WISCONSIN RAPIDS

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 6:00 pm on Tuesday, December 7, 2021. **The public may listen to the meeting by calling 1-312-626-6799 Access code**: 832 6775 0012. 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 traffic control study report for the intersection of Apricot St and 15th St N
3. Review traffic control study report for the intersection of Chestnut St and 12th St S
4. Review traffic control study report for the intersection of Sampson St and Grove Ave
5. Review speed study report for Chestnut St between Hill St and 8th St S
6. Consider approving a revision of the State Municipal Agreement for the W Jackson St Project
7. Review referral requesting direction to prioritize transportation utility efforts over special assessment administration.
8. Consider approval of sewer lining contract to the lowest responsible bidder.
9. Review DPW November acvities report
10. Review referral list
11. 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.

Andrew Kiefer
Design Engineer
10/05/2021

Apricot St and 15th St N

Background

The intersection of Apricot St and 15th St N is a 3-way intersection of two local streets. Apricot St runs east-west through the intersection with no controls. There is a stop sign on 15th St N on the north side of the intersection. South of the intersection is a dead end and entrance to Wood's Grove Park. The primary concern raised about this intersection is the absence of stop signs on Apricot St. A traffic study has been conducted to address these concerns.

Recommendation

The City of Wisconsin Rapids has adopted a policy, consistent with the Manual of Uniform Traffic Control Devices, to determine when additional traffic signage is necessary (Table 1 Wisconsin Rapids' Policy on Installation of Regulatory SignsTable 1). The results of the study have not identified any of the criteria required to increase regulatory signage. Therefore, at this time no additional signage is recommended at this intersection.

Study

Traffic Counts – 227 ADT

Accident History Since 2010 – 0

Existing Conditions – Stop control 15th St N, No stop control Apricot St

Vision Obstructions – None

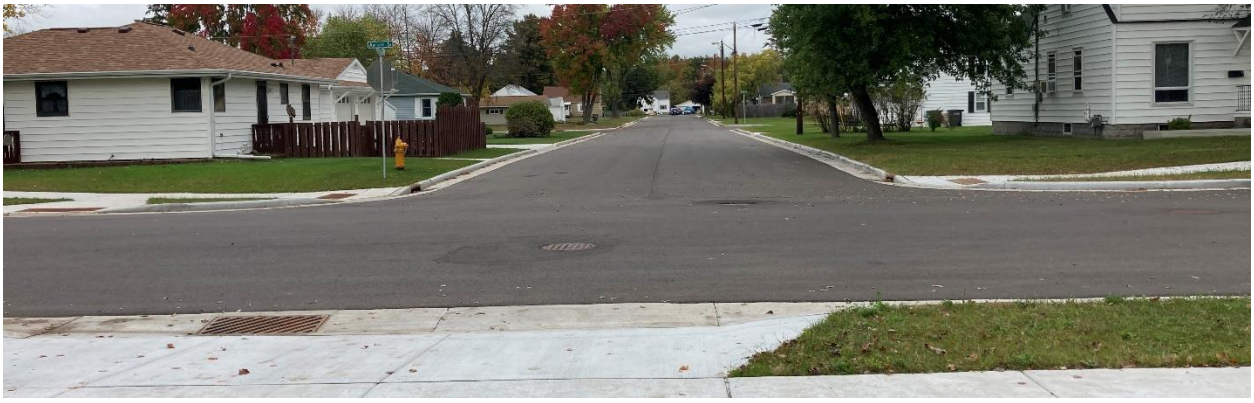


Figure 1 15th St N

Figure 2 Apricot St - EB

Figure 3 Apricot St WB

Table 1 Wisconsin Rapids' Policy on Installation of Regulatory Signs

		NO CONTROL	YIELD SIGN	STOP SIGN, 2-WAY	STOP SIGN, 4-WAY	TRAFFIC SIGNAL
1	Avg Vol/hr for 8 hour period	< 100 veh/hr	> 100 veh/hr	> 250 veh/hr	300/hr - Major	Meets warrants of the MUTCD
					200/hr - minor	
					500/hr - both	
	Volume for 24 hours	< 1000 veh	> 1000 veh	≥ 3000 veh	5000 balanced volumes	
2	Visibililty	No obstructions in the vision triangle	Minor obstructions in the vision triangle	vision triangle obstructed	blind intersection	
3	right angle accident in a 12 month period	no accidents	≥ 2	≥ 3	≥ 5	≥ 5
4	Street classification	local/local	local/local, thru/local, collecter/local	thru street collector/local, arterial/local	collector/arterial, arterial/arterial	arterial/arterial
5	Other factors			T-intersection		meets pedestrian and school crossing
**Two of five items are required to be considered for increasing the regulatory signage						
** Other considerations that need to be considered are Section 2B.04 of the MUTCD and Intersection Control pg 654 AASHTO 2004						

Joe Eichsteadt
City Engineer
11/23/2021

Chestnut St and 12th St S

Background

Location

The intersection of Chestnut St and 12th St S is a 2-way stop intersection of two minor collectors. Chestnut St runs east-west through the intersection with no controls. 12th St S runs north-south with stop signs on both sides of the intersection. The intersection is located within the school zone of St. Vincent De Paul Elementary. The primary concern raised about this intersection is the absence of stop signs on Chestnut St. A traffic study has been conducted to address these concerns.

Parking

Parking is restricted in all directions of the intersection. (see figure 1) There is no parking anytime on either side of Chestnut St for 50 feet east and west of 12th St. On 12th St north of Chestnut St there is no parking for 50 feet on the east side of the street and 71 feet on the west side of the street. On 12th St south of Chestnut St there is no parking on the east side of the street 50 feet and 21 feet on the west side of the street

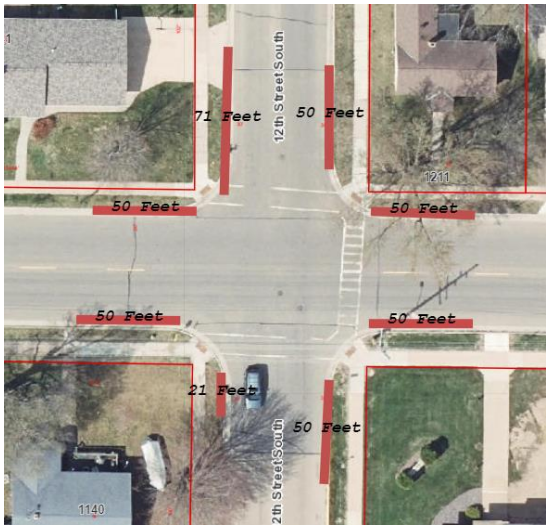


Figure 1 Parking Restrictions

Accidents

There have been eight recorded traffic accidents at the intersection since 2016

- 2020
  - NB vehicle fails to stop at sign hits pedestrian.
- 2019
  - EB vehicle makes wide right turn and hits NB Vehicle; icy road reported.
- 2018
  - NB vehicle fails to yield and hits WB vehicle; glare was a factor.
- 2017
  - NB vehicle slides past stop at stop sign and hits EB vehicle; icy roads reported.
  - NB vehicle fails to yield and hits EB vehicle; NB claims he didn't see a vehicle. straight
  - SB vehicle fails to yield and hits WB vehicle; SB claims she didn't see vehicle. straight
  - SB vehicle fails to stop at stop sign and is hit by EB vehicle; SB vehicle reports bad brakes; icy road reported.
- 2016
  - WB vehicle strikes legally parked vehicle on north side of Chestnut St; Driver is reported to have fallen asleep

Study

Method

The traffic data for this study was collected using both an automatic traffic counting device and in-person observation. A traffic counting device was installed at the intersection and collected data over a period of two weeks. Additional in-person observations were conducted at the start and end of the St. Vincent De Paul Elementary school hours.

Observation

Observations at that intersection focused on pedestrian traffic and the impact of St. Vincent De Paul Elementary at start (8:40am) and release (3:40pm) times. The school bus pick-up and drop off area is located approximately 350 feet south of the intersection on the east side of 12th St S. The parent pick-up and drop of area is located at the main school entrance on 13th St S. During observations no student pedestrians were observed crossing the intersection and no crossing guard was present. No queues of more than two vehicles occurred at the intersection. It does not appear that school activity creates congestion or impacts visibility at the intersection.

The vision corners of the intersection were examined for line-of-sight obstructions. Vision corner are the areas at intersection were objects could potentially obstruct a driver's view of cross traffic. There were two minor obstruction identified within the vision corners, a tree in the northeast corner and a utility pole in the southeast corner.

Figure 2 Chestnut St WB

Figure 3 12th St NB

Figure 4 12th St - SB

Figure 5 Chestnut St - EB

Results

An automatic traffic monitoring device collected data on both vehicle volumes and vehicle speeds. Traffic counts are reported as the number of vehicles per hour averaged over the eight-hour interval with the highest traffic volume for the day. Vehicle speeds are reported as the 85th percentile speed which is the speed the fastest 15% of vehicles exceeded.

Table 1 Traffic Count

Traffic Count (Average Peak Vehicles Per Hour)	
Chestnut Street	12th Avenue South
179	50

Table 2 Traffic Speed

85th Percentile Speed (mph)	
Chestnut Street	12th Avenue South
32	24

Recommendation

The City of Wisconsin Rapids has adopted a policy to determine when additional traffic signage is necessary (Table 3). This policy mimics the Manual of Uniform Traffic Control Devices (MUTCD). The data collected from the study indicates 2-way stop control is adequate for this intersection.

- Traffic volume on the minor road is less than 200 vehicles per hour.
- There are no significant obstructions within the vision corner.
- The have been less than three preventable traffic accidents within a 12-month period.

- Although 12th St S is a minor collector the traffic volume is similar to a local street.
- The intersection is in a school zone, but school activities did not impact congestion in the intersection.

At this time no additional signage is recommended.

Table 3 Wisconsin Rapids' Policy on Installation of Regulatory Signs

		NO CONTROL	YIELD SIGN	STOP SIGN, 2-WAY	STOP SIGN, 4-WAY	TRAFFIC SIGNAL
1	Avg Vol/hr for 8 hour period	< 100 veh/hr	> 100 veh/hr	> 250 veh/hr	300/hr - Major	Meets warrants of the MUTCD
					200/hr - minor	
					500/hr - both	
	Volume for 24 hours	< 1000 veh	> 1000 veh	≥ 3000 veh	5000 balanced volumes	
2	Visibililty	No obstructions in the vision triangle	Minor obstructions in the vision triangle	vision triangle obstructed	blind intersection	
3	right angle accident in a 12 month period	no accidents	≥ 2	≥ 3	≥ 5	≥ 5
4	Street classification	local/local	local/local, thru/local, collecter/local	thru street collector/local, arterial/local	collector/arterial, arterial/arterial	arterial/arterial
5	Other factors			T-intersection		meets pedestrian and school crossing
**Two of five items are required to be considered for increasing the regulatory signage						
** Other considerations that need to be considered are Section 2B.04 of the MUTCD and Intersection Control pg 654 AASHTO 2004						

Manual of Uniform Traffic Control Devices – MUTCD

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. **Multi-way stop control** is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
B. Number and angle of approaches;
C. Approach speeds;
D. Sight distance available on each approach; and
E. Reported crash experience.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
    1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
    2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
    3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Joe Eichsteadt
City Engineer
11/18/2021

Sampson St and Grove Ave

Background

The intersection of Sampson St and Grove Ave is a 2-way stop intersection of two minor collectors. Sampson St runs north-south through the intersection with no controls. Grove Ave runs east-west with stop signs on both sides of the intersection. The intersection is located near Grove Elementary School and has pedestrian crosswalk signage intended for students. The speed limit is 30 mph on Sampson St and 25 mph on Grove Ave. There are no parking restrictions near the intersection. The primary concern raised about this intersection is the absence of stop signs on Sampson St. A traffic study has been conducted to address these concerns.

