipal Agreement on 8/30/2021. The agreement is fully signed.
 - The City was noticed via email on 2/1/21 that the \$534,600 grant was approved. Submitted a Standalone Signal Grant through the WI DOT the following intersections along the Expressway: Chase St, W Grand Ave, High St. Results are expected in November of 2020.
- Signal complaints
 - 8th St sign bridge at Chestnut St fell and needs replacing – A new pole has been ordered and will be installed when the weather breaks.
 - Ped Crossing at 1st St N and E Jackson St was not lighting up. WWLC investigated and the power was turned off when the Christmas lights were turned off. Power is restored and the sign is working properly.
 - Nov. 2021 - Griffith and 8th St queuing lengths. Review is ongoing.
 - 12/22/2021 – 8th St and Pepper Ave NB & SB Left Turn Arrow Malfunction. This was determined to be a camera detection issue. Gridsmart technician verified and corrected the issue.

Project Designs/Construction underway:

2021 Projects

- RECC Rail Spur – Construction is substantially complete as of January 8th, 2022. A final walk-thru is scheduled for early February. Bid opening was October 5th with Ameritrack being the low, qualified

bidder at \$792,705.00 base bid. 3 bidders supplied numbers with the 2nd lowest bid at \$1,030,345.00.

Maintenance Projects

- Concrete Joint Sealing –
- Sidewalk Concrete Cutting (Safe Step) – **preparing RFP documents for 2022**
- Sidewalk and Curb & Gutter Maintenance – **preparing RFP documents for 2022**

2021 Reconstruction Projects (to be completed in 2022)

- **DOA/Lyon Park Levee – The DNR provided further questions on December 3rd, 2021 with the City's formal reply on December 10th. A meeting was held on January 26th, 2022 and little to no concerns remain from the DNR and they should be issuing a permit soon.** The DNR requested additional information which was provided on October 20th. Met with the DOA on July 15th to do a preconstruction walk-thru. Plans were modified after the walk-thru. City Floodplain Permit Application was also prepared. Flood modeling along the Wisconsin River near the roundabout and the DOT office building – GEI has completed the modeling report and a flood plain zoning permit application has been submitted. Plans are complete. The DOA and City crews are reviewing the final plans. A DNR permit application is being applied for in July. Construction is expected to occur in late summer / fall of 2021.

2022 Reconstruction Projects

- Design for 2022 Projects
 - **This month final permit applications were reviewed and prepared for submission, comments from St Dpt and Utilities were reviewed and considered, minor plan adjustments were made along with Quality Control / Quality Assurance reviews.**
 - Fremont St – 13th to 14th Ave design - 99% complete
 - W Jackson St – Expressway to Jackson St Bridge – 100% complete
 - Fremont St – 7th to 10th Ave design is 99% complete
 - 9th Ave N (8th Ave N to Fremont St) – 99% complete
 - Smith St (Railroad to Riverview Dr) – 99% complete
 - Cherry St (Riverview Dr to 1st St N) – 99% complete
 - Rosecrans St (9th Ave N to east dead end) – 50% complete

2022 Contracts

- **Sewer Lining Contract (contract awarded to Visu Sewer) – All documentation was prepared and signed. A preconstruction meeting is being scheduled in February.**
- **Crushing Contract – 90% (anticipate advertising bids January 31st)**
- **Asphalt Contract – 40% (Quantity Take-off occurred in January, advertise by February 11th)**
- **Concrete Contract – 40% (Quantity Take-off occurred in January, advertise by February 11th)**

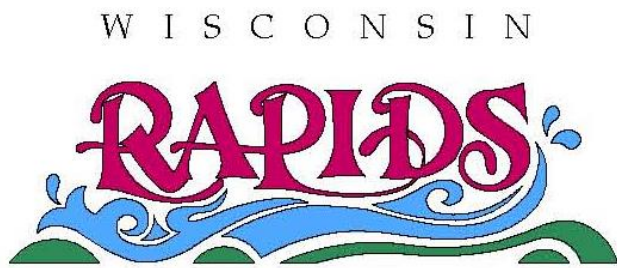
2023 Reconstruction Projects

- Preliminary Survey for 2023 Projects
 - Oak St (E Jackson St to 16th St) – 100%
 - 9th St S (Peach St to Chestnut St) – 0%
 - McKinley St (8th Ave N to 14th Ave N) – 0%
 - Shorewood Terrance (1st St N to Termini) – 0%
 - Apricot St and Broadway St – 100%

- Design for 2023 Projects: The following list is what is currently proposed in the CIP. However, the list of projects result in nearly 2 miles of road improvements. Our typical production for design and construction is about 1 mile. At this point, we are anticipating that 1 project, perhaps McKinley St, will be delayed until 2024.
 - **Oak St (E Jackson St to 16th St) – 10%**
 - **Preliminary survey data was incorporated into CAD, Structure inspection data was reviewed and drafted into CAD, and the project is generally prepared at this point to start design**
 - 9th St S (Peach St to Chestnut St) – 0%
 - McKinley St (8th Ave N to 14th Ave N) – 0%
 - Shorewood Terrance (1st St N to Termini) – 0%
 - **Apricot St and Broadway St – 50%**
 - **Geotech work was complete by Nov. 15th. Waiting on report.**
 - Design goal for 2023 project designs - have Oak St, 9th St S and Apricot/Broadway complete in August of 2022 coinciding with budget preparations. This would equate to having 90% of the 2023 projects complete by the end of August 2022.

Storm Water Utility

- **Annual MS4 Report to be submitted by March 31st.**
- Total Maximum Daily Load requirements are being reviewed and staff are putting together a recommended path forward.
- Storm Sewer Outfall testing -
- **Storm Utility Billing Updates – Final adjustments from 12/31/2021 will be complete in early February and then sent to WWLC.**
- One Mile Cr. – MSA submitted a draft plan set for review. City staff will review early December. Only three residents have signed the Permanent Limited Easements. City is working on completing the application for the dredging component of the project which could occur in winter. MSA stated the plans for the dam removal and dam rehabilitation are around 90% complete. MSA completed final surveying / inspection work on the dams in mid-June. They are coordinating a draw down with the DNR. Inspection is expected to occur in mid-June. Council approved 2/16/21 moving forward with dredging both the lower and upper ponds, and utilizing MSA for design of the lower dam repair & upper dam removal. Property owners are aware of this decision. Engineering Dpt. is requesting a proposal from MSA for design and permitting work related to the lower dam rehabilitation. Discussed at Public Works on 11/10/20 – no decisions were made. A resident meeting was scheduled with property owners on October 16th with requested feedback from property owners on Oct. 26th.



PUBLIC WORKS DEPARTMENT

1411 CHASE STREET
WISCONSIN RAPIDS, WI 54495
(715) 421-8218 FAX (715) 421-8281

January 2022

Refuse and Recycling

- Garbage Collection Estimate 349 tons
- Recycling Collection Estimate 102 tons
-

Public Works Maintenance

- Provided Christmas tree pickup
- Cleared R/W in areas that trees were hanging out into roadway and hitting vehicles
- Plowed/ Salted five snow events of 3" or less.
- Picked up and stored all Christmas Decorations for the season
- Cleared city common areas from dead trees December wind
- Started service and or replacement of small engine tools (String trimmers, chain saws, brush saws and cut off saws)
- Serviced Dewatering pumps
- Service, Construction Dozer and Street Sweeper
- Reviewed 2022 Construction plans
- Fixed fence along Expressway in three spots damaged by wind and vehicle hit
- Picked up brush piles from December wind gusts
- Filled sand barrels
- Cut brush on West River bank
- Moved and built book shelves for the Library
- Painted walls and installed new ceiling tiles in front and office entry of City garage
- Turned compost at East and Westside compost
- Rented Asphalt Cold planner to remove high spots on expressway and various other locations where Concrete and Asphalt roads meet
- Inventory castings
- Cleaning and organizing building as time allows

Paint and Signs

- Christmas Decorations and Banners removed along Grand Ave and throughout the downtown and stored for winter
- Started off season equipment maintenance
- Started Parking Ordinance sign replacement
- Assisted with snow removal operations
- Repaired damaged signs from accidents and wind
- Training new employee to area
- Refaced polling place sign for election

Shop and Repairs

- Multiple repairs to snow fighting equipment after an event
- Hard surface excavator bucket
- Multiple big truck services
- Buildup frame for Loader snowplows
- Relined Garbage truck in high wear area
- Police Car maintenance
- Airport tractor fuel pump issues
- Belt Change on V-box spreader



Public Works Committee

Date of Request: 1/26/2022

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Review ITS Grant proposals

Background information:

The DOT Grant is funding ~\$535,000 at a 90/10 split for the upgrade of the traffic signals along the Expressway at Chase St, W Grand Ave and High St.

A request for proposals was sent out to 6 firms based upon their traffic design experience. Firms include: Strand, CBS squared, AECOM, Traffic Analysis & Design, MSA and Westwood.

Strand declined to submit a proposal. MSA partnered with CBS squared to submit a proposal. No other proposals were received. CBS squared is highly recommended by the DOT Traffic Engineer based on their experience with railroad preemption which is a large driver for the grant.

The proposal is for \$71,355.

Options available: consider approving this proposal.

Action you are requesting the committee take: It is recommended to approve the proposal from MSA for \$71,355.

How will the item be financed? It will be financed through the 2022 Traffic Control Budget and 90% of the costs will be reimbursed by the DOT.

PROPOSAL TO PROVIDE
SIGNAL INFRASTRUCTURE
UPGRADES FOR
INTERSECTIONS ALONG:

**W. Riverview
Expressway:
Chase Street,
W. Grand Avenue
and High Street**





January 21, 2022

Joe Eichsteadt, PE | City Engineer
City of Wisconsin Rapids
444 W. Grand Avenue
Wisconsin Rapids, WI 54495

Re: Proposal to Provide Signal Infrastructure Upgrades at Three Intersections Along W. Riverway
Expressway: Chase Street, W. Grand Avenue and High Street

Dear Mr. Eichsteadt,

We are excited for the opportunity to work with City of Wisconsin Rapids on this project and continue our history of assisting the community with a number of engineering services, particularly traffic engineering.

MSA has a long history of working on the Riverview Expressway, which began with the Wisconsin River bridge rehabilitation project in 2009 that I personally worked on. Since then, our team has been working to improve operations, congestion and safety for each major intersection along the Riverview Expressway Corridor, including the three intersections identified as part of this SISP project.

The team assembled for this project is extremely qualified. The partnership between MSA and Joanna Bush from CBS², Inc. is unmatched from others with respect to the familiarity of the corridor and the design and implementation of railroad preemption. Joanna's previous experience as the State of Wisconsin Traffic Signal Engineer and her current role as a consultant with the WisDOT Bureau of Local Roads, Railroads and Harbors ensures that the requested design will meet the goals of the City. In addition to the design, MSA was selected by WisDOT to oversee construction of the City's W. Jackson Street reconstruction project scheduled for this year. MSA staff who will be spending the construction season on that project will be able to oversee the work necessary for this project very cost effectively and also seamlessly coordinate any impacts or adjustments that would be required between these two projects.

Our team understands the history behind what exists today and how this project came to be, which will be very useful as the project begins. We are excited to continue our relationship with you on this project. Please do not hesitate to contact me at (608) 242-6650 or bhuibregtse@msa-ps.com to further discuss your needs and our proposed approach.

Sincerely,
MSA Professional Services, Inc.

A handwritten signature in blue ink that reads "Brian Huibregtse".

Brian Huibregtse, PE, PTOE
Project Manager

MSA PROFESSIONAL SERVICES, INC.

1702 Pankratz Street | Madison, WI 53704

Contact: Brian Huibregtse, PE, PTOE
Phone: (608) 242-6650
Email: bhuibregtse@msa-ps.com
Website: www.msa-ps.com



High Street



W. Grand Avenue

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FIRM PROFILE



MSA Professional Services, Inc. (MSA) specializes in the sustainable development of communities. We achieve this by building honest, open relationships that go beyond the project to become a trusted source of expertise and support for immediate challenges and long-term goals. Big or small, we do whatever it takes to meet each need, working to make communities stronger in the process.

It's more than a project. It's a commitment.

MSA's roots reach back to the 1930s. Once a rural land survey company, our firm now consists of approximately 350 engineers, architects, planners, funding experts, surveyors, GIS experts and environmental scientists. MSA excels at helping clients identify grant and funding sources and then delivering high-quality, cost-effective solutions.

OUR TRANSPORTATION TEAM | SIZE OF STAFF FOR THIS SERVICE

MSA has been providing transportation and traffic engineering expertise to communities and state agencies for more than 60 years. Our staff of experts has grown to include more than 60 professionals across the Midwest. We have developed an internal Community of Practice (CoP) where our transportation and traffic staff meet and share project experiences, industry research, and develop technology to continuously improve our craft. CoPs allow us to stay on the cutting edge for our clients and provide a wide range of options and solutions to solve their related challenges. We look forward to continue to build our relationship with the City of Wisconsin Rapids and share our knowledge and experience with you. MSA is currently on WisDOT's roster of eligible engineering consultants.

Urban Design

MSA has been assisting communities with their urban design projects for decades. From rural to urban conversions on the edges of the community to the heart of the downtown, our team has seen it all. Our team takes the time to understand the goals of your community to plan and design facilities that integrate your needs. We evaluate those goals, and if desired, make sure multimodal amenities are included such as pedestrian and bicycle accommodations, public transit features, trail connectivity, wayfinding improvements, and roadway reconfiguration. Our team will help navigate a community through a challenging design process, avoiding surprises and resulting with a fantastic product.

Intersection Analysis and Design

MSA has designed hundreds of intersections and nearly 100 traffic signals across the Midwest. Our traffic team is fully capable of intersection control evaluation (ICE reports), operational analysis and final plan design, so you can rest assured that our recommendations provide operational and safety enhancements that are both practical and context sensitive, regardless of the ultimate traffic control.

Safety Considerations

MSA has helped clients of all types take stock of their infrastructure assets through road safety audits and detailed crash analyses, turning the information into low-impact solutions for retrofitting existing intersections for a fraction of the cost of complete redesign. Our teams are experts in the use of safety performance function (SPF) models that allow communities to proactively measure roadway improvement effectiveness prior to having to wait for a physical crash to occur.

