

AGENDA
PUBLIC WORK'S COMMITTEE MEETING
Wednesday, January 13th, 2021
5:30 P.M., Allouez Village Hall
Virtual Meeting

NOTE: Due to the COVID-19 pandemic, interested parties and the media can access the meeting via phone at:

(312) 626-6799
Meeting ID: 944 4003 5927
Password: 568480

1. MODIFY/ADOPT AGENDA
2. APPROVE MINUTES from the December 9th, 2020 meeting
3. PUBLIC APPEARANCES
(Any person wanting to provide input on any agenda item or other topic may provide those comments via email to seang@villageofallouez.com by 5:00 pm Tuesday, 01/12/2021, and that those comments would be read into the record during the Public Comment section of the agenda.)

NEW BUSINESS:

4. DISCUSSION/ACTION: WEBSTER AVENUE CORRIDOR STUDY (DPW Gehin).
5. DISCUSSION/ACTION: CONSULTANT SELECTION FOR THE LIBAL STREET PROJECT (DPW Gehin).
6. DISCUSSION/ACTION: PURCHASE OF LEAF VACUUM UNIT AND USED DE PERE GARBAGE TRUCK (DPW Gehin).

DISCUSSION/REPORT:

7. DISCUSSION: 2020 WATER LEAK DETECTION RESULTS (DPW Gehin)
8. DISCUSSION: RIVERSIDE DRIVE (HWY 57) RESURFACING PROJECT (DPW Gehin)
9. ADJOURNMENT

NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above noticed meeting to gather information; no action will be taken by any governmental body at the above noticed meeting other than the governmental body specifically referred to above in this notice.

December 9, 2020 (Public Works Committee Meeting)

**PUBLIC WORK'S COMMITTEE MEETING (Virtual Meeting)
Wednesday, December 9, 2020
5:30 P.M., Allouez Village Hall**

MODIFY/ADOPT AGENDA

Chair Green called the meeting to order at 5:30 p.m.

Present: Green, Genrich, Rafter, Beyler, Collison (arrived at 6:18 pm)
Also Present: Lange, Gehin

APPROVE MINUTES FROM THE OCTOBER 14TH, 2020 MEETING

Genrich / Rafter moved to approve minutes from October 14, 2020 as presented. Motion carried.

PUBLIC APPEARANCES

- none

DISCUSSION/ACTION: 2021 STREET RESURFACING PROJECT

Discussion:

- As indicated on the Capital Improvement Plan staff is proposing to resurface St. Mary's Blvd (East Half), Rosemont Dr. (Arbor Ln. to Webster Ave.) and Kalb St. (Webster Ave. to Libal St.).
- Because of the favorable bid prices received in 2020 staff is proposing to bid the following project alternates:
 - o Resurfacing of McCormick St (Clay to Irwin).
 - o Finish the paving of the Webster Ave./St. Joseph alleyway.
- The estimated cost of the street resurfacing project is \$500,000 and is proposed to be funded by the Village's Public Work's street paving budget.

Rafter / Genrich moved to proceed with the resurfacing of St. Mary's Blvd (East Half), Rosemont Dr. (Arbor Ln. to Webster Ave.) and Kalb St. (Webster Ave. to Libal St.) and to allow for alternate projects if the money is available to proceed with McCormick (Clay to Irwin) and to finish the alleyway paving at Webster and St. Joseph in 2021. Motion carried.

DISCUSSION: 2021 STREET & UTILITY RECONSTRUCTION PROJECT UPDATE

Discussion:

- Preliminary plans for the reconstruction of Roselawn Blvd. (West Half), Beaumont St. (Greene Ave. to Mission Rd.) and Kalb St. (Libal St. to the East River) in 2021 have been completed.
- In general, the street and utility reconstruction project improvements include the removal of the existing asphalt pavement, concrete curb and driveways; the relaying of the existing public utilities (sanitary sewer, watermain and storm sewer) and renewal of exiting laterals; roadway