Figure 1 Intersection of Sampson St & Grove Ave

Accidents

There have been three recorded traffic accidents at the intersection since 2010. Two of the accidents involve drivers failing to yield to traffic on Sampson St. This may because the driver misinterpreted the intersection as an all-way stop.

- 2015
  - EB vehicle fails to stop at stop sign and hits SB vehicle; snow and ice reported.
  - WB vehicle fails to yield and hits SB vehicle.
- 2014
  - WB vehicle fails to yield and hits SB vehicle.

Study

Method

The traffic data for this study was collected using both an automatic traffic counting device and in-person observation. A traffic counting device was installed at the intersection and collected data over a period of two weeks. Additional in-person observations were conducted to identify obstructions in the vision corner

Observation

The vision corners of the intersection were examined for line-of-sight obstructions. Vision corner are the areas at intersection were objects could potentially obstruct a driver's view of cross traffic. There was one minor obstruction identified within the vision corners; a utility pole in the southeast corner.

Figure 2 Grove Ave WB

Figure 3 Sampson St NB

Figure 4 Sampson St - SB

Figure 5 Grove Ave - EB

Results

An automatic traffic monitoring device collected data on both vehicle volumes and vehicle speeds. Traffic counts are reported as the number of vehicles per hour averaged over the eight-hour interval with the highest traffic volume for the day. Vehicle speeds are reported as the 85th percentile speed which is the speed the fastest 15% of vehicles exceeded.

Table 1 Traffic Count

Traffic Count (Vehicle Per Hour)	
Sampson Street	Grove Avenue
50	30

Table 2 Traffic Speed

85th Percentile Speed (mph)	
Sampson Street	Grove Avenue
32	23

Recommendation

The City of Wisconsin Rapids has adopted a policy to determine when additional traffic signage is necessary (Table 3 Wisconsin Rapids' Policy on Installation of Regulatory SignsTable 3). This policy mimics the Manual of Uniform Traffic Control Devices (MUTCD). The data collected from the study indicates yield signs may be adequate for this intersection.

- Traffic volumes on both the major and minor roads are less than 100 vehicles per hour.
- There are no significant obstructions within the vision corner.
- There have been less than two preventable traffic accidents within a 12-month period. Both of these were right angle accidents which may indicate drivers are misinterpreting the intersection as an all-way stop.
- Although 12th St S is a minor collector the traffic volume is similar to a local street.

Based on these factors it is recommended this intersection remain a 2-way stop with additional “CROSS TRAFFIC DOES NOT STOP” signage on Grove Ave.

Table 3 Wisconsin Rapids' Policy on Installation of Regulatory Signs

		NO CONTROL	YIELD SIGN	STOP SIGN, 2-WAY	STOP SIGN, 4-WAY	TRAFFIC SIGNAL
1	Avg Vol/hr for 8 hou period	< 100 veh/hr	> 100 veh/hr	> 250 veh/hr	300/hr - Major 200/hr - minor 500/hr - both	Meets warrants of the MUTCD
	Volume for 24 hours	< 1000 veh	> 1000 veh	≥ 3000 veh	5000 balanced volumes	
2	Visibililty	No obstructions in the vision triangle	Minor obstruction in the vision triangle	vision triangle obstructed	blind intersection	
3	right angle accident in a 12 month period	no accidents	≥ 2	≥ 3	≥ 5	≥ 5
4	Street classification	local/local	local/local, thru/local, collecter/local	thru street collector/local, arterial/local	collector/arterial, arterial/arterial	arterial/arterial
5	Other factors			T-intersection		meets pedestrian and school crossing
**Two of five items are required to be considered for increasing the regulatory signage						
** Other considerations that need to be considered are Section 2B.04 of the MUTCD and Intersection Control pg 654 AASHTO 2004						

Manual of Uniform Traffic Control Devices – MUTCD

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. **Multi-way stop control** is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

Engineering judgment should be used to establish intersection control. The following factors should be considered:

A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
B. Number and angle of approaches;
C. Approach speeds;
D. Sight distance available on each approach; and
E. Reported crash experience.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
    1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
    2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
    3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2C.59 CROSS TRAFFIC DOES NOT STOP Plaque (W4-4P)

Option:

The CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (see Figure 2C-9) may be used in combination with a STOP sign when engineering judgment indicates that conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop.

Alternative messages (see Figure 2C-9) such as TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) may be used when such messages more accurately describe the traffic controls established at the intersection.

Guidance:

Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Standard:

If a W4-4P plaque or a plaque with an alternative message is used, it shall be mounted below the STOP sign

W4-4P

WISCONSIN RAPIDS

PW Committee

Date of Request: 4/21/2020, updated 11/19/2021

Requestor: Alderperson Kellogg

Request/Referral: Review the City Engineer's report regarding Alderperson Kellogg's referral to install centerline striping along Chestnut St between Hill St and 8th St S to control vehicle speeds while pedestrians are present.

Research Summary & Report by City Engineer, Joe Eichsteadt: Requests for speed control from the public often include requests for stop signs, roadway paint, speed bumps, etc. The addition of centerline pavement marking is not an effective strategy to controlling speeds along a roadway. The Federal Highway Administration notes that the addition of centerline and edge lines reduces the 85th Percentile speed on rural roadways by 2 mph during the day and 1 mph during the night. Although this is not a direct comparable there is likely little benefit to controlling speeds at this location, especially during times when activities are going on in the school where vehicles are parked adjacent to the road (Figure 1) . The parked vehicles will mimic edge line markings and would create a similar narrowing of the roadway naturally causing people to slow down. The presence of pedestrians, especially in low light conditions, also has a natural slowing effect on drivers.

Figure 1 Chestnut St 11/18/21 2:48 PM, Dismissal of Assumption High School

Engineering Dpt staff performed a speed/accident study on two locations of Chestnut St.

1. Chestnut St between Hill St and Lincoln St – 85th % speed 31 mph (829 AADT). This count occurred 9/30/21 to 10/08/21 which included a Friday, Saturday and Monday. We are uncertain if the School had extracurricular activities on any of these days.
2. Chestnut St between Lincoln St and 8th St S – 85th % speed 33.0 mph (2659 AADT). This count occurred 3/11/20 to 3/13/20 which was a Wednesday, Thursday, Friday.
3. **There have been no speed related accidents, citations, or complaints to indicate a problem. 16 accidents were recorded since 1994. 4 occurred between Hill St and Lincoln St, including the Hill St intersection. 12 occurred between Lincoln St and 8th St S, including the Lincoln St intersection and only the west approach of 8th St S intersection. Most accidents were 2 vehicle accidents caused by maneuvering into driveways/parking spaces or intersection conflicts. 1 accident involved a bike at Lincoln St intersection and two accidents were flagged as pedestrian related at 8th St S intersection.**
4. **This was further reviewed when school was in session and the above photo was taken during dismissal during the afternoon.**

The Manual on Uniform Traffic Control Devices (MUTCD) specifies when center line markings **shall** be installed: *Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per*

day or greater. Center line markings shall also be placed on all paved two-way streets or highways that have three or more lanes for moving motor vehicle traffic.

Neither section of Chestnut Street carries 6,000 vehicles per day.

The MUTCD further mentions that: *Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 16 feet wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane.*

In my professional Engineering judgement there will be no benefit with adding a centerline to control vehicle encroaching into opposing traffic lanes, especially when trying to control vehicle speeds. My opinion and recommendations remain unchanged after the recent review while school has been in session.

Additionally the MUTCD requires that double yellow/no passing zones be established if centerline markings are used. This zone is based on the 85th % speed requiring no passing zones with a minimum passing sight distance of 550 feet. For reference, the block between Hill St and Lincoln St is just over 1000 feet and the hill on Chestnut St would like require a double yellow line for a distance of 550 ft or more from Lincoln St, west toward Hill St. With parking on both sides of the street, especially west of Lincoln, the probability of traffic being over a double yellow to avoid parked cars, and technically violating the law, is high.

In summary, if the desired outcome is to control vehicle speeds a different strategy should be considered that can be warranted and is more effective than centerline markings.

Options available: Other speed control options may include:

1. Request enhanced enforcement during high levels of pedestrian activity
2. Narrowing of lane widths - For reference, our lane narrowing on 1st St N saw an approximate before and after 85th % speed reduction of about 5 mph. A centerline and lane lines would need to be added with the aforementioned restrictions, but would need to be narrowed to maybe 10-foot-wide lanes. The existing street footprint is 40 feet wide.
3. Speed humps, cushions, tables
4. Other pavement markings and text options “SLOW”, “SPEED LIMIT 25MPH”, etc.
5. Speed limit signs with flashing LEDs or with radar display

Staff recommendation: Since an 85th % speed of about 30 mph is fairly typical on local 25 mph streets, we believe travel speed is generally not an issue. If evidence demonstrates speed is a problem, staff would like the target vehicle speed defined that satisfies the concerns and then we can consider what treatment/enforcement options would be most effective and what their associated costs are. We could then bring this back to the committee for further consideration.

If pedestrian safety is the concern we can consider increase street lighting, mid-block crossings, etc.

Action you are requesting the committee take: Provide direction for staff if further consideration is desired.

How will the item be financed? N/A

WISCONSIN RAPIDS

Public Works Committee

Date of Request: November 12th, 2021

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Consider the revised State Municipal Agreement for the W Jackson St Project

Background information: At the final design stage, prior to bid letting, there have been a couple items that needed clarifying in the financial portion of the agreement with the DOT.

Additions

There is a non-participating cost component at 100% local cost added for hauling and disposing of potential hazardous material along with adjustment to sanitary manholes and water valves estimated to be $95,582.

Street Lighting Category 0020 in the amount of $195,915 at 100% local cost and $104,818 at a 80/20 cost share with the DOT. These costs are paid by the electric utility.

Subtractions

Category 0100 was reduced from $810,647 to $602,347. This is a reduction in $208,300. Category 0100 is the City's local share.

In summary, there is about a net increase in $125,000.