Familiarity with the City of Wisconsin Rapids

MSA is pleased to have worked with the City of Wisconsin Rapids on critical projects in the past including the Aquatic Park and Riverview Expressway Study projects. During these projects, strong communication and positive relationships with City staff were critical to the projects' successes.





Chase Street

PROJECT UNDERSTANDING

The Riverview Expressway is a vital corridor to the City of Wisconsin Rapids that sees over 20,000 vehicles a day. With the Expressway classified as a connecting highway, City staff have worked closely with WisDOT's North Central Region to ensure operations and safety are prioritized on the corridor. An additional challenge to the operations of the corridor is the Wisconsin Central (Canadian National) rail line that runs adjacent to the expressway — west of the Wisconsin River. Per the Federal Railroad Administration (FRA), this line sees on average six (6) through trains a day with as many as 14 switching operations. These switching operations have been observed to last nearly an hour, at times causing gridlock within the area. Although not a high-speed route, trains are allowed to travel up to 40 mph on the corridor which is still quite fast through a developed area of town. With the impacts from the rail line, the City identified the need to improve its signal infrastructure and railroad preemption settings at the three identified intersections. After working with the Region on improvement options, the City needed to budget for the improvements. MSA, who was working with the City on other projects, recommended the City pursue SISF funding for the project, which was approved by WisDOT in the spring of 2021.

With SISF funding associated to this project, MSA understands that the City will be required to submit for reimbursement for the design and construction costs. MSA construction administration staff have familiarity working with similar types of state-supplied funding and will be able to assist the City with correct documentation for the reimbursement.

MSA also understands the STP-Urban reconstruction project on W. Jackson Street from the Riverview Expressway to the Jackson Street Bridge is scheduled from spring to late fall in 2022. MSA staff are very familiar with the project as MSA was selected by WisDOT to oversee construction of that project. MSA will be on site for the entire construction season and could easily and cost effectively assist with construction observation needs for this

project. Based on the requested signal infrastructure changes at the intersection with W. Grand Avenue, changes and adjustments will be required to the current Grand Avenue approach plans, and having staff familiar with both projects will increase efficiencies and decrease delays resulting from coordination. One such item would be the coordination for the monotube base that would need to be constructed in the pork chop island on the east approach for W. Grand Avenue. Other modifications were also noted to the proposed signal plans and temporary signal plans in the reconstruction plans that need to be addressed with this ITS project.

Coordination of traffic control will also be important to the project. Current descriptions in the SISF funding application request rewiring of each intersection. These will require temporary signals to be installed. At W. Grand Avenue, coordinating traffic control plans that do not contradict the Jackson Street reconstruction project will be necessary for project success.

Timing of the ordering for some signal infrastructure will be critical for the project. Due to high demand and shipping challenges, monotube poles and arms are projected to have 6-8 month lead times. **It is strongly recommended that the City of Wisconsin Rapids place the order for the monotubes concurrently with the signal design plan development as early as February/ March of 2022.** MSA would plan to immediately work with the City to identify the correct equipment that would need to be ordered. If this ordering is delayed to when the entire project is bid, lead times could put the 2022 construction timeline in jeopardy.

Lead times on other equipment have also seen delays, but few as long as 6-8 months. Based on feedback from suppliers, even traffic signal control cabinets need a 3-4 month lead time for delivery. Knowing the importance of schedule, MSA recommends that bidding occur for this project in April of 2022 at the very latest.

PROJECT APPROACH

DESIGN SERVICES

Meetings

MSA understands the importance that communication plays in the success of the project. Sound communication doesn't start and end with the kickoff meeting, it continues throughout the life of the project. As such, after the project kickoff meeting, MSA proposes to hold monthly virtual check-in meetings with the City to ensure clear communication about where the project stands. Once project plans have been submitted for City review, MSA will also hold a "90%" review meeting to discuss any final comments and/or changes prior to project bidding. A public involvement meeting is not anticipated, nor is included as part of this proposal.

Field Work and Data Collection

Several aspects of this project can be designed using existing aerial and as-built data; however, having accurate, up-to-date utility locations is crucial for limiting surprises in the field during construction. While MSA will use existing City information as much as possible, MSA proposes to collect limited field survey near proposed monotube and anticipated temporary signal pole installations. In addition, updated traffic counts will be collected to ensure proper implementation of the new railroad preemption with current traffic patterns.

Plans, Specifications and Cost Estimates

MSA has an extensive background retrofitting existing signals both within the City and throughout Wisconsin. This background helps us better understand the kind of details contractors are looking for, both within the plans and specifications, allowing them to comfortably bid and construct a project in a cost-effective manner. MSA also has extensive background implementing both state requirements and community preferences into the same project, ensuring the City will get the product they desire and deserve.

- The plans will include a title sheet; general notes; construction details; removal plans for existing signal equipment being replaced; temporary and proposed signal plan layouts showing updates from both the SISP proposal and previously proposed, but unbuilt pedestrian countdown timer additions at the W. Grand Avenue and Riverview Expressway intersection; temporary and proposed sequence of operations charts implementing the new railroad preemption; cable routing sheets for rewired signals; and traffic control plans.
 - Rewiring of signals assume once existing wire is removed, the existing conduit is in adequate condition to reuse.
 - The proposal assumes all existing signal equipment, including traffic signal controller cabinets are either within existing right of way or easements, which permits access and any necessary work to be completed.

- Existing right of way and easement information is assumed to be provided by the City. Establishment of existing right of way from title searches or field survey, acquisition, platting, or related work is not anticipated nor included.
- The specifications will include necessary information to comply with SISP funding as well as adequate information for the contractor to successfully complete the project. It is anticipated that the plans will generally follow WisDOT standard bid items and details; however, the specs will also include non-standard items such as the traffic signal controller and the vehicle detection cameras. Based on past coordination with the City, these are anticipated to be GRIDSMART cameras, but MSA will work with the City and vendors to confirm and implement whichever style of camera the City desires.
- Also included is a final project cost estimate for City planning purposes.

Railroad Preemption Implementation

As part of the railroad preemption implementation process, MSA assumes the City will provide the existing signal timing information that includes preemption settings from the existing signals. New preemption calculations will be provided based on current WisDOT practices. MSA will plan to be on site when final implementation cut-over occurs. Two trips are assumed in the event all three intersections are not able to occur in a single day.

Canadian National Coordination

Railroad coordination will play a significant role in the success of this project. As noted previously, MSA and its subconsultant have completed numerous projects that have required close coordination with railroads, including Canadian National. This coordination is included as part of this proposal. Any fee request for review,



High Street

permits, or coordination with the railroad during design, will be shared with the City for payment.

DOT Coordination

MSA worked with both the City and WisDOT North Central Region when completing the successful SISIP grant for the project. While this project is not WisDOT led, MSA assumes this coordination will continue and that WisDOT will review and comment on the plans prior to bidding.

Water Works & Lighting Commission Coordination (WWLC)

MSA regularly works with both public and private electric utilities. As the entity that maintains the City's signal operations, MSA will work with WWLC as necessary to ensure the plans and wiring are set up such that WWLC is able to successfully continue to maintain operations. It is assumed WWLC will review the plans prior to bidding.

Additional Considerations

The proximity of the railroad tracks and the addition of the new railroad preemption raise some additional efficiency considerations regarding right-turning vehicles and pedestrians on the west approaches of each of the three intersections. MSA proposes to use the updated traffic count volumes to review the right turn vehicle and pedestrian movements on the west approach of Chase Street and W. Grand Avenue and the right turn vehicle movements at High Street. Depending on volume, there may be safety and efficiency benefits for the new railroad preemption by controlling right-turning vehicles and/or pedestrians crossing those turn lanes. MSA will notify the City of the recommendation based on the new volumes. These additional considerations can be evaluated by the City at the beginning of the design process.

Bidding Services

MSA regularly completes bidding services for communities throughout Wisconsin and has the process down to a science, so the City can rest assured that MSA will successfully administer the bid and award of their project. The services listed below are assumed to be completed for all three intersections at the same time due to efficiencies and cost savings for the City.

Included in MSA's bidding services are the following:

- Bidding document preparation.
- Assisting the City in advertising and soliciting contractors for bids.
- Sending a Class II Public Notice (the City will be responsible for advertisements costs).
- Administering the Bid Document Distribution Process utilizing QuestCDN.
- Issuing Addenda as appropriate to clarify, correct, or change the bidding documents.
- Conduct an Electronic Bid Opening located at MSA's Marshfield office.
- Prepare a Tabulation of Bids for the City's reference.
- Assist the City in evaluating bids and in assembling and awarding construction contracts.

Construction Services

As mentioned in the Project Understanding, MSA was selected by WisDOT to complete construction oversight of the W. Jackson Street project. This creates a unique opportunity for the City to complete two overlapping projects with the same construction oversight, adding efficiency, cost savings, and reducing headaches for the City. Similar to bidding services, it was assumed that all three signal modifications would be taking place at the same time to further increase efficiencies and cost savings. Separate meetings with businesses, council or committees are not anticipated or included.

MSA proposes the following construction services for this project:

Construction Administration

- **Project Administration:** Manage and coordinate project team, budget, and schedules. Maintain communication with Owner and stakeholders on project.
- **QA/QC:** Employ documented quality-assurance/quality-control procedures throughout project.
- **Pre-Construction Meeting:** Coordinate and conduct Preconstruction Meeting.
- **Construction Progress Meetings:** Facilitate and attend monthly meetings, assumed to be concurrent or on same day as any W. Jackson Street Reconstruction progress meeting.
- **Contractor Communication:** Respond to contractor requests for information and assist in interpretation of contract documents in person, in writing, or by telephone. This communication is especially important if the Jackson Street contractor isn't the same as the signal contractor since the same construction inspector can seamlessly facilitate both projects.
- **Submittal Review:** Review contractor shop drawings, submittals, schedules, and samples for compliance with construction documents.
- **Change Orders:** Review Change Order requests from contractor; recommend Change Orders to Owner as appropriate.
- **Applications for Payment:** Review Contractor Applications for Payment; make payment recommendation to Owner as appropriate.
- **Project Closeout:** Prepare punch list (items to be completed or corrected), and Substantial Completion Certificate. Review

contractor work and completion documents for compliance with construction contract and readiness for final payment (includes warranty documentation and lien waiver review).

Construction Observation

- Furnish a Construction Observer to observe the progress and quality of the contractor's work on the project. Duties and responsibilities of the CO include:
 - Assist in communication between engineer, contractor, and City, especially when additional information, interpretation, or clarification is needed regarding existing conditions or contract documents.
 - Conduct on-site observations of contractor's work in progress to assist engineer in determining if the work is, in general, proceeding in accordance with the contract documents.
 - Verify that necessary tests, equipment, and systems start-ups are conducted and documented appropriately.
 - Maintain orderly files and prepare a daily report recording contractor's hours and activities at the site.
 - Review applications for payment with regard to work completed, and materials and equipment delivered at the site.

- Participate in visits to the project to determine punch list items, and readiness for Substantial Completion and Final Completion.
- Construction staking by MSA is not included and assumed to be completed by the contractor.
- The estimated fee for services is based on 20 days of construction observation for four (4) hours per day at the site.
- All observation hours assume that construction on Jackson Avenue with MSA staff present is ongoing. If the projects are delayed or extends beyond the completion of Jackson Avenue, a contract amendment would be required.**

Post Construction

- Record Drawings:** Prepare Record Drawings based on addenda, Field Orders, Change Orders, and contractor's records.
- Operation and Maintenance Manuals:** Compile Operation and Maintenance Manuals from information provided by contractor.
- Correction Period:** Visit site with Owner one month prior to end of contractor's correction period to ascertain if any work is subject to correction.

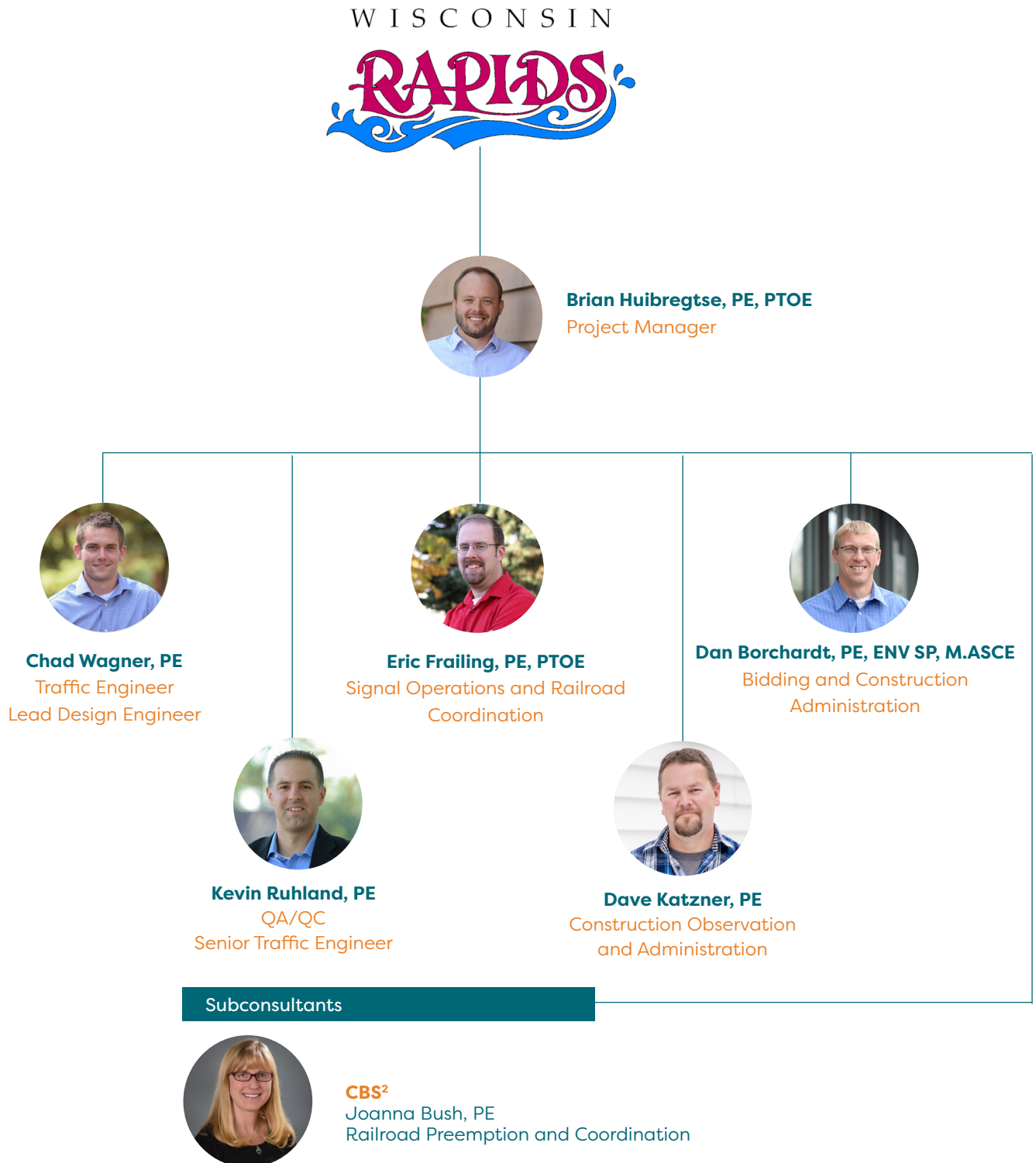
PROPOSED PROJECT SCHEDULE

TASK	2022					COMPLETION DATE (2022)
	FEB	MAR	APR	MAY	JUNE-NOV	
Contract Approved						February 1 st
Project Kick Off						Week of February 7 th
Survey (Weather Dependent)						Early March
Preliminary Design						March 30 th
City to Order Monotube Structures						March 2022
Progress Meeting						Week of April 4 th
Railroad and Utility Coordination						April 22 nd
Final Design						April 22 nd
Project Advertising						April 25 th
Bid Letting						May 10 th
Construction (Phasing to be determined)*						Late Fall 2022