- excavation and placement of base aggregate; pouring of concrete curb, driveway and sidewalk; asphalt paving and landscape restoration.
- To avoid impacts to the trees located within the Roselawn Blvd. islands and lower the project cost, the Village is proposing to improve the failing sanitary sewer by the insertion of CIPP liner. In addition, due to the overall condition (good) of the existing trunk-line storm sewer, improvements to the existing system will be limited to the replacement of inlets and storm leads and spot repair of the trunk-line storm sewer. An estimated overall Roselawn Blvd project savings of approximately \$200,000.
 - The estimated cost of the street reconstruction project with the construction of sidewalk is \$3.3 million. The project is proposed to be funded by Village bonding in 2021.
 - Due to the size of the overall project, two separate contracts will be bid:
 - o Beaumont St. and Kalb St. will be bid together.
 - o Roselawn Blvd will be Bid as a standalone project.
 - This is an attempt to keep the overall costs at a manageable level for our contractors in this area, hopefully increase competition and to make sure that the work is completed in 2021.
 - The projects to include alternate bid items for the construction of sidewalk along the west side of Beaumont St. and along the northside of Roselawn Blvd. Depending on the bids, the sidewalks can be done at a later time.
 - A discussion of how best to inform the adjacent property owners and general public of the project took place. Due to COVID-19 it was suggested to send a letter with comment form to adjacent homeowners with plans being made available on the Village's website and at the Village Hall.

DISCUSSION: 2021 SANITARY SEWER LINING & ST. MARY'S SEWER LATERAL REPLACEMENT PROJECTS UPDATE

Discussion:

- To address failing sewer pipe and reduce clearwater intrusion into the Village's collection system, staff is proposing the Cured-In-Place Pipe (CIPP) lining of the following sanitary sewers:
 - o Roselawn Blvd. (1500') – West Half
 - o St. Mary's Blvd. (1400') – East Half
 - o Sioux Ln (400') – Sioux Ln (Beaumont St. to Sioux Ln)
 - o Green Isle Park (700') – Sanitary Sewer Lateral
- The estimated cost of the lining project is estimated at \$140,000. The project is proposed to be funded by Village bonding in 2021.
- In addition to the sewer lining project the Village is proposing to improve the remaining St. Mary's sewer laterals in 2021. This year the Village renewed approximately 27 existing laterals located on the west half of St. Mary's by pipe bursting the existing laterals, a trenchless method of repair. The estimated cost of the lateral replacement project is \$75,000. The project is proposed to be funded by the bonding secured 2021.

DISCUSSION: BROWN COUNTY PORT AND RESOURCE RECOVERY SOLID WASTE CONTRACT

Discussion:

- In 2020 area Public Works Directors have been working with the Brown County Port and Resource Recovery Department staff to review and revise the existing Solid Waste Agreement.
- The draft agreement is currently being reviewed by attorneys at the City of Green Bay and De Pere. At the completion of their review, their comments along with the draft agreement will be distributed to the other Brown County communities for their review and comment.
- The agreement is being revised to cover the construction and operational costs of a new Brown County landfill in the Town of Holland.
 - o The landfill is expected to be completed and in operation in 2022.
 - o The estimated cost of the landfill is \$19 million.
 - o The municipal tipping rates will be increased by approximately \$1.50 to \$2.00 per year over a 5-yr period beginning in 2022.
 - o The current BOW (Brown, Outagamie and Winnebago County) landfill in use is the Outagamie County is expected to be full by the end of 2023.
- The Village will continue to haul solid waste to the Brown County Transfer Station located off of Mason Street.
- The Village hauls approximately 4200 tons of solid waste per year to the Brown County transfer station.
- The average total yearly cost to dispose of solid waste is estimated at \$6,000 per year for the Village.
- The member municipalities will pay the same tipping rate.
- In the future the Brown County Port and Resource Recovery staff will be invited to provide a presentation on the agreement to the Village Board.

DISCUSSION: LEBRUN YARD WASTE SITE IMPROVEMENTS UPDATE

Discussion:

- The intent of this report is to provide an update on the feasibility study to jointly operate a satellite residential yardwaste site at the Village's yardwaste site off of LeBrun Rd. with the City of De Pere and Town of Ledgeview.
- The Village has retained a consultant to complete a wetland delineation, topographic survey, floodplain mapping, conceptual plans and cost estimate.
- The Village and City of De Pere have estimated that a 2-acre area would be required for the drop off of yardwaste. The Village's current area is approximately .3 acres.
- The joint site would also include an area behind the drop-off site for the temporary stockpiling of the yardwaste. This area is also estimated at 2 acres.
- In the future, the stockpiled material may be hauled collectively to a regional yardwaste facility in the City of Green Bay.
- The feasibility study also includes the development of additional space at the yard to mitigate for the space lost to the joint facility.
- President Rafter had asked if we know the projected traffic?
- The feasibility study does include a simple traffic analysis to determine the projected traffic.