Original

PHASE	SUMMARY OF COSTS Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
***ID 6999-11-08**					
State Review	$25,000		0%	$25,000	100%
****ID 6999-11-78**					
Participating Construction	$4,053,234	$3,242,587	80%	$810,647	20% + BAL
Non-Participating Construction	$1,000		0%	$1,000	100%
State Review	$445,856	$356,685	80%	$89,171	20% + BAL
Total Estimate Construction Cost	**$4,500,099**	**$3,599,272**		**$900,818**	
Total Est. Cost Distribution	**$4,525,099**	**$3,599,272**	N/A	**$900,818**	N/A

*Design ID# **6999-11-08** is **100% locally funded including State Review costs.**
Construction ID# **6999-11-78 federal/state funding is limited to **$3,599,272.**

Revised

PHASE	SUMMARY OF COSTS Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
***ID 6999-11-08**					
State Review	$25,000		0%	$25,000	100%
****ID 6999-11-78**					
Participating Roadway (cat 0010)	$3,011,737	$2,409,390	80% MAX	$602,347	20% BAL
Street Lighting (cat 0020)	$720,003	$419,270	80% MAX	$104,818	20% BAL
				$195,915	LS
Non-Participating Construction	$95,682		0%	$95,682	100%
Total Estimate Construction Cost	**$3,827,422**	**$2,828,660**		**$998,762**	
Total Est. Cost Distribution	**$3,852,422**	**$2,828,660**	N/A	**$1,023,762**	N/A

*Design ID# **6999-11-08** is **100% locally funded including State Review costs.**
Construction ID# **6999-11-78 federal/state funding is limited to **$3,599,272** not reflected in the table due to estimate currently coming in under the federal limit. Costs include state review; see item 24b for lump sum description

Options available: Approve

Action you are requesting the committee take: To approve the revised state municipal agreement as presented.

How will the item be financed? Financed through the Public Works Construction Fund in the 2022 budget.

1st Revision **STATE/MUNICIPAL AGREEMENT FOR A STATE-LET SMALL STP-URBAN PROJECT** **Program Name: Small STP-Urban** **Population Group: 20,000-50,000** **Sub-program #: 206** *This agreement supersedes the agreement signed by the Municipality on May 3, 2019 and signed by WisDOT on May 13, 2019.*	Date: November 2, 2021 I.D.: 6999-11-08/78 Road Name: West Jackson Street Limits: West Riverview Exp. to Jackson Street Bridge County: Wood Roadway Length: 0.4 mi Functional Classification: Principal Arterial Project Sponsor: City of Wisconsin Rapids

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 effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: **West Jackson Street needs reconstruction for a wide variety of reasons. First and foremost, the corridor is classified on the city's Official Map as an expressway, which is certainly a major corridor for all forms of traffic through the downtown area. The existing roadway has several geometry issues, both horizontal and vertical, which limit sight distances and reduce the safety of the roadway. The existing four lane configuration also increases maintenance and operational costs while not providing a safe and functional roadway. The pavement condition shows severe joint widening and there is cracked curb and gutter with slab faulting. In addition, the sewer and water service lines will be replaced and sewer and water main lines will be rehabilitated to ensure longevity over the life of the new roadway.**

Proposed Improvement - Nature of work: **It is proposed to do a reconstruction project. The proposed concept for this project is to reduce to a two-lane roadway and incorporate left and right turn lanes where appropriate. Large boulevards would allow for off-street accommodations for bicyclists and provide more opportunities for effective urban landscaping between 2nd Avenue North and West Grand Avenue.**

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable federal requirements: **The City is responsible for the difference in costs for decorative street lighting.**

The Municipality agrees to the following **2018-2022 Small STP-Urban Program** project funding conditions:
Project Design costs are 100% funded by the Municipality including State Review costs.

Project Construction costs are funded with **80%** federal/state funding up to a funding limit of **$3,599,272**. The Municipality agrees to provide the remaining **20%** and any funds in excess of the **$3,599,272** federal/state funding limit. Any costs associated with Real Estate, Railroad or Utility needs are 100% funded by the

Municipality.
Non-participating costs are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.
This project is currently scheduled in State Fiscal Year **2022. In accordance with the State's sunset policy for Small STP-Urban Program projects, the subject 2018-2022 Small STP-Urban improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2019, or by June 30, 2024.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary of Costs Table below are estimates. The final Municipal share is dependent on the final federal participation, and actual costs will be used in the final division of cost for billing and reimbursement. In no event shall federal or state funding exceed the estimate of **$3,599,272** in the Summary of Costs Table, unless such increase is approved in writing by the State through the State's Change Management Policy prior to the Municipality incurring the increased costs.

	SUMMARY OF COSTS				
PHASE	**Total Est. Cost**	**Federal/State Funds**	**%**	**Municipal Funds**	**%**
***ID 6999-11-08**					
State Review	$25,000		0%	$25,000	100%
****ID 6999-11-78**					
Participating Roadway (cat 0010)	$3,011,737	$2,409,390	80% MAX	$602,347	20% BAL
Street Lighting (cat 0020)	$720,003	$419,270	80% MAX	$104,818	20% BAL
				$195,915	LS
Non-Participating Construction	$95,682		0%	$95,682	100%
Total Estimate Construction Cost	**$3,827,422**	**$2,828,660**		**$998,762**	
Total Est. Cost Distribution	**$3,852,422**	**$2,828,660**	N/A	**$1,023,762**	N/A

*Design ID# **6999-11-08** is **100% locally funded including State Review costs**.

Construction ID# **6999-11-78 federal/state funding is limited to **$3,599,272** not reflected in the table due to estimate currently coming in under the federal limit. Costs include state review; see item 24b for lump sum description

This request is subject to the terms and conditions that follow (pages 3-7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal 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 Agreement.

Signatures certify the content has not been altered by the municipality.
Signed for and in behalf of: **City of Wisconsin Rapids** (please sign in blue ink.)

Name: Title:

Signature Date

Signed for and in behalf of the State of Wisconsin:

Name: Michael Wendt Title: WisDOT North Central Region Planning Chief

Signature Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.

2. Work prior to federal authorization is ineligible for federal funding.

3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:

    a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)

    b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.

    c. Prevailing wage requirements, including but not limited to 23 U.S.C 113.

    d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.

    e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.

    f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.

    g. Federal statutes that govern the Surface Transportation Program (STP), including but not limited to 23 U.S.C. 133.

    h. General requirements for administrating federal and state aids set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved **2018-2022 Small STP-Urban Program**. Federal/State funding will be limited to participation in the costs of the following items, as applicable to the project:

    a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.

    b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.

    c. Storm sewer mains necessary for the surface water drainage.

    d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.

    e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).

f. Signing and pavement marking.

g. New installations or alteration of street lighting and traffic signals or devices.

h. Landscaping.

i. State review services for construction.

5. The work will be administered by the State and may include items not eligible for federal participation.

6. As the work progresses, the State will bill the Municipality for work completed that 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 subject to funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal/state funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the **2018-2022 Small STP-Urban Program** improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.

   a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.

   b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.

   c. Detour routes and haul roads. The municipality is responsible for determining the detour route.

   d. Conditioning, if required and maintenance of detour routes.

   e. Real estate for the improvement.

   f. Preliminary engineering and design including state review.

   g. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.

   h. All work related to underground storage tanks and contaminated soils.

   i. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).

8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.

9. Work to be performed by the Municipality without federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.

10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.

11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. 51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.

12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal/state financing commitments or are ineligible for federal/state financing. 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 any moneys otherwise due and payable by the State to the Municipality.

13. **In accordance with the State's sunset policy for Small STP-Urban Program projects, the subject 2018-2022 Small STP-Urban Program improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2019, or by June 30, 2024.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred on behalf of the project.

15. The Municipality will at its own cost and expense:

    a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.

    b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.

    c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.

    d. Assume general responsibility for all public information and public relations for the project and to make 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 project.

    e. Provide complete plans, specifications, and estimates to State upon request.

    f. Provide relocation orders and real estate plats to State upon request.

    g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.

    h. Provide maintenance and energy for lighting.

    i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

16. It is further agreed by the Municipality that:

    a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.

    b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.

c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.

d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.

e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by federal or state highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.

f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted oversize and overweight loads. The contractor is responsible for any damage caused to haul roads if the contractor does not obey size and weight laws, use properly equipped and maintained vehicles, and does not prevent spilling of materials onto the haul road (WisDOT *Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under “Municipal Responsibilities and Requirements.”

LEGAL RELATIONSHIPS:

17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.

18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality’s surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.

19. Contract modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of either this State/Municipal Agreement or any of its attachments may be changed, waived or terminated orally.

20. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.

21. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein

and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.

23. Maintenance of records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the State. The State reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

    In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.

24. The Municipality agrees to the following **2018-2022 Small STP-Urban Program** project funding conditions:

    a. **ID 6999-11-08: Design** is funded 100% by the Municipality. This phase includes plan development and state review. The work includes project review, approval of required reports and documents and processing the final Plan, Specification & Estimate (PS&E) document for award of the contract.

    b. **ID 6999-11-78: Construction**

        i. Costs for excavation, resurfacing, sidewalk, curb and gutter, standard street lighting and all associated costs to complete the project are funded with **80%** federal/state funding up to a funding limit of **$3,599,272**, when the Municipality agrees to provide the remaining **20%** and any funds in excess of the **$3,599,272** federal/state funding limit.

        ii. Non-participating costs associated with sewer and water service line replacements are funded 100% by the Municipality. In addition, the City agrees to pay the difference between standard street lighting and decorative street lighting. The State has calculated a lump sum amount of **$195,915.** The City agrees to pay a lump sum amount of **$195,915**. Costs include construction delivery.

        iii. Costs for this phase include an estimated amount for state review activities, to be funded **80%** with federal funding and **20%** by the Municipality.

[End of Document]

WISCONSIN RAPIDS

Public Works Committee

Date of Request: November 30, 2021

Requestor: Joe Terry

Request/Referral: Request the public works committee provide guidance relating to prioritizing special assessment outreach and administration vs. development of a transportation utility.

Background information: The outlined process for developing a transportation utility included the expectation the City would decide whether to proceed with a utility once the model was developed or not. Given that process, staff would be working on either special assessment work or transportation utility work. The decision by the Common Council to proceed with transportation utility work without approving a utility results in the necessity to do both. The engineering department does not have staff to continue working on project design, special assessments, and transportation utility development concurrently. Special assessment work includes:

- Proposed Assessment Reports for 2021 projects. This process typically starts in December in preparation for assessment hearings in the first 3 to 4 months of the upcoming year. There is typically around 100 hours of work required to get these projects through the assessment hearing and invoicing process. This work is done primarily by an Engineering Technician and City Engineer while they are attending to other concurrent responsibilities.
- In the past few months several preliminary resolutions approved through Council for 2022 projects. Typically staff would prepare and send preliminary notices (with assessment cost estimates) within a few weeks of approval. Those notices have not yet been sent Furthermore, additional preliminary resolutions will be forthcoming for other 2022 projects. This is estimated to be 40+ hrs of work. This work is done primarily by an Engineering Technician and City Engineer while they are attending to other concurrent responsibilities.
- If the transportation utility is approved we would no longer be inspecting concrete sidewalk or driveways on upcoming street reconstruction projects. We have started inspections on Oak St from E Jackson to 16th St (2022 project) so we have this data prior to snowfall. This is estimated to take 20-30 hours and is approximately 60% complete. This work is done by field technicians. They could be assigned other responsibilities if we knew there would not be special assessments in 2022.