*Partially Dependent on the Jackson Street staging

ORGANIZATIONAL CHART

Our team is staffed to handle the needs of your projects. We are a group of experienced transportation engineers backed by more than 370 other technical specialists who are accustomed to working together on similar projects. Our familiarity with each other will enable us to meet your workload and timeline requirements. **Specifically for this project, we have chosen a team that reflects the needs for this project, including familiarity with similar-sized projects, and the expertise to explore all viable alternatives.**





Brian Huibregtse, PE, PTOE

PROJECT MANAGER

Brian will lead the overall management of the project and coordination.

Brian is experienced in project management and design engineering for traffic and transportation projects. For the last 17 years, he has been managing projects ranging from ADA compliance to intersection improvements. His overall project experience includes traffic signal design, intersection control evaluations, preliminary and final intersection design, microsimulation modeling, public involvement, crash and safety analyses, and signage and pavement markings for both rural and urban projects. He has been involved in the completion and QA/QC of more than 30 intersection control studies and traffic signal design projects throughout the Midwest.

SELECTED PROJECT EXPERTISE

Traffic Engineering Services, Wisconsin Rapids, WI

Managed and completed traffic engineering service requests from the community. Tasks have included corridor timing plans, safety analysis, signal modification plans, pedestrian improvement recommendations, and TIA review.

Riverview Expressway Traffic Study, Wisconsin Rapids, WI

Led the traffic operational analysis for retiming the primary east/west four-lane expressway in this community of 20,000 people. Timing plans were developed that maximized travel time efficiency while meeting current ADA and MUTCD requirements. Completed crash analyses at each intersection and safety improvements were provided with the final signal timing plan report.

Grand Avenue & Ironwood Avenue Signal Design, Sun Prairie, WI

Completed the warrant analysis and assisted in the design of a new traffic signal at this intersection. New signal infrastructure included microwave detection and signal communication equipment.

WIS 76 Intersection Control Survey, Winnebago County, WI

Completed data collection and traffic analysis for WIS 76 intersection with CTH G, CTH GG, and CTH JJ. Preliminary plans were completed for each intersection that reviewed both stop control and roundabouts alternatives.

STH 26 & McCormick Drive, Janesville, WI

Completed full roadway and traffic signal plans for the intersection of STH 26 and McCormick Drive, including construction staging plans and temporary traffic signal plans. The project included expanded lane configuration, monotubes, flashing yellow arrow, and on-call construction services.

CTH N & CTH BB, Cottage Grove, WI

MSA was hired by the Village of Cottage Grove to conduct an intersection control evaluation at the intersection of CTH N and CTH BB in order to determine the most appropriate improvement. The ICE determined a multi-lane roundabout would accommodate the fluctuating volumes with the least amount of delay. However, during plan production a politically driven change to the design was made and the traffic signal improvement option was chosen to be constructed. MSA completed plans for the reconstruction.

EDUCATION

B.S. Civil Engineering
University of Wisconsin-
Madison

CERTIFICATIONS

Professional Engineer, WI, MN
Professional Traffic Operations
Engineer
WisDOT Certified TIA Preparer
WisDOT Level 1 Qualified
Roundabout Designer

AREAS OF EXPERTISE

- Traffic Signal & Roundabout Design
- Traffic Impact Analysis Preparation & Review
- Highway Corridor & Access Studies
- Traffic Signal Warrant Studies
- Speed & Traffic Calming Studies
- MMUTCD & ADA Compliance
- Pedestrian & Multimodal Planning
- Intersection Control Evaluation & Design
- Urban & Rural Highway Design



Chad Wagner, PE

**TRAFFIC ENGINEER
LEAD DESIGN ENGINEER**

Chad will serve as the lead signal engineer for the project.

Chad has spent his career focusing on transportation and traffic projects with a focus on signal implementation, intersection analysis and design. He helped lead MSA's traffic team with developing a signal timing parameter deliverable to better assist field staff to implement the correct timing plans that takes into account all aspects of signal operations from recall to preemption. He has worked with various contractors to ensure signal timing and equipment is installed and operating correctly during construction activities. Chad has been involved in both new signal design plans along with modification plans for a number of signals on and off the state system.

Chad also has strong background in roadway design and has led numerous intersection design projects. This experience will assist with reviewing plans, identifying conflicts, and ensuring that push buttons and timing plans are ADA compliant.

Education

B.S., Civil Engineering
University of Wisconsin-Madison

Registration

Professional Engineer, WI
WisDOT Certified TIA Preparer

Selected Project Experience

Reiner Road Signal Design, Sun Prairie, WI

Served as the lead designer of the traffic signal design at Reiner Road and O'Keeffe Avenue. Also assisted with construction observation and signal timing implementation.

USH 51 & Cottage Grove Road Signal Design, Madison WI

Served as the traffic signal design engineer for the traffic signals at the interchange ramp terminals. Plans also included temporary signals and railroad preemption and coordination for the Wisconsin & Southern Railroad track which ran between the two traffic signals.

Rib Mountain Drive, Rib Mountain, WI

Created shelf-ready plans for adding dual left turns and other intersection signal upgrades to the intersection of Rib Mountain Drive & Valley Inn Way. Signal upgrades required the inclusion of temporary signals for installation.



Eric Frailing, PE, PTOE

**SIGNAL OPERATIONS AND
RAILROAD COORDINATION**

Eric will be the lead engineer for operational analysis and timing plan recommendations, in addition to coordinating timing plans with the railroad preemption design.

Eric is a skilled Professional Traffic Operations Engineer with significant experience in traffic signal timing and operation, conventional and roundabout intersection design, safety and operational analysis, intersection control evaluations, traffic impact analysis, microsimulation modeling, MUTCD compliance, project visualization and public involvement. He specializes in microsimulation modeling of roundabouts and other complex intersections and corridors, as well as traffic control device layout and review. Eric is also the Chair for MSA's Traffic and Roundabout CoP, a Board Member for the ITE – Wisconsin Section, and an active member in the ITE – Wisconsin Section, Simulation and Capacity (SimCap) Users Group.

Education

B.S., Civil Engineering
University of Wisconsin-Madison

Registration

Professional Engineer, WI, IL, MN
Professional Traffic Operations Engineer
WisDOT Certified TIA Preparer
WisDOT Level 1 Qualified Roundabout Designer

Selected Project Experience

8th Street & Grand Avenue Corridors Retiming, Wisconsin Rapids, WI

Updated corridor analysis models and used them to evaluate updated peak and off-peak timing plans, turn restrictions, and corridor coordination. Also investigated alternate configurations for the 8th Street at Griffith Avenue intersection to improve traffic flow.

Riverview Expressway Retiming & On-Call Traffic Services, Wisconsin Rapids, WI

Updated corridor analysis models and used them to evaluate updated peak and off-peak timing plans, turn restrictions, and corridor coordination.

On-Call City Traffic Engineering, Sun Prairie, WI

Assisted with trip generation calculations and the review of traffic impact analyses completed by other consultants for



Dan Borchardt, PE, ENV SP, M.ASCE

BIDDING AND CONSTRUCTION ADMINISTRATION

Dan will serve as the lead for bidding services and assist with construction administration.

Dan's professional experience as a project engineer, design engineer and field engineer on several transportation, utility and construction projects has amplified his practical knowledge and leadership qualities necessary to help a project reach completion. His responsibilities include managing, design, project development. This experience will ensure that all aspects of a project are thoroughly encompassed. Dan's education, proficient skill level and experience in transportation and municipal engineering are a valuable contribution to our project team.

Education

B.S., Civil Engineering
University of Wisconsin – Platteville

Registration | Certification

Professional Engineer, WI
Envision Sustainability Professional

Selected Project Experience

- **Yawkey Avenue Street Reconstruction**, Rothschild, WI
- **Jack Street Reconstruction**, Rothschild, WI
- **Water Distribution System Improvements and South Biron Drive Reconstruction**, Biron, WI
- **Riverfront Greenspace Enhancements**, Wisconsin Rapids, WI
- **Frontage Road Design and Construction**, Auburndale, WI



Kevin Ruhland, PE

QA/QC SENIOR TRAFFIC ENGINEER

Kevin will assist with QA/QC of the signal plans for the project.

Kevin is experienced in all aspects of transportation and traffic engineering projects. His in-depth knowledge of traffic signal design, railroad preemption and overall signal timing coordination allows him to provide review and in-house value engineering on this signal modification and preemption project. Kevin leads the Transportation service line for MSA and is experienced in a variety of traffic engineering projects.

Education

B.S. Civil Engineering
University of Wisconsin - Madison

Registration | Certification

Professional Engineer, WI, MN, IA, IL, GA
WisDOT Certified TIA Preparer

Additional Project Experience

- **Sun Prairie Westside Signal Design**, Sun Prairie, WI
- **Holmen Signal Modification**, Holmen, WI
- **On-Call Traffic Engineering**, Sun Prairie, WI
- **On-Call Traffic Engineering**, Wisconsin Dells, WI
- **Atwood Avenue**, Madison, WI
- **CTH M, Cross Country Road to Prairie Hill Road**, Madison, WI
- **Deerfield Drive**, Janesville, WI
- **River Street**, Janesville, WI
- **STH 33**, Beaver Dam, WI
- **Wisconsin Street/US 51**, Portage, WI



Dave Katzner, PE

CONSTRUCTION OBSERVATION AND ADMINISTRATION

Dave will serve as the lead for construction observation and construction administration.

Dave has more than 20 years of experience as a design and construction project leader on WisDOT and local highway and bridge projects. His duties with MSA include managing design and construction projects using WisDOT standards. He has experience in highway design, review meetings, managing relations with landowners, WisDOT, railroad, DNR, and other agencies, developing plans, specifications, and final plan submittal. Dave previously worked for five years for the WisDOT's North Central Region where he managed the design and construction of highway and bridge projects.

Education

B.S., Civil Engineering
University of Wisconsin-Platteville

Registration

Professional Engineer, WI

Selected Project Experience

- **Post Road Village of Plover**, Portage County, WI
- **BUS 51 Interchange**, Rothschild, Marathon County, WI
- **CTH E**, Marathon County, WI
- **STH 27, August to Cadott**, Eau Claire County, WI
- **STH 93, Centerville to Independence**, Trempealeau County, WI
- **STH 35, Trempealeau to Alma**, Buffalo County, WI

SUBCONSULTANTS



Joanna Bush, PE

**RAILROAD PREEMPTION AND
COORDINATION
CBS²**



Joanna will lead railroad preemption calculation, coordination with WisDOT and CN, and implementing of preemption timings.

Joanna has spent more than 20 years working in the traffic industry. During these two decades, she has split her time equally between the public and private sector gaining important perspective on the vital role each part of the industry plays in the safety, healthy, and welfare of the public. Joanna joined WisDOT in 2006 as the Statewide Traffic Signal Systems Engineer. In this role, she was responsible for the review of the railroad preemption programming at every WisDOT-owned signal as well as at least half of the local signals with railroad preemption. She has devoted much of her time and talent to improving the safety and operation of all interconnected signals within Wisconsin. While at WisDOT, Joanna was responsible for developing WisDOT's inspection forms and processes and was also responsible for updating WisDOT's Guide for Determining Time Requirements for Traffic Signal Preemption at Highway-Rail Grade Crossings as industry practices changed throughout the country. Since joining CBS Squared, she has held a contract with WisDOT Bureau of Local Roads, Railroads and Harbors' Rails and Harbors Section (RHS) for continued support on all projects involving interconnected traffic signals. In this role, Joanna has developed forms and guidance for the completion of field cut-overs and annual joint preemption inspections. Joanna is currently working with RHS to develop the portion of the Railroad Crossing State Action Plan devoted to crossings interconnected with traffic signals.

Joanna's background as a traffic engineer as well as her unique experience heading up WisDOT's electrical shop, which was responsible for the procurement and production of signal cabinets (TS1 and TS2), has proven to be of immeasurable value as she performs annual preemption inspections throughout Wisconsin. In addition, over her many years of working on preempted crossings, she has learned how to communicate with the railroad industry using the terms they are accustomed to as she often plays the role of interpreter between the electrician and the signal maintainer during annual preemption reviews and cutovers.