December 9, 2020 (Public Works Committee Meeting)

- Trustee Collison had asked if the agreement would include an out clause if we agree to move forward with the joint facility?
- The feasibility study is one of many steps required prior to the negotiation of an agreement.
- If this project moves forward, it is expected at a minimum, the City of De Pere and Town of Ledgeview will be responsible for 100% of the construction costs to expand the Village of Allouez's yardwaste facility.
- It is anticipated the feasibility study will be finalized by March of 2021.

DISCUSSION: 2020 CONSTRUCTION PROJECT UPDATE

- The 2020 construction projects have been completed. The final quantities are being tabulated with the contractors. With the exception of retainage (landscape restoration) final payment to contractors is expected by the of January.
- Bethel Baptist pond project. At the completion of the pond excavation a small leak was discover flowing from underneath the pond outlet structure. It is anticipated that the leak is a result of river water finding a path around or through the anti-seep collar placed at the pond outfall. The contractor has tried the injection of grout in and around the pipe outfall to seal the leak. Unfortunately, the leak was not sealed by the grout. The contractor has elected to revisit the leak late next summer in the hope that the settling of material will seal the leak. Final payment to the contractor will not be made until the leak has been addressed by the contractor.

ADJOURNMENT

Genrich / Beyler moved to adjourn at 6:26 pm. Motion carried.

Minutes prepared and submitted by Kim Wayte and Sean Gehin.

VILLAGE OF ALLOUEZ

Allouez Village Hall • 1900 Libal Street • Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 • Fax No.: (920) 448-2850

Department of Public Works

Date: 01/13/2021

WEBSTER AVENUE CORRIDOR STUDY

To compliment planned and future developments along Webster Avenue the Village is interested in improving the functionality of Webster Avenue to make more inviting to pedestrians and businesses. Desired improvements could potentially include bike lanes (unlikely), a terrace of adequate width for snow storage, planters, benches and ornamental trees and 5ft sidewalk.

To minimize cost and impacts the Village is looking to achieve the desired outcome (welcoming environment) by utilizing existing roadway features to the greatest extent possible.

To create space along the outside of the roadway for street scaping amenities the Village has requested proposals from consultants to study the traffic and access on Webster Avenue from Allouez Ave north to the Village Limits. The purpose of the study is to better understand traffic volumes, and turn movements (sideroads and business) to determine how best to modify or use the existing roadway elements to minimize the need of right-of-way:

- Existing roadway's ability to handle traffic (level of service)
- Closure of midblock median openings
- Elimination of or reduction in the median width
- Left turn lane needs at sideroads and businesses
- Preferred roadway typical section

Our goal is to improve the functionality, appearance and pedestrian amenities along Webster Ave by better use of the existing roadway elements and space.

The Village has recently selected RaSmith to complete a corridor study (at Village Expense). RaSmith has prepared a draft proposal to study the desired outcome described above. Before finalizing the scope of work and cost contained in the proposal, Village staff will be meeting with the County to review to ensure all parties are in agreement with the scope as outlined in the proposal. The estimated project fee is \$61,235.80.

Suggested Motion

A recommendation to the Village Board to approve RaSmith's proposal and proceed with the corridor study.

January 8, 2021

Sean J. Gehin, P.E.
Director of Public Works
Village of Allouez
1900 Libal Street
Green Bay, WI 54301

Re: Proposal for Webster Avenue

Dear Mr. Gehin:

raSmith appreciates the opportunity to work with the Village of Allouez on the Webster Avenue project. As your trusted advisor, we are committed to understanding your challenges and providing cost-effective and timely solutions.

Scope of Services

Data Collection and Compilation Task

raSmith proposes to collect weekday morning (6 a.m. to 9 a.m.) and evening (3 p.m. to 6 p.m.) peak period intersection turning movement counts at the following Webster Avenue intersections:

- Allouez Avenue
- St. Joseph Street
- Beaupre Street
- Derby Lane/Garland Street

raSmith anticipates supplemental counts will also be collected at one to three additional intersections and/or private driveways. The intersection turning movement counts will include passenger vehicles, heavy vehicles, pedestrians and bicycles. If the project is initiated in the winter when pedestrian and bicycle volumes are low, raSmith will estimate patterns based on discussions with the Village and/or local business groups.

raSmith will collect average daily traffic (ADT) and functional classification data at two locations along Webster Avenue, coinciding with existing WisDOT average annual daily traffic (AADT) count locations. raSmith will compile WisDOT's historic AADT at four locations along Webster Avenue and six intersecting cross streets.