Options available: Make a determination that prioritizes transportation utility work over special assessment work, prioritize special assessment work over transportation utility work, or work on them both knowing a significant amount of staff time, effort, and resources will be wasted and performing both efforts concurrently will result in delays.

Action you are requesting the committee take: Provide direction based on one of the options listed above or as determined to be in the best interests of the City.

How will the item be financed? N/A

WISCONSIN RAPIDS

Public Works Committee

Date of Request: 12/1/2021

Requestor: Joe Eichsteadt, City Engineer

Request/Referral: Review the bid results for the 2021 Sewer Lining Contract

Background information: The City identified a need for lining 11,760 LF of sanitary sewer due to infiltration and inflow.

There were three bidders on the project with the qualified, low bidder as Visu-Sewer. Visu-Sewer's bid was $407,618.50. The next lowest was Michels Corporation at $521,867.50. The Engineer's estimate was $578k. Granite Inliner was the highest bidder at $593,225.00

General background on sewer lining - The liner is a cured in place resin & fiberglass liner and can be installed without impact to the roadway. Lining is advantageous for the city as it has a significantly lower cost as compared to an open-cut replacement when factoring in the impacts to asphalt pavement and other utilities. On projects where pavement needs to be replaced along with sewer (in most cases) it is still advantageous to perform open-cut replacements. Lastly, not every sewer pipe is in a condition to be lined.

Options available: Approve the Visu-Sewer as the qualified, low bidder and award the contract to them or deny all bids.

Action you are requesting the committee take: Approve the 2021 Sewer Lining Contract and award the project the Visu-Sewer with the bid amount of $407,618.50.

How will the item be financed? This project will be financed through the Wastewater Utility. More specifically, unspent funds in 2021 along with additional funds in 2022 will fund this project.

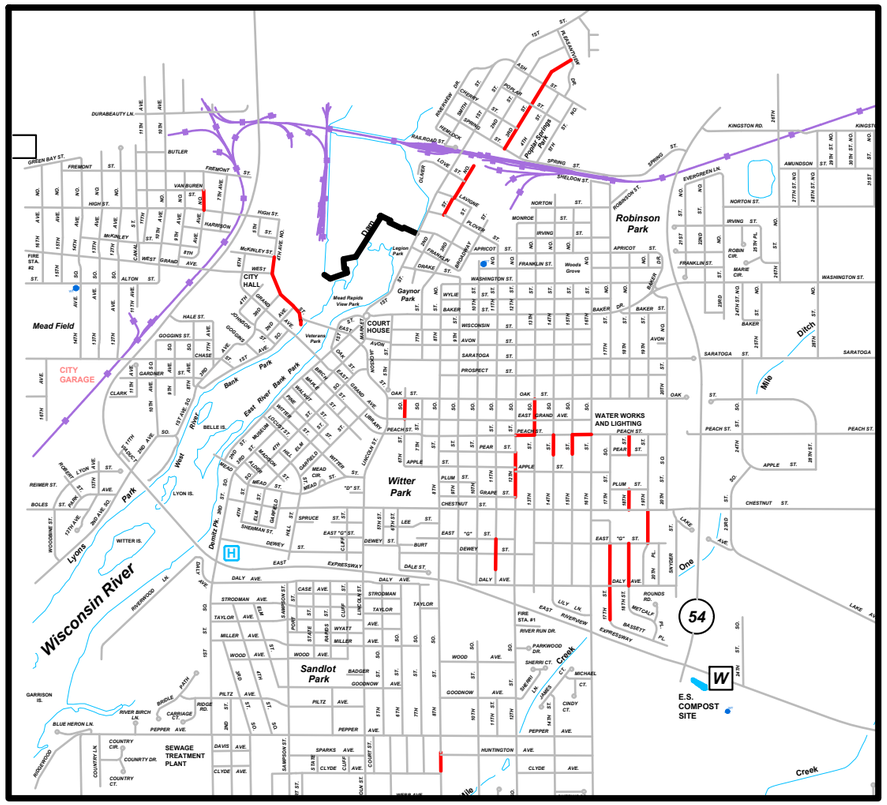
2021 Sewer Lining Project (#8056148)
Owner: Wisconsin Rapids WI, City of
Solicitor: Wisconsin Rapids WI, City of
11/30/2021 12:00 PM CST

						Engineer Estimate		Visu-Sewer		Michels Corporation		Granite Inliner, LLC, Minnesota	
Section Title	Line Item	Item Code	Item Description	UofM	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
Sewer Lining Bid Quantities													
	1	1	Mobilization, Bonds & Insurance	LS	1	$15,000.00	$15,000.00	$10,100.00	$10,100.00	$24,500.00	$24,500.00	$12,500.00	$12,500.00
	2	2	Bypass Pumping / Flow Management	LS	1	$10,000.00	$10,000.00	$1,000.00	$1,000.00	$22,505.00	$22,505.00	$3,000.00	$3,000.00
	3	3	Open Joint Grout Stabilization	EA	5	$750.00	$3,750.00	$1,335.00	$6,675.00	$1,320.00	$6,600.00	$600.00	$3,000.00
	4	4	8-inch CIPP Sewer Main Lining	LF	8180	$32.00	$261,760.00	$23.00	$188,140.00	$27.00	$220,860.00	$35.00	$286,300.00
	5	5	10-inch CIPP Sewer Main Lining	LF	1270	$35.00	$44,450.00	$30.25	$38,417.50	$31.75	$40,322.50	$45.00	$57,150.00
	6	6	12-inch CIPP Sewer Main Lining	LF	1050	$40.00	$42,000.00	$35.00	$36,750.00	$35.50	$37,275.00	$53.00	$55,650.00
	7	7	21-inch CIPP Sewer Main Lining	LF	1260	$125.00	$157,500.00	$84.85	$106,911.00	$98.00	$123,480.00	$95.00	$119,700.00
	8	8	Reinstate Lateral Connection	EA	195	$150.00	$29,250.00	$75.00	$14,625.00	$75.00	$14,625.00	$215.00	$41,925.00
	9	9	Grout Lateral Connection	EA	20	$750.00	$15,000.00	$250.00	$5,000.00	$1,585.00	$31,700.00	$700.00	$14,000.00
Base Bid Total:							$578,710.00		$407,618.50		$521,867.50		$593,225.00

2021 SEWER LINING PROJECT - #2020-09

CITY OF WISCONSIN RAPIDS - WOOD COUNTY WISCONSIN

SEWER LINING LOCATION MAP



UTILITY LOCATIONS SHOULD BE FIELD VERIFIED WITH THE RESPECTIVE UTILITY.

DIGGERS HOTLINE

1-800-242-8511

SHEET INDEX :