Education

B.S., Civil Engineering | University of Wisconsin-Madison

Registration

Professional Engineer, WI, MN, IL

REFERENCE INFORMATION

Ronald L. Johnson, PE
Regional Traffic Signal Operations Engineer WisDOT NC Region
Ronald.johnson@dot.wi.gov | (715)421-8349

Railroad Preemption Design/Review/Cutover Experience

Canadian National (CN)

- Crossing ID 692991H, STH 170 & STH 79, Boyceville WI
- Crossing ID 180085Y, STH 32 & Hansen Rd, Ashwaubenon, WI
- Crossing ID 694868R, STH 32 & Pilgrim Way, Ashwaubenon, WI
- Crossing ID 180091C, STH 32 & Cormier Ave, Ashwaubenon, WI
- Crossing ID 694880X, STH 32 & Potts Ave, Ashwaubenon, WI
- Crossing ID 180095E, STH 32 & Lombardi Ave, Ashwaubenon, WI
- Crossing ID 181588V, US 41 & Roosevelt Rd/CTH T, Town of Peshtigo, WI
- Crossing ID 179939S, W College Ave & S Memorial Dr, Appleton, WI
- Crossing ID 179942A, W Franklin St & N Division St, Appleton, WI
- Crossing ID 179945V, W North St & N Appleton St, Appleton, WI
- Crossing ID 386836L, STH 100 & Deerbrook Trail, Brown Deer, WI
- Crossing ID 392668W, STH 80 & STH 21, Necedah, WI

CORRIDOR ASSESSMENT AND RETIMING STUDY

WISCONSIN RAPIDS, WI

This project is included to show MSA's experience coordinating with the City and familiarity with the project corridor.

At the request of the City of Wisconsin Rapids, MSA was tasked with reviewing and developing retiming plans for the City's main arterials. This assessment was completed in stages for both the Riverview Expressway Corridor and the 8th Street Corridor.

- The first stage included the Expressway, a four-lane divided expressway that is the main east/west corridor for the City and serves over 20,000 vehicles a day. The Wisconsin River splits the City which magnifies the importance of this bridge crossing route.
- The second stage included the 8th Street Corridor, which is the main route to the City from the interstate.

REFERENCE INFORMATION

Joe Eichsteadt, City Engineer
City of Wisconsin Rapids
jeichsteadt@wirapids.org
(715) 421-8200

KEY STAFF

Brian Huibregtse, Eric Frailing
Chad Wagner

MSA collected data at 20 intersections during both the AM and PM peak times. This study included all three intersection included as part of the current signal improvement project for the City. A traffic model was created and signal timings were reviewed in an attempt to improve coordination and traffic flow through recommendations to signal phasing and signal infrastructure. Improvements such as flashing yellow arrows were included in the study to improve corridor efficiencies and safety. Crash reports were reviewed and a safety assessment was completed at each intersection. The timing plan deliverables incorporated updated pedestrian clearance intervals and yellow and red times that meet current MUTCD and state guidance. After the timing plans were implemented, MSA assisted the City with fine tuning the parameters to better accommodate field conditions.

CITYWIDE SIGNAL MODIFICATION PLANS

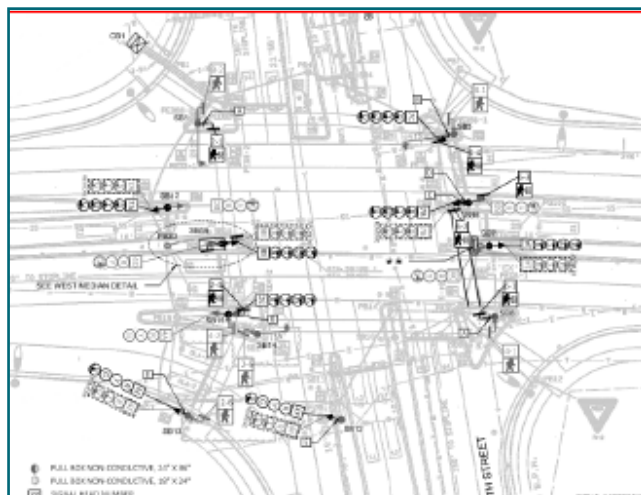
WISCONSIN RAPIDS, WI

This project is included to show MSA's experience coordinating with the City, familiarity with the project corridor and with traffic signal modification plans, including the modification plans identified in this proposal.

Due to development in the area and as part of the recommendation from the corridor assessment, MSA was asked to develop signal modification plans at different times for three intersections within the City of Wisconsin Rapids. These intersections included the Riverview Expressway & 8th Street, Riverview Expressway & Lincoln Street and Riverview Expressway & Grand Avenue. These plans were developed with City cost savings in mind by maximizing the reuse of existing signal infrastructure, while also providing sufficient information to allow for City staff, along with their vendors, to implement the modifications. At the Lincoln Avenue intersection, multiple non-intrusive detection devices were presented to the City to be implemented into the existing signal infrastructure. Modifications at the signals have included pedestrian countdown timers, push buttons, video detection, flashing yellow arrows, new traffic signal controller, relocated pedestrian poles and new signal heads.

KEY STAFF

Brian Huibregtse, Chad Wagner, Eric Frailing



REFERENCE INFORMATION

Joe Eichsteadt, City Engineer
City of Wisconsin Rapids
jeichsteadt@wirapids.org | (715) 421-8200

NORTH MAIN STREET (USH 45) RECONSTRUCTION

FOND DU LAC, WI



REFERENCE INFORMATION

Rick Goding
Former City Engineer (Retired)
City of Fond du Lac
(920) 322-3400 (General)

KEY STAFF

Brian Huibregtse
Kevin Ruhland

This project is included to show MSA's experience with traffic signal design, coordination with Canadian National railroad and implementation of railroad preemption

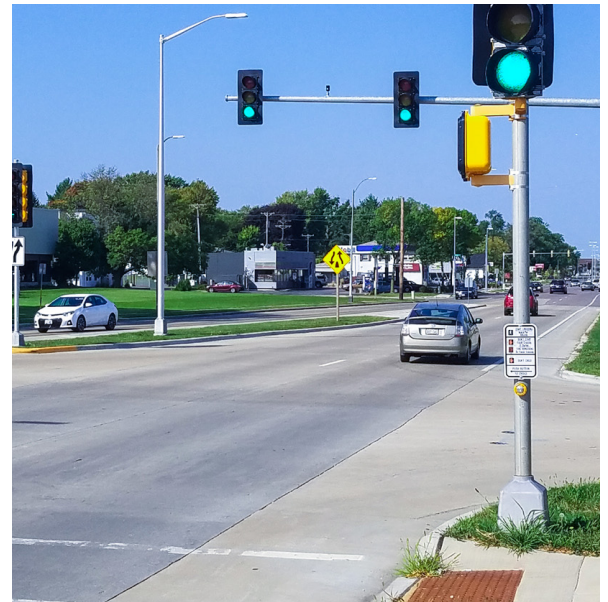
The City of Fond du Lac and WisDOT requested MSA to complete reconstruction plans for 0.53 miles of USH 45 (Main Street) from STH 23 (Johnson Street) to Scott Street. The design plans comprised of new pavement, storm sewer, sidewalks, bike lanes and streetscape elements such as crosswalk treatments and decorative lighting were included. Included with the project was the design of new traffic signals at the intersection of Main Street and Scott Street that needed to accommodate heavy truck traffic. Also included was a signal modification plan at the intersection of Scott Street and USH 45. A Canadian National rail crossing was located just 75 feet east of the intersection requiring design plans to implement railroad preemption and coordination with the railroad.

COTTAGE GROVE ROAD AND US 51 INTERCHANGES

MADISON, WI

This project is included to show MSA's experience with signal design, including railroad coordination and preemption implementation.

MSA was selected by WisDOT Southwest Region to complete the design of the US 51 southbound bridge over Cottage Grove Road, and 20,000+ vehicle-per-day arterial, and realignment of the southbound off ramp in the City of Madison. The design of new traffic signals at each end terminal of the ramps was included as part of the project. The project required the signals to meet current WisDOT standards while implementing City of Madison design criteria, as the City was the maintaining authority for the traffic signal after construction. An existing rail line was located between the ramp terminals requiring railroad preemption be accommodated in the design. MSA worked with both of these stakeholders to make sure all needs were met. Two temporary traffic signal designs were included in the roadway plans to accommodate the heavy traffic during construction. The project also included street lighting, sanitary sewer, storm sewer replacement and environmental concerns. Utility coordination required relocation of a major ATC transmission line which was achieved through early and clear communication.



REFERENCE INFORMATION

Graham Heitz, Traffic Engineer (formerly WisDOT)
(608) 266-4589 | gheitz@cityofmadison.com

KEY STAFF

Brian Huibregtse, Chad Wagner

RIB MOUNTAIN DRIVE & VALLEY INN WAY INTERSECTION TRAFFIC STUDY AND SIGNAL MODIFICATION

RIB MOUNTAIN, WI



REFERENCE INFORMATION

Scott Turner, Street and Park
Superintendent
Town of Rib Mountain
(715) 848-5123
sturner@townofribmountain.org

KEY STAFF

Brian Huibregtse, Chad Wagner
Eric Frailing

This project is included to show MSA's experience with traffic signal modifications and temporary traffic signals on highly congested arterials.

Due to increased development and traffic congestion, the Town of Rib Mountain requested MSA complete a traffic study at the intersection of Rib Mountain Drive and Valley Inn Way in the Town of Rib Mountain. The results of the study suggested the intersection would benefit from adding dual left-turn lanes on the east approach of the intersection. MSA designed plans to retrofit both the existing roadway and signalized intersection utilizing as much of the existing pavement and signal equipment as possible. Rib Mountain Drive is a 20,000+ vehicle-per-day arterial and the necessary improvements, including new signal poles and heads and modifications to existing median islands, required the design of temporary signals to accommodate traffic during construction.



REFERENCE INFORMATION

Wendy Arneson, WisDOT Project Manager
(715) 459-9789
Wendy.Arneseon@dot.wi.gov

KEY STAFF

Dave Katzner

BUSINESS 51 INTERCHANGE

WISDOT | ROTHSCILD, WI

This project is included to show MSA's experience with construction services that included new signals, temporary signals, and coordination with the railroad.

MSA was selected by WisDOT to oversee the reconstruction of the Business 51 interchange with IH 39. This involved reconstruction of all four ramps, 0.8 miles of Business 51, CTH XX, Morrison Avenue, and Foremost Drive. The project constructed one bridge, four retaining walls, four sign structures, bike lanes, and a multi-use path. The project involved extensive storm sewer and minor water main work. Included with the project were new signalized intersections. Temporary signals were also utilized to maintain access during the project. The project was also adjacent to an active CN rail line requiring coordination with the railroad for the duration of the construction project. The project involved reconstructing three railroad crossings and construction of one temporary crossing. Two of the crossings involved coordination of temporary signals with railroad gates. Overall construction cost for the project was \$12.6 million.

FEE PROPOSAL

	DESIGN SERVICES		BIDDING SERVICES		CONSTRUCTION SERVICES		TOTAL	
	HOURS	PROPOSAL, \$	HOURS	PROPOSAL, \$	HOURS	PROPOSAL, \$	HOURS	PROPOSAL, \$
Chase Street	77	\$11,025	9*	\$1,165*	53*	\$7,920*	139	\$20,110
W. Grand Avenue	154	\$22,050	9*	\$1,165*	53*	\$7,920*	216	\$31,135
High Street	77	\$11,025	9*	\$1,165*	53*	\$7,920*	139	\$20,110
Total	308	\$44,100	27*	\$3,495*	159*	\$23,760*	494	\$71,355

* Bidding Services and Construction Services shown assume all three intersection improvements are being completed as one project, as this will be the most cost effective for the City. The hours and costs for each intersection shown are MSA's total anticipated hours and cost divided by three. If the City is interested in separate projects for each intersection for either of these two services, additional information and costs can be provided.

IT'S MORE THAN A PROJECT. IT'S A COMMITMENT.

PROPOSAL TO PROVIDE SIGNAL INFRASTRUCTURE UPGRADES FOR INTERSECTIONS ALONG:
W. RIVERVIEW EXPRESSWAY: CHASE STREET, W. GRAND AVENUE AND HIGH STREET
WISCONSIN RAPIDS, WI | JANUARY 21, 2022





**STATE/MUNICIPAL
FINANCIAL
AGREEMENT**

Date: August 5th, 2021
I.D.: 3700-40-32
Road Name: STH 13
Title: City of Wisconsin Rapids, Signal
Rehabilitation
Limits: STH 34 to STH 54
County: Wood
Roadway Length: 0

The signatory city of Wisconsin Rapids, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: the existing signal infrastructure is old and in need of safety and operational improvements.

Proposed Improvement - Nature of work: The project will replace aged signal equipment. Install battery backup, date down logic, update wiring and timings. Monotubes and signal head per lane improvements will also be made with FYA.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: None identified at this time.

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
3700-40-32					
Preliminary Engineering and Constructoin:	\$ 534,600	\$ 481,140	90% MAX	\$ 53,460	10%+BAL
Total Cost Distribution	\$ 534,600	\$ 481,140		\$ 53,460	

¹Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages 1 - 3); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the city of Wisconsin Rapids (please sign in blue ink)	
Name (print) <u>Shane Blaser</u>	Title <u>Mayor</u>
Signature <u>Shane Blaser</u>	Date <u>09-01-2021</u>
Signed for and in behalf of the State (please sign in blue ink)	
Name <u>Michael B. Wendt</u>	Title <u>WisDOT North Central Region Planning Chief</u>
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Construction for the project and state review services.
3. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
4. The work will be administered by the State and may include items not eligible for federal/state participation.
5. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects
6. Basis for local participation:
 - (a) Traffic Signals: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 90% up to a funding maximum of \$481,140.00 and the Municipality is responsible for 10% plus any balance over the state funding maximum for traffic signals necessary and warranted for the safety and efficient flow of traffic within the construction limits.

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsible party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right of way, or participate in construction of a project that merits local involvement.

REQUEST FOR PROPOSALS (RFP) FOR CONSULTING AND ENGINEERING WORK

The City of Wisconsin Rapids is seeking proposals for consulting and engineering work. The work includes design, bidding and consultant construction management for **signal infrastructure upgrades at three intersections along W Riverview Expressway: Chase St, W Grand Ave and High St.**

BACKGROUND INFORMATION

The existing signal infrastructure is aging and has varying components, set-ups and configurations especially as they relate to railroad pre-emption and interconnectivity. The existing infrastructure has made it challenging to properly manage traffic control operations in relationship with rail operations as well as lacking improvements to enhance safety such as Flashing Yellow Arrows (FYA). Additionally, new infrastructure which includes battery backups, improved vehicle detection through the use of video cameras, and updated controllers will provide reliability and improved operations.