WisDOT's historic AADT data and raSmith's current traffic data will be compiled and the variance between the existing COVID-19 traffic volumes and normal traffic volumes will be identified. This variance information will be used to create a traffic data set representative of non-COVID conditions.

The historic AADT volumes will be used to identify an average annual growth rate to forecast future Year 2041 traffic volumes.



Sean J. Gehin, P.E.
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The Village will be responsible for providing the following data:

- Traffic signal phasing and timing plans for the study area intersections
- Most recent five years of crash data, including the mv4000 police reports, for all roads and intersections within the study area
- As built plans for the corridor
- GIS lines of existing right of way
- Electronic aerial photos

No Build Analysis Task

raSmith will analyze the existing and year 2041 weekday morning and evening peak hour traffic volumes at the study area intersections. Operational deficiencies, such as excessive delays and long queues, will be noted. The crash data will be compiled into collision diagrams and summary tables to highlight the crash magnitude and identify patterns. raSmith will conduct field visits to review conditions and validate our analysis findings.

Concept Development Task

Concept development will be an iterative process involving extensive collaboration between raSmith and the Village of Allouez.

The first step will be a meeting with raSmith, the Village and Brown County to discuss the range of design options the County would be willing to consider. raSmith will prepare typical sections showing the existing roadway and up to three potential typical section alternatives in advance of this meeting. raSmith will also research and be prepared to discuss the operational and safety implications of narrower travel lanes. The Brown County discussions are expected to define the project's design parameters.

raSmith will identify the minimum number of travel lanes required to provide "acceptable" operations based on the operational and safety assessment. "Acceptable" level of service thresholds for all movements will be mutually agreed upon by the Village and County. raSmith will evaluate the corridor in segments and identify the most appropriate typical section for the specific characteristics found within each segment. raSmith will develop up to six alternatives for the corridor, where each alternative could include one or more of the three potential typical sections and a variety of spot improvements. raSmith will work with the Village to refine the alternatives, including identifying which spot specific elements were most desirable. At this stage of the process, the alternatives will not include true design elements. The alternatives will be very high level conceptual layouts with the intent of discussing options with the Village. It is anticipated that the alternatives will be a mix of corridor wide elements and spot specific elements, some of which will be interchangeable between alternatives.

Preliminary cost estimates will be prepared for the design alternatives based on planning level per-mile costs of typical sections and planning level estimates for "major" intersection modifications. "Major" modifications would include changes in traffic control or significant geometric changes such as realignments. Turn lane modifications would not be categorized as "major" modifications and would be included in the per-mile costs. It should be stressed the cost estimates prepared at this stage will be very conceptual and corridor wide, and they will not include detailed costs or costs for spot specific improvements.



Sean J. Gehin, P.E.
Director of Public Works
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raSmith will conduct operational analyses at select key intersections to refine the concept alternatives. The analysis will be sufficient to identify the number of travel lanes and ensure acceptable operations. The operational analysis results will not be summarized or formally documented as part of the concept development task.

A high-level evaluation matrix will be prepared to help rank the alternatives. The matrix will include elements such as pedestrian friendliness, right-of-way and environmental impacts (i.e., none, moderate, significant), potential operational concerns, corridor and site specific safety issues, planning level construction costs, maintenance implications, and emergency vehicle accommodations. It should be stressed the alternative assessment conducted during the Concept Development Task of the study will focus on planning level concepts outlined above and not specific horizontal design layouts.

The concept development task deliverables will include the evaluation matrix, typical sections by corridor block for the alternatives, identification of spot improvements (general description of improvements, not designs) and preliminary right-of-way impacts based only on the horizontal elements of the typical sections. A written document will not be provided with the Concept Development Task. The outcome of the Concept Development Task will be the identification of one preferred two concept alternative to be evaluated in more detail in the next phase of the study (Alternative Refinement Task).