G1 TITLE SHEET

P1 - 6TH STREET SOUTH
- 13TH STREET SOUTH

P2 - 11TH STREET SOUTH
- 17TH STREET SOUTH
- 18TH STREET SOUTH

P3 - 12TH STREET SOUTH
- 14TH STREET SOUTH
- 15TH STREET SOUTH
- 18TH STREET SOUTH
- PEACH STREET

P4 - 8TH STREET SOUTH

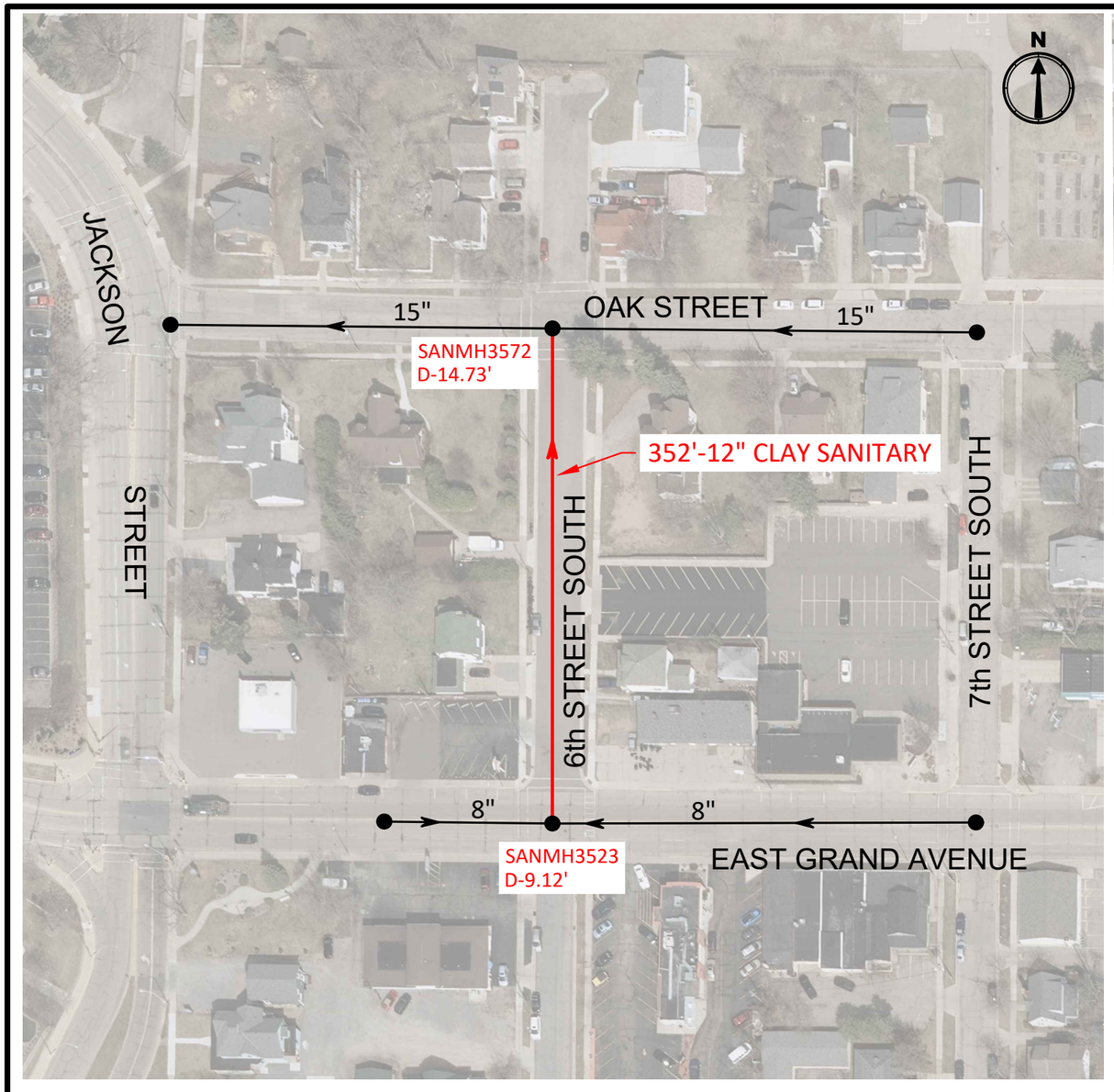
P5 - 19TH STREET SOUTH

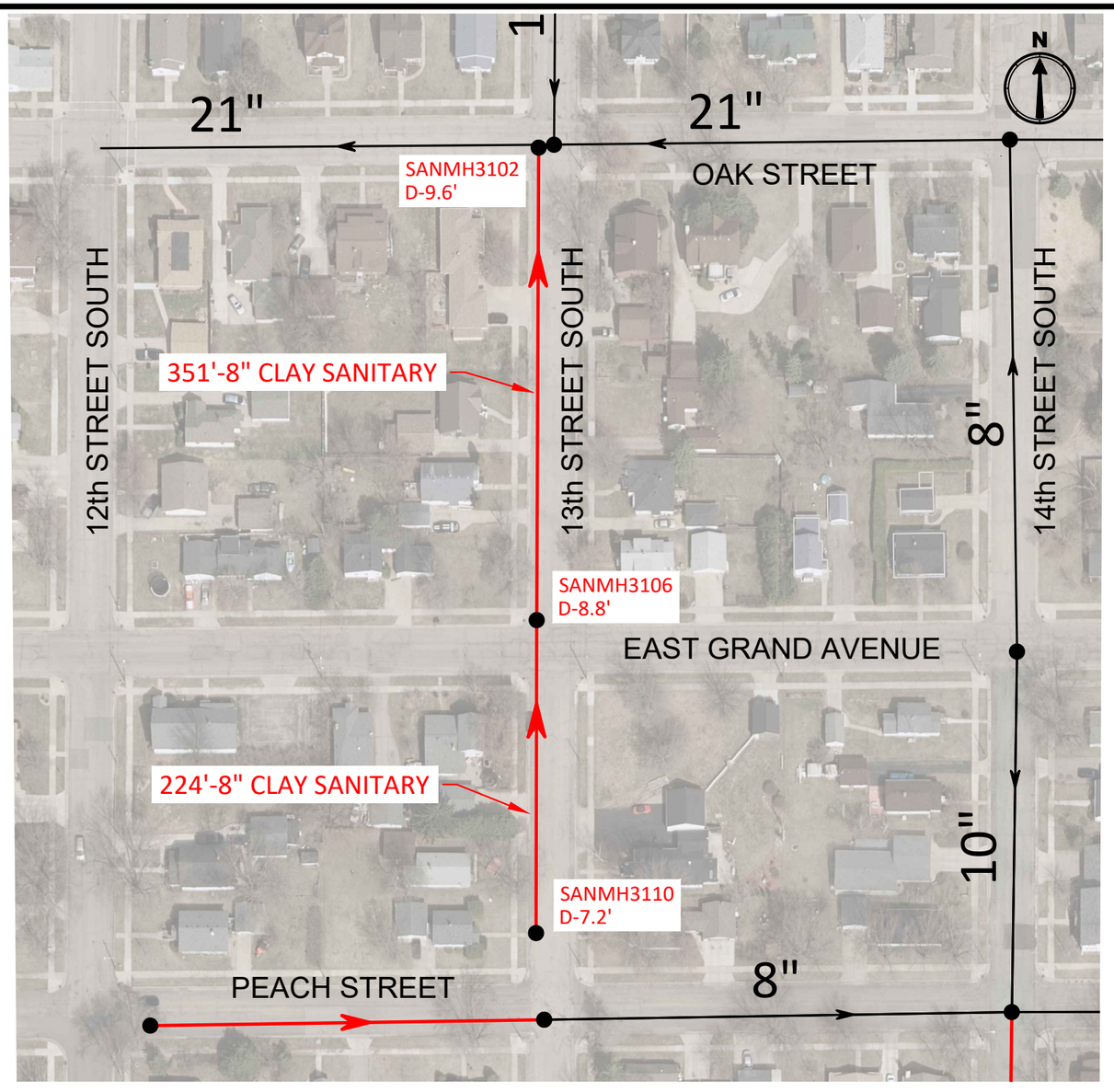
P6 - 8TH AVENUE NORTH

P7 - WEST JACKSON STREET

P8 - 2ND STREET NORTH
- 3RD STREET NORTH

PROJECT:	DRAWN BY: M.A.S.	PLOT DATE: October 28, 2021	SCALE: NO SCALE	
2021 SEWER LINING PROJECT	DRAWING FILE - S:\Engineering\PROJECTS\2020-09 2021 Sewer Lining Project\CAD\Drawings\2021 sewer lining overall base.dwg			G1





PROPOSED CIPP LINING (SANITARY SEWER)
EXISTING SANITARY MANHOLE
EXISTING SANITARY MAIN

PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

ENGINEERING DEPARTMENT
444 WEST GRAND AVENUE
WISCONSIN RAPIDS, WI 54495
PHONE 715-421-8205 / FAX 715-421-8291

WISCONSIN RAPIDS

PROJECT NUMBER: 2020-09

P1

PLOT DATE: October 28, 2021 SCALE: 1" = 100FT. DRAWN BY: M.A.S.

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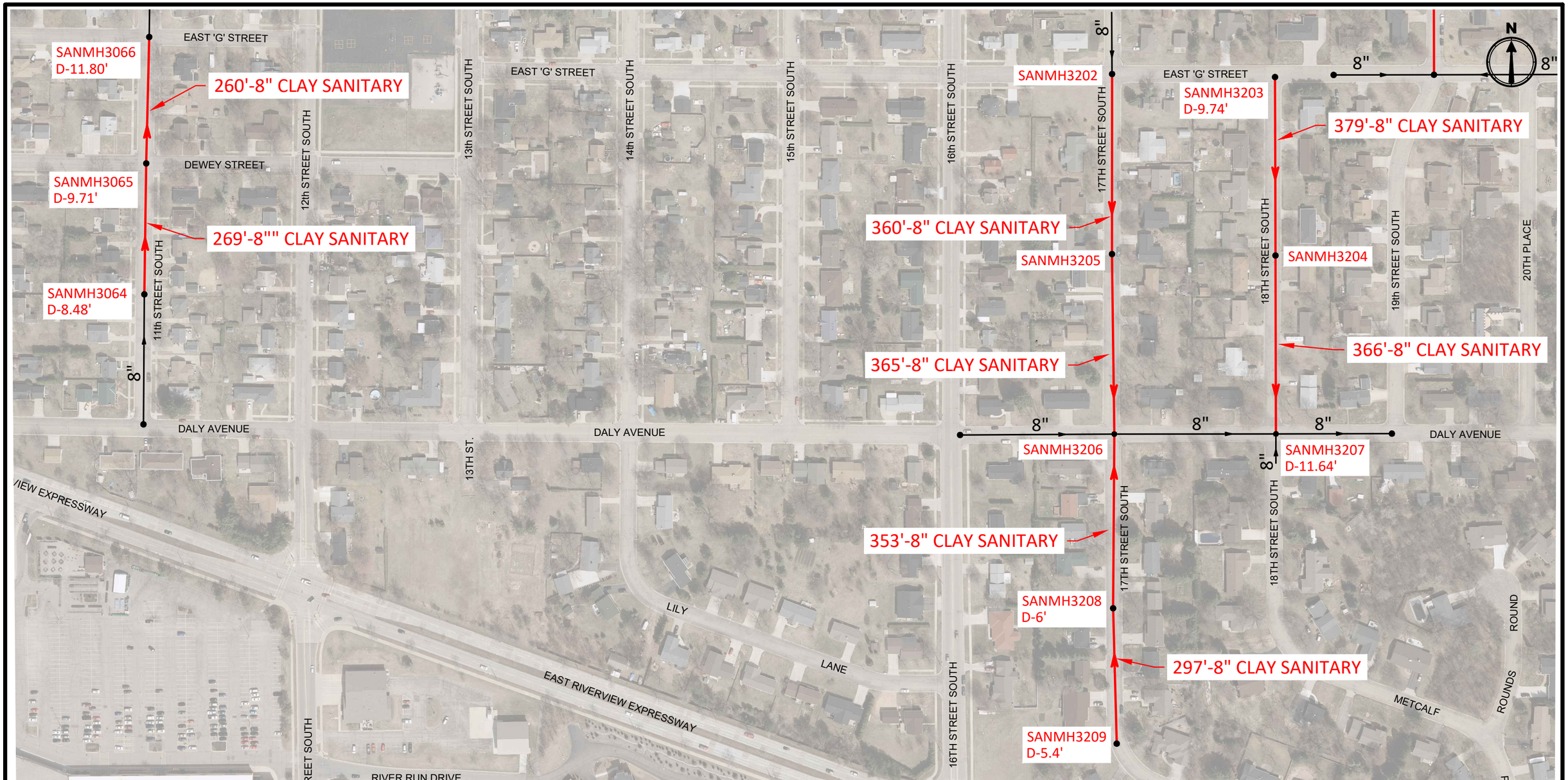

PROPOSED CIPP LINING (SANITARY SEWER)
EXISTING SANITARY MANHOLE
EXISTING SANITARY MAIN

PROJECT: 2021 SEWER LINING PROJECT	ENGINEERING DEPARTMENT 444 WEST GRAND AVENUE WISCONSIN RAPIDS, WI 54495 PHONE 715-421-8205 / FAX 715-421-8291	PROJECT NUMBER: 2020-09
LOCATION: CITY OF WISCONSIN RAPIDS		P2

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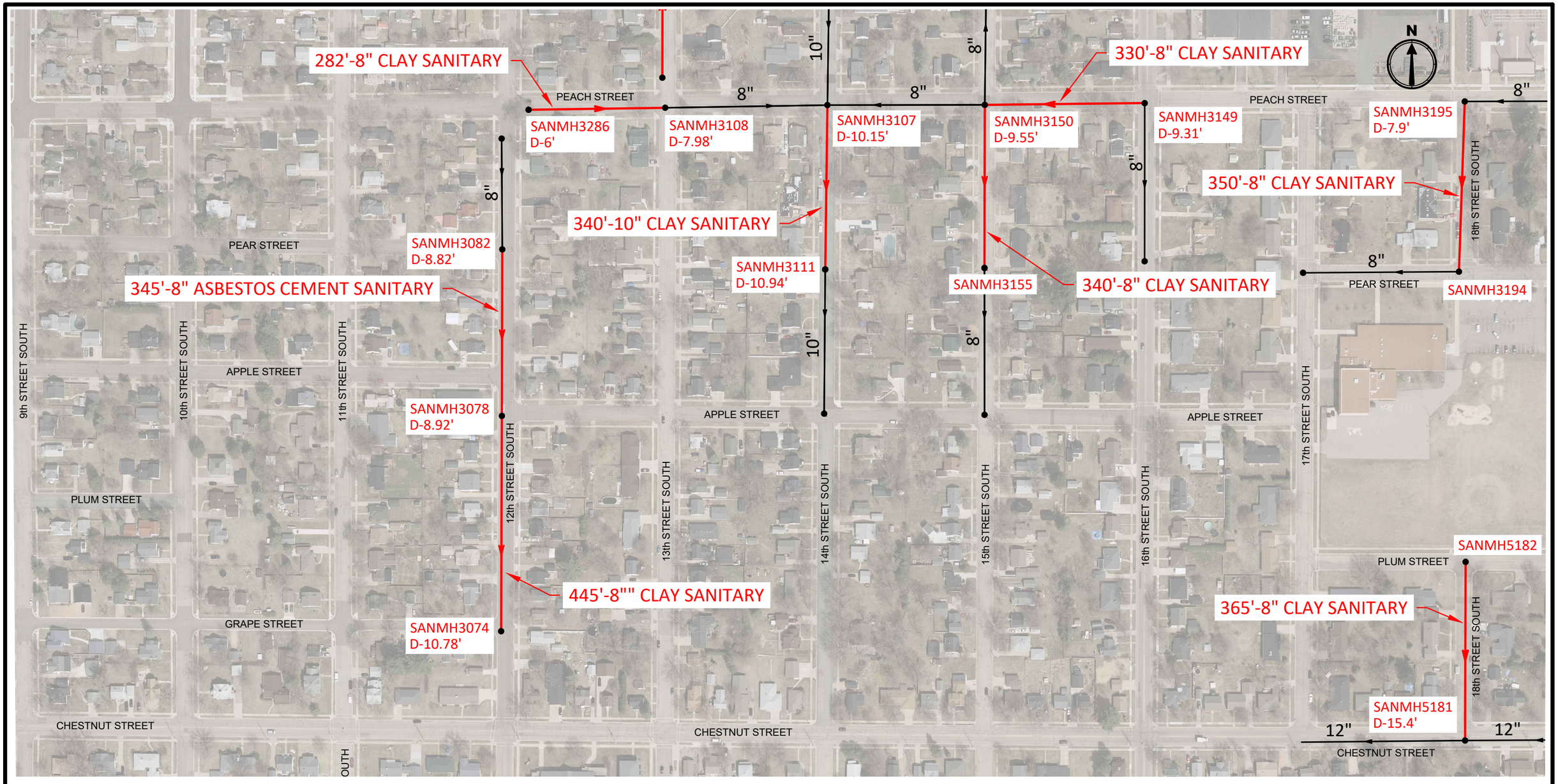

PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

ENGINEERING DEPARTMENT
444 WEST GRAND AVENUE
WISCONSIN RAPIDS, WI 54495
PHONE 715-421-8205 / FAX 715-421-8291

WISCONSIN RAPIDS

PROJECT NUMBER: 2020-09

P3

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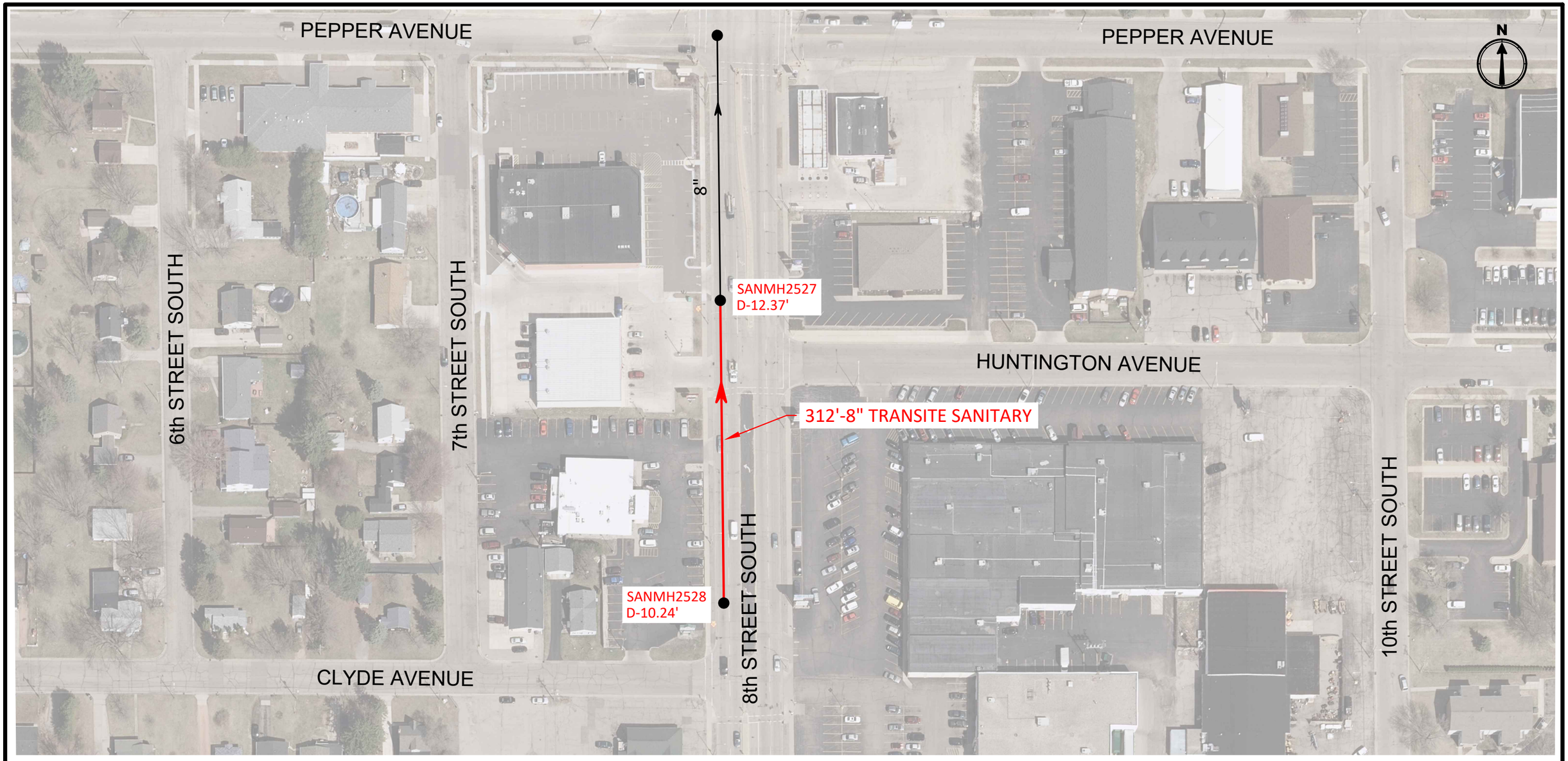

PROPOSED CIPP LINING (SANITARY SEWER)
EXISTING SANITARY MANHOLE
EXISTING SANITARY MAIN

PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

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WISCONSIN RAPIDS

PROJECT NUMBER: 2020-09

P4

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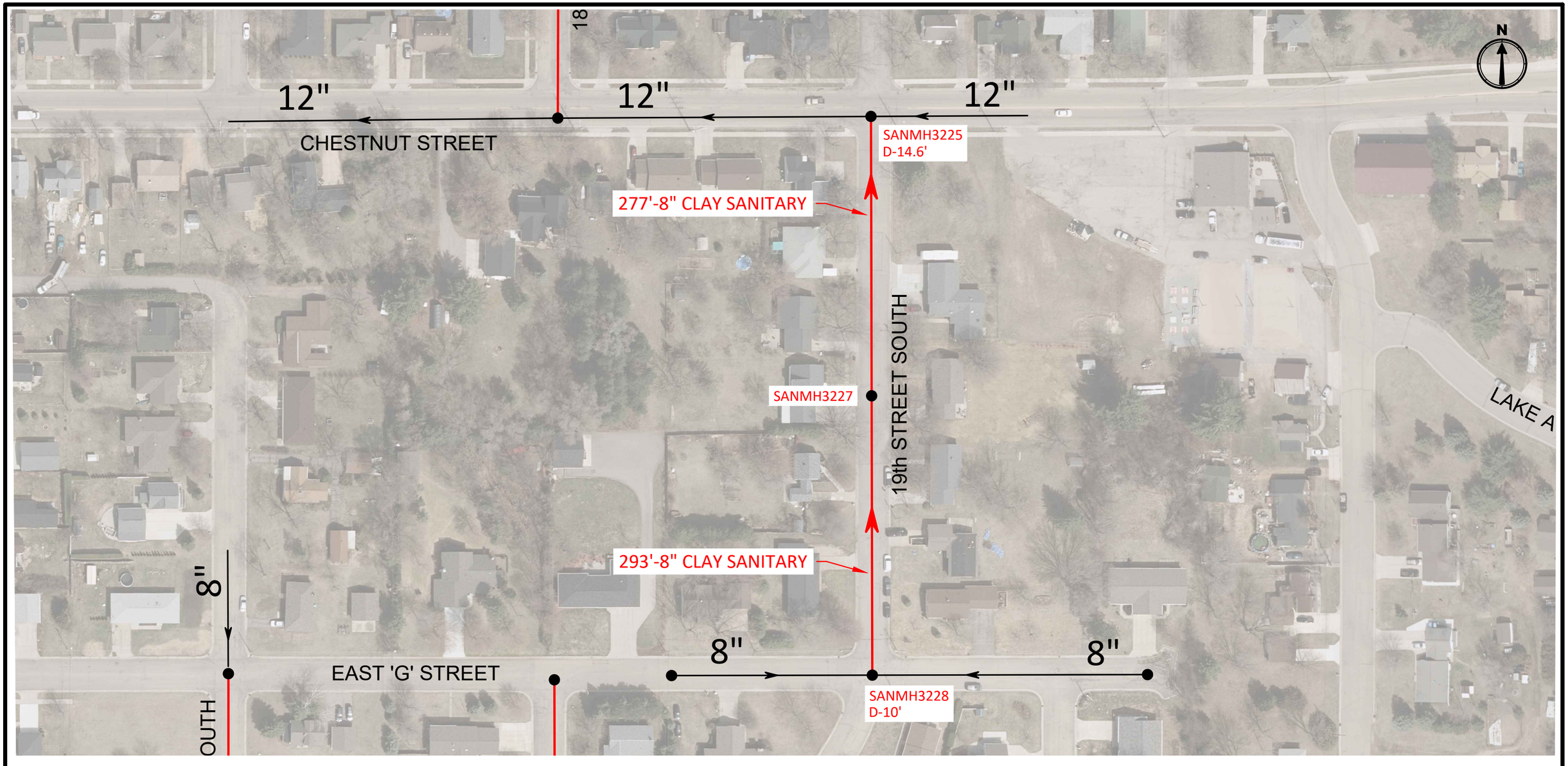

PROPOSED CIPP LINING (SANITARY SEWER)