The City, in conjunction with the DOT, are scheduled to reconstruct W Grand Ave/W Jackson St from the Expressway to the Jackson St bridge in 2022. Consultant scheduling and timing of work shall consider this project, the scope of work and its construction timeline.

The City had previously developed signal improvements plans at W Grand Ave to enhance safety at the intersection. These plans are included with this RFP for review. The improvements were postponed due to the W Grand Ave/W Jackson St reconstruction project and the potential for funding through the Signals and ITS Standalone Program. Consultant's proposal shall consider this prior work and incorporation into this RFP.

The Department of Transportation (DOT) has approved the Signals and ITS Standalone Application for this project and has authorized the City to pursue design and construction services for this project.



EXISTING RECORD INFORMATION

The following documents/data are attached as part of this RFP to assist the consultant with developing its scope of work.

- Wisconsin DOT – Signals and ITS Standalone Program Project Application.
- As-built Intersection Signal Plans
- Existing signal timing
- Proposed, but un-built, signal improvements at W Grand Ave and Expressway
- Proposed plans for W Jackson St Reconstruction (Proposed Construction in 2022)

The City of Wisconsin Rapids will provide additional information as required/requested to assist consultant in preparation of proposal.

SCOPE OF WORK

The Scope of Work is to prepare detailed and comprehensive plans & specifications, bidding documents & bidding services, and construction inspection / management services that at a minimum include the following:

- Design Services
 - Meetings
 - Fieldwork and Data Collection
 - Plans and Specifications including cost estimates
 - CN Coordination
 - DOT Coordination
 - Water Works & Lighting Commission (WWLC) Coordination (City-owned electric utility).
WWLC provides electricians to maintain signal operations.
- Bidding Services
 - Bidding document preparation
 - Invitations to contractors
 - Bid Letting
 - Class II Public Notice
 - Bid Opening
- Construction Services
 - Construction Administration
 - Preconstruction meeting as necessary
 - Shop drawing review
 - Pay applications
 - Construction inspection
 - As-built drawings

MEETINGS AND DELIVERABLES

1. Kick-off meeting.
2. Provide list of additional meetings and teleconferences needed to complete work.
3. Final plans, specifications and bidding documents (.pdf).
4. Construction Data (as-built drawings, test data, punch lists, daily observations, quantities, shop drawings, etc.)

PROPOSAL REQUIREMENTS

Proposal should be a typed document and at a minimum shall include scope, price of services, project schedule, project team (along with team's relative experience), and statement of qualifications. The statement of qualifications shall include any of the consultant's similar project experience especially as it relates to **railroad preemption**.

All proposed work should be presented in the form of specific tasks with corresponding estimates of time and cost. All tasks and corresponding time/costs shall be included in a proposal amount. Any assumptions or items/tasks included or excluded from the proposal amount shall also be clearly stated.

More specifically, the total costs shall be represented for each of the three intersections and be divided based on Design Fees, Bidding Fees and Construction Fees.

	Design Services		Bidding Services		Construction Services		Total	
	Hours	Proposal, \$	Hours	Proposal, \$	Hours	Proposal, \$	Hours	Proposal, \$
Chase St								
W Grand Ave								
High St								

Consultant's proposal shall also include statement of understanding of City's overall approach and assumptions as included in Background Information section of this RFP. The summary may also cite any past relevant projects where a similar approach or technology was utilized and was successful.

PROPOSAL SELECTION

The proposals will be reviewed by the City Engineer and Design Engineer II and will be recommended to the Mayor and Public Works Committee. Following the Public Works Committee Meeting a recommendation will be reviewed by the City Council. Notification will be made immediately following the City Council meeting.

SUBMISSION

Please submit your written proposal by **January 21st, 2022**.

The proposals should be submitted to Joe Eichsteadt, PE, City Engineer, 444 W Grand Ave, Wisconsin Rapids, WI 54495-2780 or jeichsteadt@wirapids.org.

For questions about this RFP, please contact Joe Eichsteadt at 715.421.8251 or e-mail at jeichsteadt@wirapids.org.



Public Works Committee

Date of Request: 1/26/22

Requestor: Joe Eichsteadt, City Engineer

Request/Referral:

Review Parking Ordinance along Lincoln St 27.13(1)(c)(19) Revisions

Background information:

This particular ordinance provision was requested to be brought back for consideration at the February committee meeting.

27.13 (1)(c)(19)
pg. 12

Original:

[No Parking except passenger pick up] Lincoln Street, the east side, between 2021 Lincoln Street and 2011 Lincoln Street, between the hours of 10:00 p.m. and 6:00 a.m.

Signs in Place:

No parking to from 2021 to 2111

Change:

Change ordinance from 2021 to 2111

Perhaps remove. Mr. Delaney to inquire with owners



Options available: Either leave signs in-place and ordinance as stated or remove the ordinance and signage.

Action you are requesting the committee take: TBD



Public Works Committee

Date of Request: 1/26/2022

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Review and set the preliminary target revenue amount for the Transportation Utility

Background information:

Transportation Utility Update

- A. Model is being finalized now
- B. Set *preliminary target revenue amount***
- C. Public review period in February
- D. Reconsider ordinance in March / April

Proposed Target Revenue Amount - \$2,000,000

Proposed amount is based on reallocating existing costs in the tax levy to a different funding source, namely the Transportation Utility.

The proposed target revenue of \$2,000,000 does not include any new dollars to increase funding and only reallocates current expenditures from the tax levy to the utility.

The existing costs include special assessment items (\$350,000) and road construction project costs / debt (\$1,650,000).

The attached documentation from the Finance Dpt. show how the tax levy is anticipated to change based on the reallocation of costs to a different funding source based on some example property types.

Options available: Options available include setting a preliminary target revenue amount at \$2,000,000 or other amount.

Action you are requesting the committee take: set a preliminary target revenue amount so that the public question/comment period can commence.

How will the item be financed? Transportation utility

City of Wisconsin Rapids
General Obligation (G.O.) Debt
Annual Steet Construction Funded by Debt Proceeds

Year	G.O. Debt Balance 1/1/XX	Principal Payments	New G.O. Debt Issued	G.O. Debt Balance 12/31/XX	Municipal Debt Capacity		Debt Service Tax Levy		Debt Service Tax Rate		Property Tax
					Percent Used	Capacity Available	Amount	Inc (Dec)	Rate	Inc (Dec)	\$ 100,000
2020	\$ 24,308,576	(2,442,913)	5,645,000	\$ 27,510,663	45.3%	\$ 33,285,777	\$ 1,686,585	\$ 336,988	\$ 1.584	\$ 0.308	\$ 158.40
2021	\$ 27,510,663	(2,419,514)	4,560,000	\$ 29,651,149	48.8%	\$ 31,145,291	\$ 1,786,491	\$ 99,906	\$ 1.698	\$ 0.114	\$ 169.78
2022	\$ 29,651,149	(4,596,149)	3,181,000	\$ 28,236,000	46.4%	\$ 32,560,440	\$ 1,978,712	\$ 192,221	\$ 1.892	\$ 0.194	\$ 189.20
2023	\$ 28,236,000	(2,770,000)	1,550,000	\$ 27,016,000	44.4%	\$ 33,780,440	\$ 2,236,435	\$ 257,723	\$ 2.139	\$ 0.247	\$ 213.90
2024	\$ 27,016,000	(2,830,000)	1,550,000	\$ 25,736,000	42.3%	\$ 35,060,440	\$ 2,406,060	\$ 169,625	\$ 2.301	\$ 0.162	\$ 230.10
2025	\$ 25,736,000	(3,040,000)	1,650,000	\$ 24,346,000	40.0%	\$ 36,450,440	\$ 2,613,424	\$ 207,365	\$ 2.499	\$ 0.198	\$ 249.90
2026	\$ 24,346,000	(3,016,000)	1,650,000	\$ 22,980,000	37.8%	\$ 37,816,440	\$ 2,798,369	\$ 184,945	\$ 2.676	\$ 0.177	\$ 267.60
2027	\$ 22,980,000	(3,195,000)	1,650,000	\$ 21,435,000	35.3%	\$ 39,361,440	\$ 3,126,868	\$ 328,499	\$ 2.990	\$ 0.314	\$ 299.00
2028	\$ 21,435,000	(3,375,000)	1,650,000	\$ 19,710,000	32.4%	\$ 41,086,440	\$ 3,270,601	\$ 143,733	\$ 3.128	\$ 0.138	\$ 312.80
2029	\$ 19,710,000	(3,570,000)	1,650,000	\$ 17,790,000	29.3%	\$ 43,006,440	\$ 3,421,751	\$ 151,150	\$ 3.272	\$ 0.144	\$ 327.20
2030	\$ 17,790,000	(2,910,000)	1,650,000	\$ 16,530,000	27.2%	\$ 44,266,440	\$ 3,352,989	\$ (68,762)	\$ 3.207	\$ (0.065)	\$ 320.70
2031	\$ 16,530,000	(2,940,000)	1,650,000	\$ 15,240,000	25.1%	\$ 45,556,440	\$ 3,361,264	\$ 8,275	\$ 3.214	\$ 0.007	\$ 321.40
2032	\$ 15,240,000	(2,835,000)	1,650,000	\$ 14,055,000	23.1%	\$ 46,741,440	\$ 3,235,963	\$ (125,301)	\$ 3.095	\$ (0.119)	\$ 309.50
2033	\$ 14,055,000	(2,575,000)	1,650,000	\$ 13,130,000	21.6%	\$ 47,666,440	\$ 2,955,238	\$ (280,725)	\$ 2.826	\$ (0.269)	\$ 282.60
2034	\$ 13,130,000	(2,555,000)	1,650,000	\$ 12,225,000	20.1%	\$ 48,571,440	\$ 2,914,628	\$ (40,609)	\$ 2.787	\$ (0.039)	\$ 278.70
2035	\$ 12,225,000	(2,550,000)	1,650,000	\$ 11,325,000	18.6%	\$ 49,471,440	\$ 2,886,928	\$ (27,700)	\$ 2.761	\$ (0.026)	\$ 276.10
2036	\$ 11,325,000	(2,510,000)	1,650,000	\$ 10,465,000	17.2%	\$ 50,331,440	\$ 2,823,763	\$ (63,166)	\$ 2.700	\$ (0.061)	\$ 270.00
2037	\$ 10,465,000	(2,240,000)	1,650,000	\$ 9,875,000	16.2%	\$ 50,921,440	\$ 2,533,531	\$ (290,231)	\$ 2.423	\$ (0.277)	\$ 242.30
2038	\$ 9,875,000	(1,750,000)	1,650,000	\$ 9,775,000	16.1%	\$ 51,021,440	\$ 2,033,563	\$ (499,969)	\$ 1.945	\$ (0.478)	\$ 194.50
2039	\$ 9,775,000	(1,750,000)	1,650,000	\$ 9,675,000	15.9%	\$ 51,121,440	\$ 2,031,188	\$ (2,375)	\$ 1.942	\$ (0.003)	\$ 194.20
2040	\$ 9,675,000	(2,100,000)	1,650,000	\$ 9,225,000	15.2%	\$ 51,571,440	\$ 2,028,813	\$ (2,375)	\$ 1.940	\$ (0.002)	\$ 194.00
Real estate property taxes for \$100,000 assessed property - 2023 to 2040											\$ 4,784.50

Municipal Debt Capacity - Section 67.03 of the Wisconsin State Statutes limits the amount of outstanding general obligation debt to 5.0% of the equalized valuation (including tax incremental districts) of the City. General obligation debt for this calculation includes the following types of debt; (1) G.O. Bonds, (2) G.O. Notes, (3) Refunding Bonds (4) Bond / Note Anticipation Notes, and (5) State Trust Fund Loans.

2021 Assessed Value	\$1,088,020,600
2021 Equalized Value	\$1,215,928,800
2021 Equalized Value Less TID	\$1,168,599,100

City of Wisconsin Rapids
General Obligation (G.O.) Debt
Annual Street Construction Funded by Transportation Utility District