EXISTING SANITARY MANHOLE

EXISTING SANITARY MAIN

PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

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P5

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LOCATION: CITY OF WISCONSIN RAPIDS	WISCONSIN RAPIDS	P6

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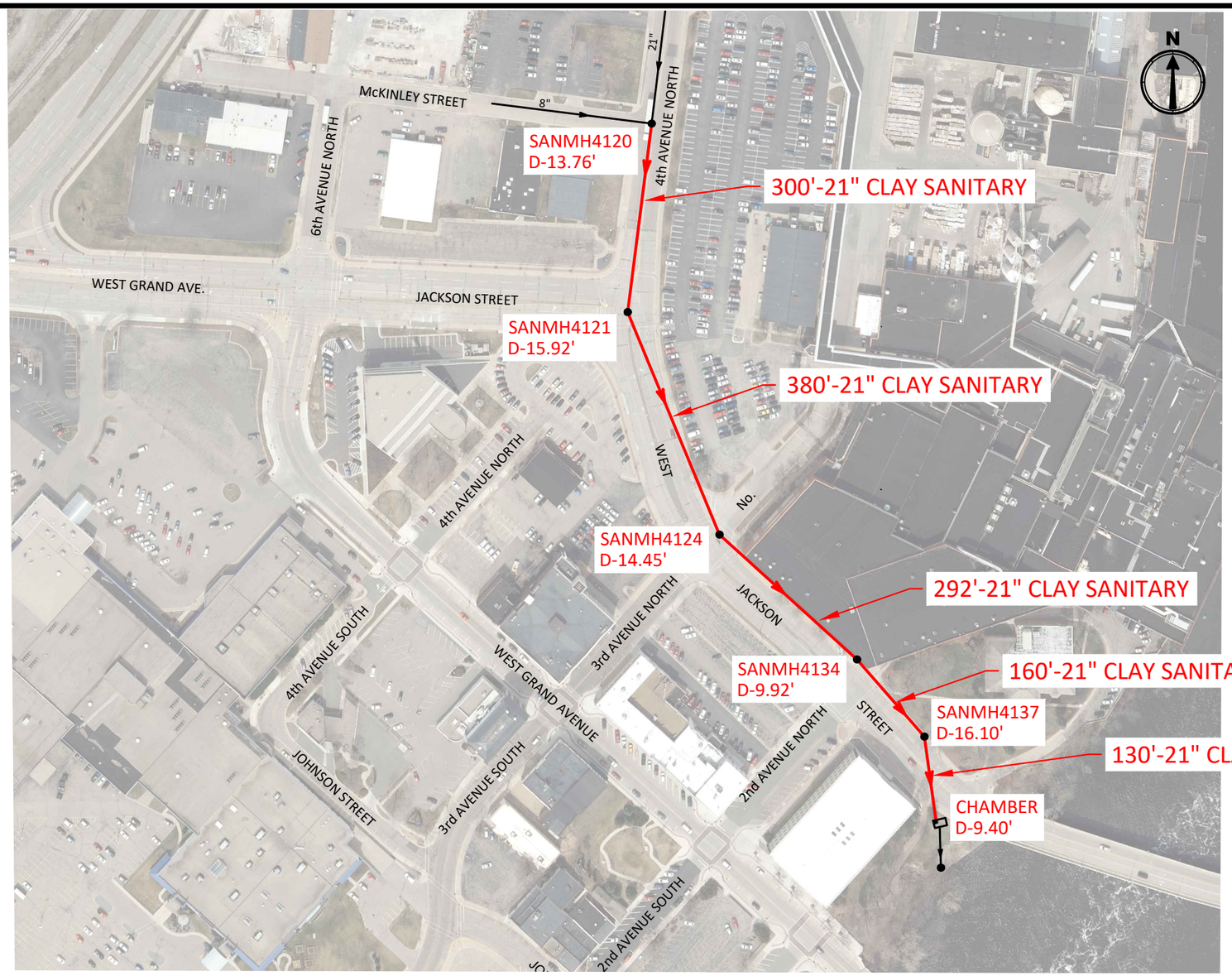

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PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

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P7

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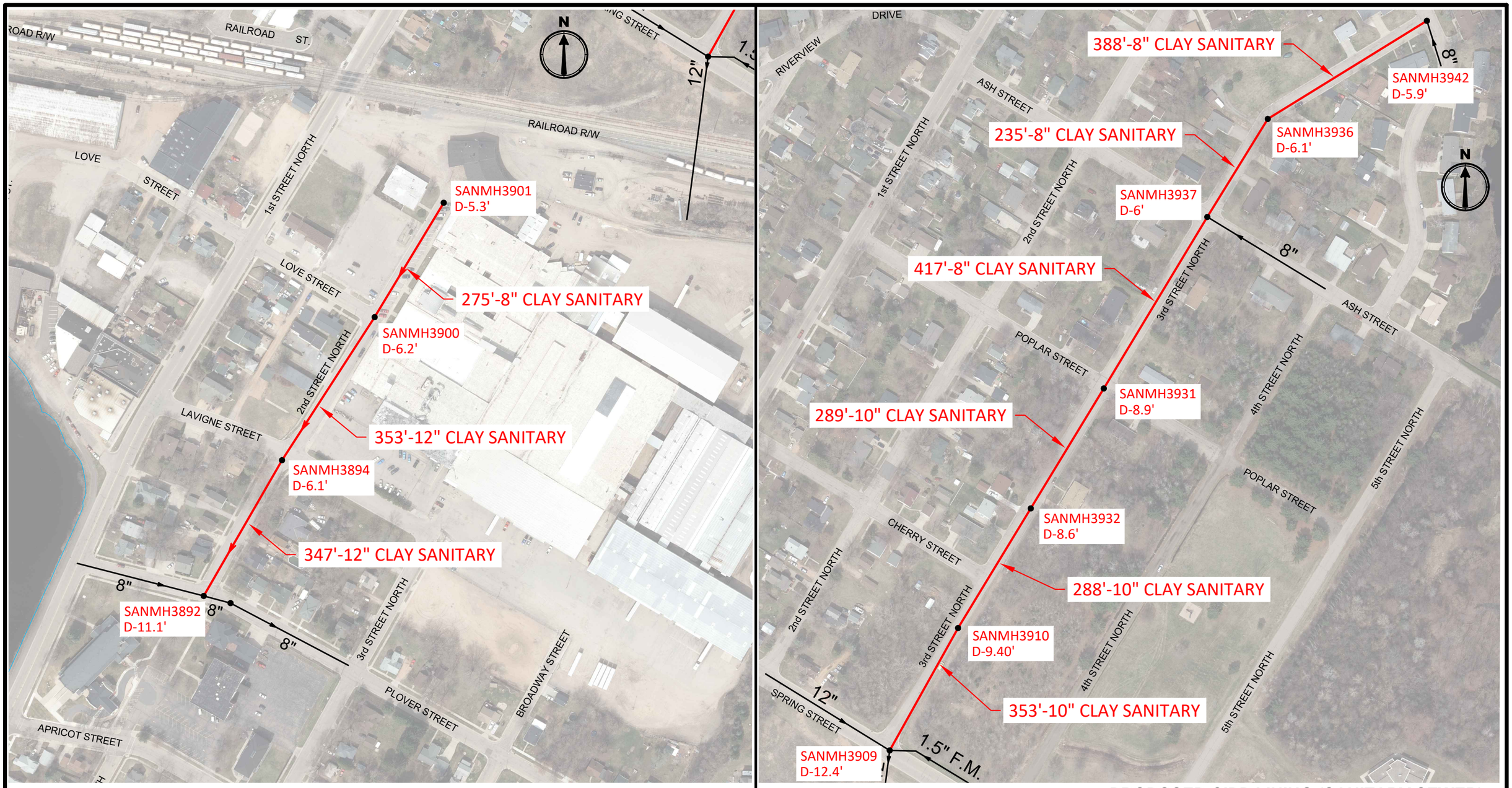

PROJECT: 2021 SEWER LINING PROJECT

LOCATION: CITY OF WISCONSIN RAPIDS

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P8

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City of Wisconsin Rapids
Joseph M. Terry, P.E.
Director of Public Works
444 West Grand Avenue
Wisconsin Rapids, WI 54495-2780
Phone (715) 421-8255 FAX (715) 421-8291

Director of Public Works Report
Activity highlights for the month of November 2021

The City of Wisconsin Rapids lost a valuable leader and public servant when Wastewater Superintendent, Ryan Giefer tragically passed away in early November.

Ryan was hired by the City of Wisconsin Rapids in February of 2017 as the City's Wastewater Superintendent. Prior to Ryan's hiring the plant suffered from poor performance due to challenging industrial waste loads. The City had consulted with its design engineers, had other consulting engineers provide recommendations, consulted with scientists for advice, and networked with other wastewater plant operators with minimal success.

Working with staff, Ryan worked tirelessly for solutions. He oversaw and performed laboratory analysis, textbook research, examination of internal report findings, visited other wastewater plants, and worked with staff to test a number of experimental modifications to the treatment process. Ryan augmented nutrient problems by negotiating with waste producing manufacturers and increased plant revenues in the process. Ryan's collaborative approach with industrial customers created improved working relationships that resulted in more consistent flow and concentrations and ultimately, better treatment. Ryan and his staff through operational initiatives of the energy recovery system dramatically improved plant energy production and decreased demand for natural gas and electricity, making the plant more cost effective and environmentally friendly.

In the summer of 2018, the fruits of Ryan's efforts demonstrated resounding success when he and his staff successfully modified the treatment process and the plant treatment became more environmentally and economically efficient than it has ever been.

In addition to the monumental improvements in plant process, in the nearly four years Ryan had been with the City he oversaw a robust initiative to survey the condition and improve the functionality of the collection system. Ryan oversaw the design and replacement of a small residential lift station as well as the award winning $7.28M lift station and river crossing force main project. Ryan and his collection system maintenance staff initiated an accelerated televising schedule through efficiencies and updated televising equipment all while maintaining a responsible operating budget.

In his time with the City, Ryan achieved an amazing level of success as a result of teamwork, diligence, and an extremely high level of competence and leadership. Ryan was a shining star in the wastewater industry and was well respected by me, his coworkers, employees, and professional peers. Ryan and his staff were professionally recognized in 2019 earning the Central States Water Environment Association's prestigious Operator of the Year Award.

Ryan's fun loving presence and candid demeanor fostered a great work environment. As amazing as his professional achievements were, his dedication as a husband and father were remarkable and he exhibited the importance of a healthy work/life balance. An all-around great man, the City will miss Ryan as a public servant, colleague, mentor, leader, and friend.

Engineering:

Misc.

- 17 Permits/Applications for asphalt paving (1), driveway grades/concrete pour inspections (4), storm water (0), excavating (10), Street Privilege (0), storm connection (0), permit parking (1), banner (1)
- 123 Diggers Locates for Storm Sewer & Sanitary Sewer as of 11/28/2021 (11 Emergencies)
- Degradation fees –
    - <u>degradation fees this month</u>

- $3,285.69
- Total 2021 Degradation Fees = $60,556.92
- A degradation inspection application was constructed in November with the help of Justin Conner in GIS. The application will automate final inspections and final billing of degradation costs to contractors. Final degradation inspections for 2021 permits are scheduled to occur the first week of December.

Traffic

- Vision Triangle Complaints
  - 4th Ave N and W Grand Ave – Southbound left – review is ongoing
- Stop Sign Requests – review is ongoing
  - 4/20/2021 – 12th St and Chestnut St. Study is complete.
  - 3/11/2021 - Apricot St at 15th St or 16th St. Study is complete.
  - 10/14/2021 - Sampson St and Grove Ave. Study is complete.
  - Final review of Chestnut St centerline striping
- ITS Standalone Signal Grant
  - City received a State / Municipal Agreement on 8/30/2021. The agreement is fully signed. The city staff will solicit proposals from consultants and bring those before the Public Works Committee.
- Signal complaints
  - 8th St sign bridge at Chestnut St fell and needs replacing – A new pole has been ordered.
  - 8th St and Pepper Ave – SB LT detection issue – issue resolved.
  - Nov. 2021 - Griffith and 8th St queuing lengths.