Year	G.O. Debt Balance 1/1/XX	Principal Payments	New G.O. Debt Issued	G.O. Debt Balance 12/31/XX	Municipal Debt Capacity		Debt Service Tax Levy		Debt Service Tax Rate		Property Tax	
					Percent Used	Capacity Available	Amount	Inc (Dec)	Rate	Inc (Dec)	\$	100,000
2020	\$ 24,308,576	(2,442,913)	5,645,000	\$ 27,510,663	45.3%	\$ 33,285,777	\$ 1,686,585	\$ -	\$ 1.584	\$ 0.308	\$	158.40
2021	\$ 27,510,663	(2,419,514)	4,560,000	\$ 29,651,149	48.8%	\$ 31,145,291	\$ 1,786,491	\$ 99,906	\$ 1.698	\$ 0.114	\$	169.78
2022	\$ 29,651,149	(4,596,149)	3,181,000	\$ 28,236,000	46.4%	\$ 32,560,440	\$ 1,978,710	\$ 192,219	\$ 1.892	\$ 0.194	\$	189.20
2023	\$ 28,236,000	(2,770,000)	-	\$ 25,466,000	41.9%	\$ 35,330,440	\$ 2,236,435	\$ 257,725	\$ 2.139	\$ 0.247	\$	213.90
2024	\$ 25,466,000	(2,715,000)	-	\$ 22,751,000	37.4%	\$ 38,045,440	\$ 2,243,147	\$ 6,712	\$ 2.145	\$ 0.006	\$	214.50
2025	\$ 22,751,000	(2,785,000)	-	\$ 19,966,000	32.8%	\$ 40,830,440	\$ 2,267,506	\$ 24,359	\$ 2.168	\$ 0.023	\$	216.80
2026	\$ 19,966,000	(2,606,000)	-	\$ 17,360,000	28.6%	\$ 43,436,440	\$ 2,256,019	\$ (11,487)	\$ 2.157	\$ (0.011)	\$	215.70
2027	\$ 17,360,000	(2,635,000)	-	\$ 14,725,000	24.2%	\$ 46,071,440	\$ 2,398,868	\$ 142,849	\$ 2.294	\$ 0.137	\$	229.40
2028	\$ 14,725,000	(2,660,000)	-	\$ 12,065,000	19.8%	\$ 48,731,440	\$ 2,356,526	\$ (42,342)	\$ 2.254	\$ (0.040)	\$	225.40
2029	\$ 12,065,000	(2,670,000)	-	\$ 9,395,000	15.5%	\$ 51,401,440	\$ 2,296,638	\$ (59,888)	\$ 2.196	\$ (0.058)	\$	219.60
2030	\$ 9,395,000	(1,825,000)	-	\$ 7,570,000	12.5%	\$ 53,226,440	\$ 2,022,326	\$ (274,312)	\$ 1.934	\$ (0.262)	\$	193.40
2031	\$ 7,570,000	(1,690,000)	-	\$ 5,880,000	9.7%	\$ 54,916,440	\$ 1,850,301	\$ (172,025)	\$ 1.769	\$ (0.165)	\$	176.90
2032	\$ 5,880,000	(1,390,000)	-	\$ 4,490,000	7.4%	\$ 56,306,440	\$ 1,520,038	\$ (330,264)	\$ 1.454	\$ (0.315)	\$	145.40
2033	\$ 4,490,000	(930,000)	-	\$ 3,560,000	5.9%	\$ 57,236,440	\$ 1,034,738	\$ (485,300)	\$ 0.990	\$ (0.464)	\$	99.00
2034	\$ 3,560,000	(910,000)	-	\$ 2,650,000	4.4%	\$ 58,146,440	\$ 992,553	\$ (42,184)	\$ 0.949	\$ (0.041)	\$	94.90
2035	\$ 2,650,000	(900,000)	-	\$ 1,750,000	2.9%	\$ 59,046,440	\$ 959,303	\$ (33,250)	\$ 0.917	\$ (0.032)	\$	91.70
2036	\$ 1,750,000	(860,000)	-	\$ 890,000	1.5%	\$ 59,906,440	\$ 896,138	\$ (63,166)	\$ 0.857	\$ (0.060)	\$	85.70
2037	\$ 890,000	(590,000)	-	\$ 300,000	0.5%	\$ 60,496,440	\$ 605,906	\$ (290,231)	\$ 0.579	\$ (0.278)	\$	57.90
2038	\$ 300,000	(100,000)	-	\$ 200,000	0.3%	\$ 60,596,440	\$ 105,938	\$ (499,969)	\$ 0.101	\$ (0.478)	\$	10.10
2039	\$ 200,000	(100,000)	-	\$ 100,000	0.2%	\$ 60,696,440	\$ 103,563	\$ (2,375)	\$ 0.099	\$ (0.002)	\$	9.90
2040	\$ 100,000	(100,000)	-	\$ -	0.0%	\$ 60,796,440	\$ 101,188	\$ (2,375)	\$ 0.097	\$ (0.002)	\$	9.70
Real estate property taxes for \$100,000 assessed property - 2023 to 2040												\$ 2,509.90

Municipal Debt Capacity - Section 67.03 of the Wisconsin State Statutes limits the amount of outstanding general obligation debt to 5.0% of the equalized valuation (including tax incremental districts) of the City. General obligation debt for this calculation includes the following types of debt: (1) G.O. Bonds, (2) G.O. Notes, (3) Refunding Bonds (4) Bond / Note Anticipation Notes, and (5) State Trust Fund Loans.

2021 Assessed Value	\$1,088,020,600
2021 Equalized Value	\$1,215,928,800
2021 Equalized Value Less TID	\$1,168,599,100

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Bar Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 283.85	\$ 283.85	\$ 2.139	\$ 283.85	\$ 910.80	\$ 1,194.65	\$ 910.80
2024	\$ 2.301	305.34	305.34	\$ 2.145	284.64	\$ 910.80	1,195.44	890.10
2025	\$ 2.499	331.62	331.62	\$ 2.168	287.69	\$ 910.80	1,198.49	866.88
2026	\$ 2.676	355.11	355.11	\$ 2.157	286.23	\$ 910.80	1,197.03	841.93
2027	\$ 2.990	396.77	396.77	\$ 2.294	304.41	\$ 910.80	1,215.21	818.44
2028	\$ 3.128	415.09	415.09	\$ 2.254	299.11	\$ 910.80	1,209.91	794.82
2029	\$ 3.272	434.19	434.19	\$ 2.196	291.41	\$ 910.80	1,202.21	768.01
2030	\$ 3.207	425.57	425.57	\$ 1.934	256.64	\$ 910.80	1,167.44	741.87
2031	\$ 3.214	426.50	426.50	\$ 1.769	234.75	\$ 910.80	1,145.55	719.05
2032	\$ 3.095	410.71	410.71	\$ 1.454	192.95	\$ 910.80	1,103.75	693.04
2033	\$ 2.826	375.01	375.01	\$ 0.990	131.37	\$ 910.80	1,042.17	667.16
2034	\$ 2.787	369.83	369.83	\$ 0.949	125.93	\$ 910.80	1,036.73	666.90
2035	\$ 2.761	366.38	366.38	\$ 0.917	121.69	\$ 910.80	1,032.49	666.10
2036	\$ 2.700	358.29	358.29	\$ 0.857	113.72	\$ 910.80	1,024.52	666.23
2037	\$ 2.423	321.53	321.53	\$ 0.579	76.83	\$ 910.80	987.63	666.10
2038	\$ 1.945	258.10	258.10	\$ 0.101	13.40	\$ 910.80	924.20	666.10
2039	\$ 1.942	257.70	257.70	\$ 0.099	13.14	\$ 910.80	923.94	666.23
2040	\$ 1.940	257.44	257.44	\$ 0.097	12.87	\$ 910.80	923.67	666.23

Property Assesed Value **\$ 132,700.00**

Property Type **Bar**

Monthly TUD User Fee **\$ 75.90**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023	\$ 1,550,000
2024	\$ 1,550,000
2025 - 2040	\$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments	\$ 350,000
Annual street construction porjects	\$ 1,650,000

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Fast Food Resturant Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 517.21	\$ 517.21	\$ 2.139	\$ 517.21	\$ 6,718.32	\$ 7,235.53	\$ 6,718.32
2024	\$ 2.301	556.38	556.38	\$ 2.145	518.66	\$ 6,718.32	7,236.98	6,680.60
2025	\$ 2.499	604.26	604.26	\$ 2.168	524.22	\$ 6,718.32	7,242.54	6,638.28
2026	\$ 2.676	647.06	647.06	\$ 2.157	521.56	\$ 6,718.32	7,239.88	6,592.83
2027	\$ 2.990	722.98	722.98	\$ 2.294	554.69	\$ 6,718.32	7,273.01	6,550.03
2028	\$ 3.128	756.35	756.35	\$ 2.254	545.02	\$ 6,718.32	7,263.34	6,506.99
2029	\$ 3.272	791.17	791.17	\$ 2.196	530.99	\$ 6,718.32	7,249.31	6,458.14
2030	\$ 3.207	775.45	775.45	\$ 1.934	467.64	\$ 6,718.32	7,185.96	6,410.51
2031	\$ 3.214	777.15	777.15	\$ 1.769	427.74	\$ 6,718.32	7,146.06	6,368.92
2032	\$ 3.095	748.37	748.37	\$ 1.454	351.58	\$ 6,718.32	7,069.90	6,321.53
2033	\$ 2.826	683.33	683.33	\$ 0.990	239.38	\$ 6,718.32	6,957.70	6,274.38
2034	\$ 2.787	673.90	673.90	\$ 0.949	229.47	\$ 6,718.32	6,947.79	6,273.89
2035	\$ 2.761	667.61	667.61	\$ 0.917	221.73	\$ 6,718.32	6,940.05	6,272.44
2036	\$ 2.700	652.86	652.86	\$ 0.857	207.22	\$ 6,718.32	6,925.54	6,272.68
2037	\$ 2.423	585.88	585.88	\$ 0.579	140.00	\$ 6,718.32	6,858.32	6,272.44
2038	\$ 1.945	470.30	470.30	\$ 0.101	24.42	\$ 6,718.32	6,742.74	6,272.44
2039	\$ 1.942	469.58	469.58	\$ 0.099	23.94	\$ 6,718.32	6,742.26	6,272.68
2040	\$ 1.940	469.09	469.09	\$ 0.097	23.45	\$ 6,718.32	6,741.77	6,272.68

Property Assesed Value **\$ 241,800.00**

Property Type **Fast Food**

Monthly TUD User Fee **\$ 559.86**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023 \$ 1,550,000
2024 \$ 1,550,000
2025 - 2040 \$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments \$ 350,000
Annual street construction porjects \$ 1,650,000

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Gas Station Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 664.16	\$ 664.16	\$ 2.139	\$ 664.16	\$ 3,391.32	\$ 4,055.48	\$ 3,391.32
2024	\$ 2.301	714.46	714.46	\$ 2.145	666.02	\$ 3,391.32	4,057.34	3,342.88
2025	\$ 2.499	775.94	775.94	\$ 2.168	673.16	\$ 3,391.32	4,064.48	3,288.54
2026	\$ 2.676	830.90	830.90	\$ 2.157	669.75	\$ 3,391.32	4,061.07	3,230.17
2027	\$ 2.990	928.40	928.40	\$ 2.294	712.29	\$ 3,391.32	4,103.61	3,175.21
2028	\$ 3.128	971.24	971.24	\$ 2.254	699.87	\$ 3,391.32	4,091.19	3,119.94
2029	\$ 3.272	1,015.96	1,015.96	\$ 2.196	681.86	\$ 3,391.32	4,073.18	3,057.22
2030	\$ 3.207	995.77	995.77	\$ 1.934	600.51	\$ 3,391.32	3,991.83	2,996.05
2031	\$ 3.214	997.95	997.95	\$ 1.769	549.27	\$ 3,391.32	3,940.59	2,942.65
2032	\$ 3.095	961.00	961.00	\$ 1.454	451.47	\$ 3,391.32	3,842.79	2,881.79
2033	\$ 2.826	877.47	877.47	\$ 0.990	307.40	\$ 3,391.32	3,698.72	2,821.24
2034	\$ 2.787	865.36	865.36	\$ 0.949	294.66	\$ 3,391.32	3,685.98	2,820.62
2035	\$ 2.761	857.29	857.29	\$ 0.917	284.73	\$ 3,391.32	3,676.05	2,818.76
2036	\$ 2.700	838.35	838.35	\$ 0.857	266.10	\$ 3,391.32	3,657.42	2,819.07
2037	\$ 2.423	752.34	752.34	\$ 0.579	179.78	\$ 3,391.32	3,571.10	2,818.76
2038	\$ 1.945	603.92	603.92	\$ 0.101	31.36	\$ 3,391.32	3,422.68	2,818.76
2039	\$ 1.942	602.99	602.99	\$ 0.099	30.74	\$ 3,391.32	3,422.06	2,819.07
2040	\$ 1.940	602.37	602.37	\$ 0.097	30.12	\$ 3,391.32	3,421.44	2,819.07

Property Assesed Value **\$ 310,500.00**

Property Type **Gas Station**

Monthly TUD User Fee **\$ 282.61**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023 \$ 1,550,000
2024 \$ 1,550,000
2025 - 2040 \$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments \$ 350,000
Annual street construction porjects \$ 1,650,000

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Grocery Store Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 2,679.95	\$ 2,679.95	\$ 2.139	\$ 2,679.95	\$ 13,073.76	\$ 15,753.71	\$ 13,073.76
2024	\$ 2.301	2,882.92	2,882.92	\$ 2.145	2,687.47	\$ 13,073.76	15,761.23	12,878.31
2025	\$ 2.499	3,131.00	3,131.00	\$ 2.168	2,716.29	\$ 13,073.76	15,790.05	12,659.05
2026	\$ 2.676	3,352.76	3,352.76	\$ 2.157	2,702.51	\$ 13,073.76	15,776.27	12,423.50
2027	\$ 2.990	3,746.17	3,746.17	\$ 2.294	2,874.15	\$ 13,073.76	15,947.91	12,201.74
2028	\$ 3.128	3,919.07	3,919.07	\$ 2.254	2,824.04	\$ 13,073.76	15,897.80	11,978.73
2029	\$ 3.272	4,099.49	4,099.49	\$ 2.196	2,751.37	\$ 13,073.76	15,825.13	11,725.64
2030	\$ 3.207	4,018.05	4,018.05	\$ 1.934	2,423.11	\$ 13,073.76	15,496.87	11,478.82
2031	\$ 3.214	4,026.82	4,026.82	\$ 1.769	2,216.38	\$ 13,073.76	15,290.14	11,263.32
2032	\$ 3.095	3,877.73	3,877.73	\$ 1.454	1,821.72	\$ 13,073.76	14,895.48	11,017.75
2033	\$ 2.826	3,540.70	3,540.70	\$ 0.990	1,240.37	\$ 13,073.76	14,314.13	10,773.44
2034	\$ 2.787	3,491.83	3,491.83	\$ 0.949	1,189.00	\$ 13,073.76	14,262.76	10,770.93
2035	\$ 2.761	3,459.26	3,459.26	\$ 0.917	1,148.91	\$ 13,073.76	14,222.67	10,763.41
2036	\$ 2.700	3,382.83	3,382.83	\$ 0.857	1,073.74	\$ 13,073.76	14,147.50	10,764.67
2037	\$ 2.423	3,035.78	3,035.78	\$ 0.579	725.43	\$ 13,073.76	13,799.19	10,763.41
2038	\$ 1.945	2,436.89	2,436.89	\$ 0.101	126.54	\$ 13,073.76	13,200.30	10,763.41
2039	\$ 1.942	2,433.13	2,433.13	\$ 0.099	124.04	\$ 13,073.76	13,197.80	10,764.67
2040	\$ 1.940	2,430.63	2,430.63	\$ 0.097	121.53	\$ 13,073.76	13,195.29	10,764.67

Property Assesed Value **\$ 1,252,900.00**

Property Type **Grocery Store**

Monthly TUD User Fee **\$ 1,089.48**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023 \$ 1,550,000
2024 \$ 1,550,000
2025 - 2040 \$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments \$ 350,000
Annual street construction porjects \$ 1,650,000