Project Designs/Construction underway:

2021 Projects

- RECC Rail Spur – Construction is scheduled to be substantially complete by December 31st, 2021.

2021 Reconstruction Projects

- Quadplex project – Underground work is complete.
- DOA/Lyon Park Levee - The DNR requested additional information which was provided on October 20th. No permit nor further correspondence has been provided by the DNR. The project cannot begin without DNR permits.
- 11th St (Washington St to Apricot St) – Project is complete.
- 15th St (Apricot to Norton St) – Project is complete.
- 18th Ave (2021 Construction) – Project is complete. Jefferson St (2021 Construction) – Project is complete.

2022 Reconstruction Projects

- Preliminary survey status for 2022 Projects:
  - Fremont St (13th Ave to 14th Ave) – 100%
  - Fremont St from 7th Ave N to 10th Ave N – 100%
  - Apricot St retaining wall repair and underdrain installation – 100%
  - 9th Ave N (8th Ave N to Fremont) – 100%
  - Smith St & Cherry St – 100%

- Design for 2022 Projects
  - Fremont St – 13th to 14th Ave design - 95% complete
  - W Jackson St – Expressway to Jackson St Bridge – 100% complete
  - Fremont St – 7th to 10th Ave design is 90% complete
  - 9th Ave N (8th Ave N to Fremont St) – 90% complete
  - Smith St (Railroad to Riverview Dr) – 30% complete
  - Cherry St (Riverview Dr to 1st St N) – 30% complete
  - The design goal established by the engineering department is to have 2022 project designs complete by Dec 31st, 2021.
- W Jackson St – The real estate has been cleared and the Plans, Specifications and Estimates have been submitted to the DOT.
- Sewer Lining Contract – 100% Bid opening is November 30th at noon.

<u>2023 Reconstruction Projects</u>

- Apricot St and Broadway St – survey is 100% complete, 50% of the design is complete. Geotechnical work was done November 15th and reports should be forthcoming.
- Oak St – E Jackson St to 16th St – Survey and all pre-design inspections are 95% complete.
- Crushing Contract – 0%

Storm Water Utility

- Storm Sewer Outfall testing was completed in November for the 2021 inspection/testing requirements.
- Storm Utility Billing Updates are ongoing with WWLC in July and August.
- 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.

Streets, Buildings, and Grounds:

Refuse and Recycling

- Garbage Collection estimated 368.29 tons (2020: 395.28 tons)
- Recycling Collection estimated 100.91 tons (2020: 95 tons)

Retirement

- Dave Gessert's last day was November 23, 2021, he will be officially retiring in February of 2022. Dave started with the city on June 26, 2000. He has held many positions within the Street Department from Loader Operator, Tractor Backhoe, Semi- Skilled Operator, Relief Grader Operator and Chip Spreader Operator.

Construction

- *LHS Community Quadplex Project*
  - Installed 500' of 8" Sanitary and a manhole 14'-16' deep 9' into the groundwater table
  - Installed 510' of 6" Water main and one hydrant
  - Hooked up previously installed 4" Water and Sanitary service to the new baseball complex at Lincoln High School
  - Leveled existing sand grade and placed road base for access road, leveled black dirt in other areas

Grove Ave, looking east

- *15th Street North (Norton Street – Apricot Street)*
  - *Project Complete*

15th St N, looking northeast

- *Jefferson Street (25th Ave N – East Dead End)*
  - *Project Complete*

Jefferson St, looking north

- *11th Street North (Washington St – Apricot)*
  - Project Complete

11th Street N, looking north

- *Metalco Rail Spur*
  - *City portion of Project Complete*

Matalco Rail Spur, looking northeast

- *8th Street South Cross Culvert Pipe*
  - *Project Complete*

8th Street S looking northeast

- *18th Ave South (Russel Street – West Grand Ave)*
    - Asphalt paving completed by American Asphalt from Chase Street – Russell
    - Topsoil seeded and mulched from Essex – Chase Street
    - Topsoil placed and leveled from Chase Street – Russell
    - Seeded and mulched from Chase Street – Clark Street
    - Restoration to be touched up and completed in spring of 2022

Alley south of West Grand Ave between 17th Ave S and 19th Ave S, looking northeast

18th Ave S, looking southeast

Street Maintenance

- Annual Leaf Pickup two separate times
- Last monthly brush pickup for 2021
- Curb and Gutter Repairs
- Restoration for contractor sidewalk maintenance repairs
- Mill and Overlay on Daly Ave

Daly Ave, looking east

- Manhole inspections performed for 2022 construction design work
- Assist parks workgroup with tree trimming
- Asphalt patch removal and installation hand patches
- Dug out and shaped paver patches with Wood County
- Plow route inspections, maintenance
- Assist Kafka in grinding trees at Eastside and Westside Compost
- Cold patch concrete streets
- Sweep leaves from streets
- Sweep seal coated streets prior to first snow
- Breakup stumps to manageable size to run through grinder
- Clean bridge drains on highways
- Sanitary service repair 11th Street South
- Switch over summer/winter maintenance equipment
- Clean compost sites prepare them for 2022
- Plowed first snow event
- Took delivery and made 900 cy of salt sand
- Assisted WWLC on water service replacements
- Provided traffic control for the State WIAA Cross Country Meet

- Provided traffic control for the Rekindle the Spirit Parade
- Reviewed snow plowing assignments looking for obstructions
- Graded Gravel roads prior to freeze up
- Graded Gravel alleys prior to freeze up

Paint and Signs

- Replaced seasonal banners in downtown area
- Installed banners for multiple WIAA Events
- Replaced multiple damaged street signs
- Christmas Light inspection and installation
- Started review of parking ordinance and replacing signs to make them consistent with the ordinance
- Installed new signs on 18th Ave after project completion

Shop/Equipment maintenance

- Prepared fleet for winter snow maintenance
- Performed Heavy truck maintenance
- Rebuilt Loader Bucket Cutting Edge
- Calibrated salt spreaders for the season

Wastewater:

- Maintenance and collections system staff spent a significant amount of time televising nearly 9,000 ft. of sanitary sewer, cut 400 ft. of roots, and flushed nearly 500 ft. of dead ends and high points to insure proper conveyance of the sanitary system.
- Collections staff also investigated 5 sewer laterals from residents, and helped the street department when needed.
- Collections staff continues to perform manhole inspections on the West side of the city, focusing on I/I issues. This data is important to log for future manhole replacement projects.
- All wastewater plant effluent parameters averaged below single digits in November. Sludge Volume index average was 139, which indicated excellent settling performance and Food: Microorganism balance.
- The laboratory went through a 3 year lab audit. Overall, it went very well, with just a few minor changes to standard operating procedures of some of the tests.
- Maintenance and Operations staff worked to get piping changed back to how it was before running the fermenter pilot study. The tank needed to be completely cleaned and filled up with water to prevent pipes from freezing in the winter.
- The septage hauling receiving station hardware and software have been upgraded at the plant. The old system was starting to fail and was no longer supported by the company. The new system is more user friendly, which will make generating bills and troubleshooting problems easier.
- Maintenance staff at the WWTF started to work on tearing out and replacing RAS pumps at the treatment facility. 2 of the 3 RAS pumps are in dire need of attention. These pumps are vital and are responsible for recycling 3 million gallons per day of Activated Sludge.
- Maintenance staff replaced a blower on the gas conditioning skid, to insure proper operation of our biogas generator.

Other PWD activities:

- Attended the APWA fall conference. Sessions included:
    - Technical tours of the TAPCO signal and sign plant and Badger Meter manufacturing and testing plant
    - General session on expanding design and construction activities as infrastructure funding becomes available.
    - Funding sewer and water projects with ARPA funds
    - City of Verona Lincoln Street Stormwater Treatment Facility
    - Road Salt: The hidden costs of over salting
    - The state of Wisconsin's infrastructure – panel discussion
    - What you should know about WisDOT's local programs
    - Ethics & conflicts of interest
- Met with public works department leaders to discuss planning and operational activities absent a public works director
- Met with City Attorney and consulting legal counsel regarding Biron wastewater agreement next steps
- In the absence of a Wastewater Superintendent, assisted wastewater department staff
    - Work on organizing administrative projects
    - Assist in job assignments/accountability
    - Work with three property owners/plumbers relating to failed sanitary service laterals
    - Demo manhole inspection technology that uses a laser scanner to develop a cloud point graphic. This service could be utilized to reduce confined space risk that is inherent to the City's current manhole inspection process as well as allow manhole rehabilitation contractors to better understand the exact condition of a manhole prior to submitting proposals for repairs.
    - Work on development of a formal inflow and infiltration reduction plan
- Transportation Utility development:
    - The utility data from WWLC has been obtained and passed on to the consultant. They have been working on mapping utility accounts to parcels. The parcels that have a single utility account associated with a single parcel (majority of properties in the City) are complete. They're primarily the single family parcels that were also easy to determine trips. The consultant has a good start on the multi-family properties and is part way through duplexes. There are over 700 of those with multiple accounts per parcel, and because some of those utility accounts are tied to a garage rather than a dwelling, it's cumbersome but necessary to go through them one-by-one to insure accuracy. Once those are done he'll have the multi-family parcels and multi-account commercial properties. The multi-family isn't anticipated to take a lot of time, but the multi-account commercial parcels will need to be gone through one-by-one likely with city staff assistance.
    - Next steps include:
        - Once the utility data is mapped to parcel data, we'll need to readdress the trip assignments to some of the more complex commercial properties and other properties where the assessor data may not tell the full story. We'll also reconcile total trips, which will likely have the effect of lowering the cost per trip slightly from what we estimated from the model.
        - Staff including the Assessor will be meeting with the consultant to review the process to correlate the utility accounts so City staff can do it in the future along with mentoring staff to assist in evaluating remaining parcels to refine the trip calculations.
        - Once that is done we'll finalize the database and should have exact trips per parcel and total trips citywide so we can assign costs.

PUBLIC WORKS COMMITTEE REFERRAL LIST:

1. Request from Alderperson Tom Rayome to discuss the future of 8th St S. (2016)
2. ~~Request to review a multi-year capital improvements plan (2019)~~
3. ~~Request to review areas of public access at and around Norton Pond (2019)~~
4. ~~Request by Alderperson Rayome do develop a policy for developing agendas and the referral process (2020)~~
5. 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.
6. ~~Request by Alderperson Kellogg to consider developing a large item garbage collection program (2020)~~
7. ~~Evaluate and discuss methods of funding street reconstruction (2020)~~
8. ~~Request by Alderperson Bemke for City to donate utilities/services for the proposed WRSD Quad-plex baseball/softball facility~~
9. Request by Alderperson Cattanach to reconsider the City's overnight parking ordinance (2021)
10. ~~Request by Alderperson Bemke to consider allowing ATV/UTV traffic on some City streets (2021)~~
11. Request by Alderperson Evanson to review parking ordinance for any inconsistencies between ordinance language and signage throughout the City (2021)
12. Request by Alderperson Bemke to perform an intersection analysis and determine sign warrants, if any, for 12th St S and Chestnut St.
13. Request by Alderperson Austin to consider developing a Responsible Bidder Ordinance