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Residential Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 213.90	\$ 213.90	\$ 2.139	\$ 213.90	\$ 71.40	\$ 285.30	\$ 71.40
2024	\$ 2.301	230.10	230.10	\$ 2.145	214.50	\$ 71.40	285.90	55.80
2025	\$ 2.499	249.90	249.90	\$ 2.168	216.80	\$ 71.40	288.20	38.30
2026	\$ 2.676	267.60	267.60	\$ 2.157	215.70	\$ 71.40	287.10	19.50
2027	\$ 2.990	299.00	299.00	\$ 2.294	229.40	\$ 71.40	300.80	1.80
2028	\$ 3.128	312.80	312.80	\$ 2.254	225.40	\$ 71.40	296.80	(16.00)
2029	\$ 3.272	327.20	327.20	\$ 2.196	219.60	\$ 71.40	291.00	(36.20)
2030	\$ 3.207	320.70	320.70	\$ 1.934	193.40	\$ 71.40	264.80	(55.90)
2031	\$ 3.214	321.40	321.40	\$ 1.769	176.90	\$ 71.40	248.30	(73.10)
2032	\$ 3.095	309.50	309.50	\$ 1.454	145.40	\$ 71.40	216.80	(92.70)
2033	\$ 2.826	282.60	282.60	\$ 0.990	99.00	\$ 71.40	170.40	(112.20)
2034	\$ 2.787	278.70	278.70	\$ 0.949	94.90	\$ 71.40	166.30	(112.40)
2035	\$ 2.761	276.10	276.10	\$ 0.917	91.70	\$ 71.40	163.10	(113.00)
2036	\$ 2.700	270.00	270.00	\$ 0.857	85.70	\$ 71.40	157.10	(112.90)
2037	\$ 2.423	242.30	242.30	\$ 0.579	57.90	\$ 71.40	129.30	(113.00)
2038	\$ 1.945	194.50	194.50	\$ 0.101	10.10	\$ 71.40	81.50	(113.00)
2039	\$ 1.942	194.20	194.20	\$ 0.099	9.90	\$ 71.40	81.30	(112.90)
2040	\$ 1.940	194.00	194.00	\$ 0.097	9.70	\$ 71.40	81.10	(112.90)

Property Assessed Value **\$ 100,000.00**

Property Type **Residential**

Monthly TUD User Fee **\$ 5.95**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023 \$ 1,550,000
2024 \$ 1,550,000
2025 - 2040 \$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments \$ 350,000
Annual street construction projects \$ 1,650,000

City of Wisconsin Rapids
Proposed Transportation Utility District (TUD)
Restaurant Property Impact

Year	Current Funding Model			Proposed Transportation Utility District (TUD)				Increase (Decrease)
	Debt Service Tax Rate	Debt Service Property Taxes	Total Annual Cost	Debt Service Tax Rate	Debt Service Property Taxes	Annual TUD Fee	Total Annual Cost	
2023	\$ 2.139	\$ 389.51	\$ 389.51	\$ 2.139	\$ 389.51	\$ 1,468.56	\$ 1,858.07	\$ 1,468.56
2024	\$ 2.301	419.01	419.01	\$ 2.145	390.60	\$ 1,468.56	1,859.16	1,440.15
2025	\$ 2.499	455.07	455.07	\$ 2.168	394.79	\$ 1,468.56	1,863.35	1,408.28
2026	\$ 2.676	487.30	487.30	\$ 2.157	392.79	\$ 1,468.56	1,861.35	1,374.05
2027	\$ 2.990	544.48	544.48	\$ 2.294	417.74	\$ 1,468.56	1,886.30	1,341.82
2028	\$ 3.128	569.61	569.61	\$ 2.254	410.45	\$ 1,468.56	1,879.01	1,309.40
2029	\$ 3.272	595.83	595.83	\$ 2.196	399.89	\$ 1,468.56	1,868.45	1,272.62
2030	\$ 3.207	583.99	583.99	\$ 1.934	352.18	\$ 1,468.56	1,820.74	1,236.75
2031	\$ 3.214	585.27	585.27	\$ 1.769	322.13	\$ 1,468.56	1,790.69	1,205.43
2032	\$ 3.095	563.60	563.60	\$ 1.454	264.77	\$ 1,468.56	1,733.33	1,169.73
2033	\$ 2.826	514.61	514.61	\$ 0.990	180.28	\$ 1,468.56	1,648.84	1,134.22
2034	\$ 2.787	507.51	507.51	\$ 0.949	172.81	\$ 1,468.56	1,641.37	1,133.86
2035	\$ 2.761	502.78	502.78	\$ 0.917	166.99	\$ 1,468.56	1,635.55	1,132.77
2036	\$ 2.700	491.67	491.67	\$ 0.857	156.06	\$ 1,468.56	1,624.62	1,132.95
2037	\$ 2.423	441.23	441.23	\$ 0.579	105.44	\$ 1,468.56	1,574.00	1,132.77
2038	\$ 1.945	354.18	354.18	\$ 0.101	18.39	\$ 1,468.56	1,486.95	1,132.77
2039	\$ 1.942	353.64	353.64	\$ 0.099	18.03	\$ 1,468.56	1,486.59	1,132.95
2040	\$ 1.940	353.27	353.27	\$ 0.097	17.66	\$ 1,468.56	1,486.22	1,132.95

Property Assesed Value **\$ 182,100.00**

Property Type **Restaurant**

Monthly TUD User Fee **\$ 122.38**

(1) Current Funding Model - Current funding model assumes the following General Obligation Notes issued to fund annual street construction projects:

2023 \$ 1,550,000
2024 \$ 1,550,000
2025 - 2040 \$ 1,650,000

(2) Proposed Transportation Utility District (TUD) - The proposed Transportation Utility District user fee funds the following costs:

Special Assessments \$ 350,000
Annual street construction projects \$ 1,650,000



Public Works Committee

Date of Request: 1/25/2022

Requestor: Joe Eichsteadt, City Engineer on behalf of Alderperson Ryan Austin

Request/Referral: Review a responsible bidder ordinance.

Background information:

A model ordinance is included along with a brochure from the Wisconsin Building Trades Council on the benefits establishing a responsible bidder ordinance.

The following information is information that is currently included in the workflow of letting public works contracts. The ordinance would formally document of these same items and expand on others.

Bidder's Proof of Responsibility

1. Qualifications - Name, Address, Organized Date, Incorporated, Years in Business, Failed to Complete, Defaulted, Past Projects, Major Equipment, Statement of Experience, Credit Available, Financial Statement
2. Insurance – General Conditions (GC – 20) of the Project Manual Contract include the requirements for insurance levels.
3. Bid Bond – 5% of bid amount,
4. Performance / Payment Bond – Contract Amount

We also review the DOT's list of debarred contractors <https://wisconsindot.gov/hccidocs/debar.pdf> and the League of Wisconsin Municipalities and Construction Business Group database tool at www.responsiblewisconsin.com.

Qualifications can be Prequalify vs. qualify during bid

Reasons for disqualifying:

1. Failure to submit Proof of Responsibility
2. Inadequate financial ability, equipment, organization, prior experience.
3. Lack of responsibility as shown on past projects
4. Noncompliance with terms of previous or existing contracts
5. Uncompleted work either based on actual time, progress or performance

During construction

1. 5% retainage is held on each pay request until after substantial completion. Final payment includes the retainage amount which is either paid immediately upon project completion or at the end of a 1-year Guaranty period.



2. GC – 35 Character of workmen includes provisions on completing the work in a proper and skillful way and not in a disrespectful, intemperate, disorderly or objectionable manner.
3. GC – 36 requires the contractor to provide sanitary conditions, drinking water and sewage disposal for their employees.

Options available: A responsible bidder ordinance can be considered for adoption or avoided.

Action you are requesting the committee take: Determine a course of action related to a responsible bidder ordinance

How will the item be financed? N/A

Responsible Bidder Ordinance

- 1) **Purpose.** Pursuant to Wis. Stat. §62.15(1) and (6) and §66.0901, whenever the City of Wisconsin Rapids lets public works by contract, the contract must be awarded to the lowest responsible bidder. What constitutes a responsible bidder is a determination that requires the exercise of discretion by the City. This ordinance is intended to ensure that bids are reviewed by the City and its departments, officials or employees under reasonably consistent responsible bidder criteria when exercising its discretion.
- 2) **Definitions.** In this section, the following definitions shall apply.
 - a) “Contractor” means a person, corporation, partnership or any other business entity that performs work on a public works contract as a general contractor, prime contractor or subcontractor at any tier.
 - b) “Class A Apprenticeship Program” means an apprenticeship program that is currently approved by the U.S. Department of Labor or a state apprenticeship agency and has graduated apprentices to journeyman status for three (3) years. In addition, a new apprenticeship program that has been registered with the federal or state government within the last three (3) years will be considered a Class A Apprenticeship Program, provided that such new program graduates apprentices to journeyman status within the indenture period.
 - c) “Public works contract” means a contract for the construction, alteration, execution, repair, remodeling or improvement of a public work or building, where the contract is required to be bid pursuant to Wis. Stat. §62.15(1) and (6) and §66.0901.

- 3) Responsible Bidder Criteria.** In order to be a responsible bidder for purposes of being awarded a public works contract, the contractor must meet the following criteria.
- a) The contractor maintains a permanent place of business.
 - b) The contractor is authorized to do business in the State of Wisconsin.
 - c) The contractor, or agent, partner, employee or officer of the contractor, is not debarred, suspended, proposed for debarment or declared ineligible from contracting with any unit of federal, state or local government.
 - d) The contractor is in compliance with provisions of Section 2000e of Chapter 21, Title 42 of the United States Code and Federal Executive Order No. 11246 as amended by Executive Order No. 11375 (known as the Equal Opportunity Employer provisions).
 - e) The contractor has general liability, workers' compensation, automobile insurance and unemployment insurance at levels sufficient to protect the City given the size of the public works.
 - f) The contractor has complied with all provisions of Wisconsin prevailing wage law and federal Davis-Bacon related Acts, and all rules and regulations therein, for projects undertaken by the contractor that are covered by these laws, for the past five (5) years.
 - g) The contractor participates in a Class A Apprenticeship Program, if the contractor employs more than ten employees and if such a program exists for the trade being contracted.
 - h) The contractor has a written substance abuse prevention program meeting the requirements of Wis. Stat. §103.503.
 - i) The employees who will perform work on the project are properly classified as employees or independent contractors under all applicable state and federal laws.

j) The contractor has not been the subject of any investigation, order or judgment from any state or federal agency or court concerning an employment practice, including but not limited to, classification of employees, unemployment insurance, discrimination, or payroll fraud. If the contractor has been the subject of any investigation, order or judgment from any state or federal agency or court concerning an employment practice, the contractor must provide copies of the investigation, order or judgment and/or may be disqualified.

- k) The contractor's employees who will perform work on the project are:
 - i) Covered under a current workers' compensation policy; and
 - ii) Properly classified under such policy.
- l) The contractor's employees who will perform work on the project have the health insurance coverage required by the federal Affordable Care Act.
- m) The contractor possesses all applicable professional and trade licenses required for performing the public works.
- n) The contractor has adequate financial resources to complete the public works contract, as well as all other work the bidder is presently under contract to complete.
- o) The contractor is bondable for the terms of the proposed public works contract.
- p) The contractor has a record of satisfactorily completing at least five projects of similar size and complexity within the last five years. Criteria which will be considered in determining satisfactory completion of projects may include, but are not limited to:
 - i) Completion of contracts in accordance with drawings and specifications;
 - ii) Diligent execution of the work and completed contracts according to the established time schedules unless extensions are granted by the owner; and

- iii) Fulfilled guarantee requirements of the contract documents.
- q) The contractor has, and diligently maintains, a written safety program.
- r) The contractor has not received a serious, willful or repeated violation from OSHA in the last ten years.
- s) The contractor has written substance abuse prevention program meeting the requirements of Wis. Stat. §103.503 and maintains records demonstrating that it conducts the random, reasonable suspicion and post-incident drug and alcohol testing required by Wis. Stat. §103.503(3).

4) Additional Information and No Restriction on Discretion. In the event the contractor is currently under consideration for debarment as described in section 3, or is under investigation for, or has been charged with, any violations regarding matters described in section 3, or if any action or proceeding is pending which might result in a limitation upon, or revocation of, any license required to perform the public construction contract, the contractor, shall provide an explanation of facts, circumstances and allegations involved in such matter at the time of submission of its bid. The City will review any such information provided and will also review any other information it discovers related to any matter bearing on the contractor's qualifications and capacity and competence to do the work and determine whether such information is sufficiently reliable and relevant to demonstrate the contractor is not responsible to perform the public construction project.

5) Affidavit of Compliance. The general or prime contractor bidding on a public works project must include in its sealed bid:

- a) its own affidavit swearing compliance with the criteria set forth in section 3 on the form required by the City; and

b) an affidavit swearing compliance with the criteria set forth in section 3 on the form required by the City from every subcontractor at any tier who will perform work on the project.

c) an affidavit swearing to the information required by section 4.

Failure to submit the required affidavits prior to the opening of bids, or providing any materially incorrect, false, or misleading information shall automatically disqualify the contractor's bid.



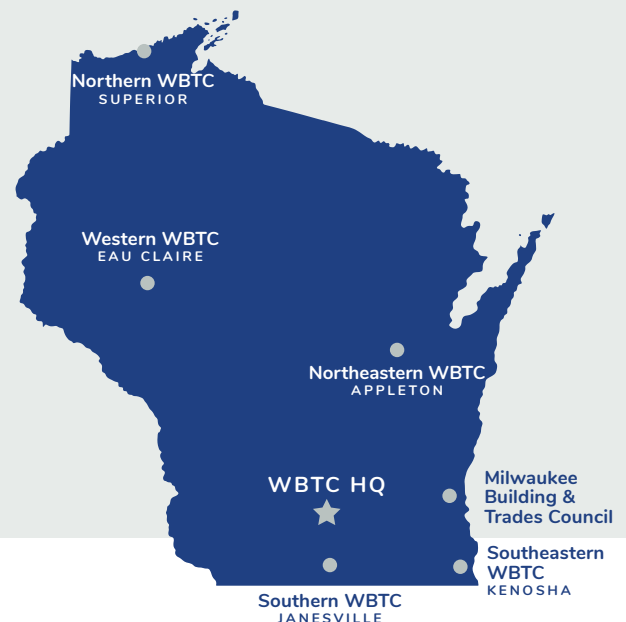
RESPONSIBLE BIDDER TOOLKIT

Created for the Wisconsin Building Trades Council, a 501(c)5 organization
EDUCATING COMMUNITIES TO BUILD A BETTER STATE

25 W Main Street, F5 #64, Madison, WI 53703 | 608-338-9964

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PUTTING “RESPONSIBLE” BACK INTO “LOWEST RESPONSIBLE BIDDER”

By Cynthia (Cindy) Buchko, General Counsel of Construction Business Group



Generally, public construction projects must be competitively bid and awarded to the “lowest responsible bidder.”¹

However, the statutes and state administrative regulations provide little, if any, meaningful guidance on what constitutes a responsible bidder. As a result, many public project owners are reluctant to award the work to anyone other than the lowest bidder, even if there is good reason to believe that the lowest bidder may end up costing the taxpayers more in the long run due to poor work quality, project delays, and change orders.

Public project owners do not want to risk being sued, and are concerned about project delays caused by a lawsuit. These risks, however, can be mitigated to a large degree by both understanding the law and creating a proper administrative record of the bid award decision.

The legal standards applicable to a public entity’s decision to award a contract are very favorable to the public entity. As a threshold matter, bidders have no legal right to a contract with the public entity. A “public bidding authority cannot be compelled to award the contract to the lowest bidder”²

While courts have authority to review a public entity’s decision to award work, the standard of review is deferential to the public entity. “A reviewing court will only interfere with a bidding authority’s discretionary act if it is arbitrary or unreasonable.”³

“An arbitrary action is one that is either so unreasonable as to be without rational basis or is the result of an unconsidered, willful, or irrational choice of conduct. An unreasonable action is one that lacks a rational basis.”⁴ Specifically with respect to determining whether a bidder is responsible, a decision will pass the arbitrary and unreasonable bar if the decision is based on “bona fide judgment, based upon facts tending to support the determination.”⁵

For example, in *D.M.K., Inc. v. Town of Pittsfield*⁶, the Court of Appeals upheld a town’s determination that the lowest bidder was not responsible due to “numerous legitimate concerns about D.M.K.’s performance of prior contracts” The record created by the town to support their decision included past instances of unsupervised workers, damage to new asphalt while shouldering, leaving gravel on the road, and not responding to calls during projects.

What if, however, the public entity does not have personal experience with the lowest bidder as with the Town in the *D.M.K.* case? Bid statutes allow public entities to require a sworn statement as to the bidder’s “responsibility” prior to submitting a bid.⁷

Public entities can request, among other things: verification of a principal place of business; proof of licensure to do business in Wisconsin; disclosure of investigations and law violations; proof of a substance abuse prevention program, required by Wis. Stat. section 103.503; proof of training and safety programs; proof of financial ability to perform; examples of previous similar experience; and much more. Some public entities have taken the additional step of enacting an ordinance or administrative code section setting forth prequalification, responsibility standards.⁸



Even in the absence of specific bidder prequalification forms or a responsible bidder ordinance/administrative code section, project owners can conduct independent research to verify the responsibility of a bidder. General contractors can and should conduct research on subcontractors to ensure that subcontractors being used are responsible and reliable.

There are state and federal court databases that will have judgments listed. Wisconsin and neighboring states maintain debarment lists. The Wisconsin Department of Financial Institutions maintains a public, online listing of all domestic and foreign companies that are licensed to do business in Wisconsin. The Wisconsin Department of Revenue maintains a list of entities that have delinquent tax warrants.

There are even online databases that collect much of this publicly available information in one place. LexisNexis maintains a business database, although accessing the database and obtaining a report involves paying a fee. My organization, Construction Business Group, has compiled publicly available information on over 8,700 contractors operating in Wisconsin, and offers free access to the database to registered users.⁹

If independent research is conducted, however, the information must be reliable and should be made part of the record for the public entity’s decision not to award the contract to the low bidder due to lack of responsibility.

It is the quality of the information that demonstrates a “bona fide judgment, based upon facts tending to support the determination.”¹⁰

By applying the proper legal standard to reliable facts, it is unlikely that a decision to reject the lowest bidder because the contractor is not responsible will be overturned by a reviewing court. And, rejecting a bid because the bidder is not responsible will likely save the public entity time and money in the long run.

As the adage goes, cheaper is not always better.¹¹

ABOUT THE AUTHOR

Cynthia (Cindy) Buchko is the General Counsel of Construction Business Group (CBG), a trade organization protecting the interests of 30,000 construction workers and 4,000 contractors. Cindy is a past Chair of the Construction and Public Contract Law section of the Wisconsin State Bar.

¹ See Wis. Stat. §§ 16.75, 23.41(5), 38.18, 43.17(9), 59.52(29), 59.70(13), 62.15(1) and (6), 61.54, 62.15(1) and (6), 60.47(3), 66.0901, 83.04, 85.077(1), 86.31(2), 86.51(4), or 88.62(1).

² *Five Star Airport Alliance, Inc. v. Milwaukee Cnty.*, 939 F. Supp. 2d 936, 941 (E.D. Wis. 2013) (citing *N. Twin Builders, LLC v. Town of Phelps*, 334 Wis. 2d 148, 154, (Ct. App. 2011))

³ *PRN Assocs. LLC v. State Dep’t of Admin.*, 313 Wis. 2d 263, 268 (Ct. App. 2008)

⁴ *Id.*

⁵ *Aqua-Tech, Inc. v. Como Lake Prot. and Rehab. Dist.*, 71 Wis. 2d 541, 551 (Wis. 1976) (internal citation and quotations omitted)

⁶ 290 Wis. 2d 474, 476-77 (Ct. App. 2006)

⁷ See e.g., Wis. Stat. § 66.0901(2)

⁸ See e.g., Wis. Admin. Code § Adm. 21.02(8)(c)

⁹ See www.cbgwi.com

¹⁰ *Aqua-Tech, Inc.*, 71 Wis. 2d at 551

¹¹ This article was previously published by the State Bar of Wisconsin and the League of Wisconsin Municipalities.

WHY HAVE AN RBO?

A Responsible Bidder Ordinance (RBO) provides clear criteria to hold bidders accountable, while establishing shared community standards for public works projects. By having this reference to lean on, local governments and entities can ensure high-quality construction, proper protocol within the state and lower, more efficient use of taxpayer dollars.

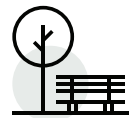
An RBO is designed to give power back to local government when making these decisions and gives them the ability to throw out bids from irresponsible contractors and keep work local when possible.

AN OFFICIAL RBO BENEFITS...



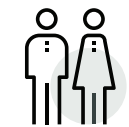
LOCAL GOVERNMENTS

Cities, Towns, Counties



LOCAL PUBLIC ENTITIES

Police and Fire Districts, Park Boards, School Districts, etc.



LOCAL TAXPAYERS

By establishing a clear set of standards, contractors are held accountable for past and present actions. As a result, communities and taxpayers are better protected from any financial mishandling, on-the-job injuries and other careless errors made by irresponsible bidders.



“



– BROWN COUNTY EXECUTIVE
TROY STREKENBACH

A responsible bidder ordinance makes sense. By enacting our responsible bidder ordinance, Brown County understands that a registered apprenticeship program produces a highly skilled construction worker who works efficiently and can help save time and money on the jobsite and ultimately for our community's taxpayers.

This is not a partisan issue and it's not about union versus non-union contractors. This is about protecting our community's wealth and workers by ensuring our capital investments are done properly by a local workforce and within budget which saves taxpayers money upfront and over time.

GETTING CLEAR ON WHAT'S “RESPONSIBLE”

Developing a clear definition of a “responsible bidder” is the first step to enforcing these community standards. In order to be awarded a project, an RBO would require bidders to meet the following requirements:

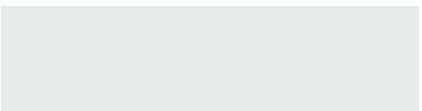
COMPLIANCE WITH LAW - As it stands, contractors can bid on public projects even with serious OSHA (Occupational Safety and Health Administration) violations, wage and hours violations, or even debarments from government contracting in other states. An RBO would ensure bidders have to disclose these issues so the local government has all of the relevant information to decide whether a bidder is responsible.

PROPER TRAINING AND APPRENTICESHIP - Proper in-classroom and on-the-job training is necessary for constructing high-quality projects and keeping employees and communities safe. With an RBO, workers and communities are better protected.

WRITTEN DRUG TESTING PLAN THAT MEETS STATE LEGAL REQUIREMENTS - Not only is substance use dangerous to employees on the jobsite, it also threatens the integrity and safety of the project and its community. A written drug testing program is required under state law and protects all community members. An RBO ensures that this important safety requirement is being followed.

SWORN STATEMENT OF...

- ▶ **Proper employee classification** - An RBO certifies that bidders are not misclassifying employees and, thus, escaping the income, payroll, unemployment, and other taxes necessary to fund Wisconsin's roads, schools and other infrastructure.
- ▶ **Proper workers' compensation insurance coverage for all employees** - Without an RBO, employees not only work in a less safe environment, but Wisconsin taxpayers then take on the costs of injuries that happen as a result of that unsafe environment.
- ▶ **Proof of professional or trade license required by local law** - Currently, out-of-state bidders can work without proper DFI registration, thus undercutting hard-working contractors and employees from Wisconsin. The RBO would require bidders to not only prove proper licensure, but disclose any suspensions or revocations of necessary licenses.



THE ROLE OF REGISTERED APPRENTICESHIP

By requiring bidders to show proof of proper training approved by the U.S. Department of Labor or a state agency, the RBO protects workers and communities. For example, proper documentation ensures employees are protected with a formal plan for hours, pay and training. Additionally, this proof ensures that everyone on the jobsite has met proper training requirements before working independently on a jobsite. The use of skilled local workers helps control construction costs by increasing project efficiency.

By upholding requirements for apprenticeship and continued education for tradesmen, we ensure projects are always done to the highest standards and contractors consistently invest in their employees. Contractors who employ apprentices are investing in the next generation of our workforce.

This proof can assume the form of a written outline of an apprentice's employment and training program agreement, including elements such as required hours of training and proof of program completion. 6,000 hours of on-the-job training and 150 annual hours of classroom training are often used as an industry standard.



RESPONSIBLE BIDDER ORDINANCE (RBO) AT A GLANCE

Wisconsin currently lacks the proper criteria for determining a “responsible bidder.” As a result, out-of-state and low-quality bidders are able to:

- ▶ Undercut law-abiding organizations
- ▶ Provide substandard work on public projects
- ▶ Provide insufficient pay, hours, training and protection for employees
- ▶ Shift the financial burden to local taxpayers

By adopting RBO in local governments, public officials, taxpayers, and Wisconsin communities are able to rely on objective criteria to determine which bidders will deliver the highest-quality work for the most cost-effective price and with the lowest burden on community members.

FREQUENTLY ASKED QUESTIONS

Better understand the details of establishing an RBO with these frequently asked questions.

Q: Will an RBO increase project costs?

A: No. Rather, an RBO should save project costs by ensuring contractors are committed to proper training, worker protection and high-quality workmanship. Although an RBO adheres to minimum bidding standards, these requirements also save in later costs such as worker's compensation and repairs.

Q: What is the impact of worker misclassification on project owners and communities?

A: A bidder that misclassifies employees as independent contractors rather than employees neglects their obligation to pay social security taxes, worker's compensation premiums, state unemployment insurance contributions and federal unemployment contributions. As a result, they decrease their payroll costs by 15 to 30 percent and shift the burden to local taxpayers instead.

Q: What documents should a project owner request to ensure bidders are meeting compliance requirements?

A: To certify a responsible bidder, project owners should request proof of proper licensure to work in the jurisdiction/ state, as well as proof of the bidder's good standing with the Secretary of State and local courts or governments (ensuring compliance with federal, state and local laws relation to taxes, licensing, environment, prevailing wage and workplace safety).

Q: Does a bidder's union status affect RBO requirements?

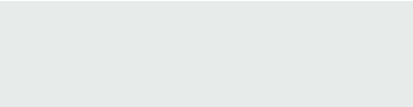
A: While union status is not considered when determining the lowest responsible bidder, the aforementioned criteria ensures union and non-union contractors and employees are better protected under an RBO by setting higher standards for compliance. The resulting decision is always based on which bidder provides the greatest taxpayer value.

Q: Why should we require the sworn statement?

A: Not only does the sworn statement reinforce proper payment and protection for workers, it also prevents unfair competition between bidders where one contractor may undercut the other while sacrificing payment or protections. By requiring a sworn statement, governments hold bidders accountable for reviewing applicable laws and enforcing compliance.

Q: Is the RBO lawful?

A: Yes. RBOs have been adopted in other communities across the country and only serve as a more accurate measure of defining and enforcing previous “responsible bidder” requirements on state projects. To learn more about existing ordinances please visit www.wisconsinbuildingtrades.org.



TAKING ACTION

To build better communities, maximize taxpayer value and award truly responsible bidders, we must introduce and adopt a reevaluated RBO into legislation. To take the next steps, please find additional resources in the back of this folder.

For questions, assistance and more information, please visit www.wisconsinbuildingtrades.org or contact Wisconsin Building Trade Council's Executive Director, Jake Castanza at jake@wisconsinbuildingtrades.org



PUBLIC WORKS COMMITTEE REFERRAL LIST:

2022

1. Request from Alderperson Tom Rayome to discuss the future of 8th St S. (2016)
2. Request by Alderperson Cattnach to reconsider the City's overnight parking ordinance (2021)
3. Request by Alderperson Austin to consider developing a Responsible Bidder Ordinance
4. ~~Request by Alderperson Kellogg to study traffic speed along Chestnut from 8th Street to Hill Street and make recommendations (2020)—study was done when there were no school-related activities. Will continue study when school is in session and will report back to committee.~~
5. ~~Request by Alderperson Evanson to review parking ordinance for any inconsistencies between ordinance language and signage throughout the City (2021)~~
6. ~~Request by Alderperson Bemke to perform an intersection analysis and determine sign warrants, if any, for 12th St S and Chestnut St.~~