Alternative Refinement Task

raSmith will create a conceptual roadway layout design, identify right-of-way and environmental impacts, and develop conceptual level cost estimates for one reconstruction alternative design concept and for a rehabilitation of the existing pavement (total of up to two layouts). The reconstruction and rehabilitation designs will be shown on aerial backgrounds to a level sufficient to identify impacts and estimate construction costs. The existing geometry and right-way lines will be based on aerials, as-built plans and GIS based right-of-way lines provided by the Village. Field surveys will not be conducted. raSmith will analyze the peak hour traffic conditions for the reconstruction and rehabilitation alternatives and document level of service and queues. Potential driveway closures or consolidations will be noted for the reconstruction alternative.

Deliverables

raSmith will compile the procedures, findings and recommendations of the study in a report for submittal to the Village. The report will include a mix of text, figures and concept design exhibits. The recommendations will be structured to allow the Village to construct the improvements in segments.

Meetings

raSmith will attend up to six (6) meetings as part of the project, anticipated to include the following:

- Brown County and Village of Allouez: One meeting (in person)
- Community/business stakeholder: Two meetings (virtual). The Village is responsible for organizing these meetings and developing the invitation lists.
- Village Board: One meeting (virtual)
- Village staff: Two meetings (one virtual and one in person)



Sean J. Gehin, P.E.
Director of Public Works
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Completion Schedule

The Draft Report will be submitted to the Village within five (5) months of receiving authorization to proceed. The Final report will be submitted to the Village within two (2) weeks of receiving comments on the Draft Report.

Professional Fees

The above services will be provided for a lump sum fee of \$61,235.80, including usual and customary expenses such as mileage, printing, delivery and postage. Services will be billed each month based on the work completed.

Client Responsibilities/Assumptions

The terms and conditions set forth herein are valid for 30 days from the date of this proposal and are conditioned upon our completion of all services within 365 days.

~~If you would like to authorize raSmith to proceed with your project, please sign the attached Professional Services Agreement Between Client and Professional, and forward a signed copy of the entire Agreement to our office. Once received, we will execute and return a copy for your records. We look forward to working with you on this project.~~

Sincerely,
raSmith

Patrick E. Hawley, P.E., PTOE, RSP
Senior Traffic Project Manager

Enclosure: — Professional Services Agreement

| Labor Task | raSmith Hours | | | | | | Hours per Task | Labor Fee per Task |
|------------------------------------|-----------------|------------------------|-------------------------|------------------|-----------------|--------------------------|--------------------|--------------------|
| | Project Manager | Senior Design Engineer | Senior Traffic Engineer | Traffic Engineer | Design Engineer | Traffic Technician | | |
| | \$188 | \$127 | \$115 | \$85 | \$90 | \$60 | | |
| Data Collection/Compilation | 2 | 4 | 12 | 13 | 0 | 20 | 51 | \$4,569.00 |
| No Build Analysis | 1 | 0 | 4 | 16 | 0 | 0 | 21 | \$2,008.00 |
| Concept Development | 15 | 29 | 21 | 26 | 58 | 16 | 165 | \$17,308.00 |
| Preferred Alternative Refinement | 1 | 44 | 2 | 4 | 106 | 6 | 163 | \$16,246.00 |
| Report | 7 | 3 | 28 | 18 | 0 | 32 | 88 | \$8,367.00 |
| Meetings | 20 | 14 | 8 | 2 | 4 | 0 | 48 | \$6,988.00 |
| Project Management/Quality Control | 10 | 2 | 2 | 0 | 0 | 0 | 14 | \$2,364.00 |
| Total | 56 | 96 | 77 | 79 | 168 | 74 | 550 | \$57,850.00 |
| | | | | | | Expenses | | |
| | | | | | | Reimbursable Expenses | \$529.80 | |
| | | | | | | Traffic Counts | \$2,856.00 | |
| | | | | | | | \$3,385.80 | |
| | | | | | | Total Project Fee | \$61,235.80 | |

VILLAGE OF ALLOUEZ

Allouez Village Hall ◦ 1900 Libal Street ◦ Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 ◦ Fax No.: (920) 448-2850

Department of Public Works

CONSULTANT SELECTION FOR THE LIBAL STREET PROJECT

The Village of Allouez has received a Surface Transportation Block Grant for the design and reconstruction of Libal Street from STH 172 north Kalb Street. The total estimated project cost is \$5,331,062 with federal funding of \$4,264,851 (80%) and local share of \$1,066,211 (20%).

The program funding does not cover r/w acquisition and public utility improvement (sanitary sewer and watermain) cost.

In the near future a Request For Proposal (RFP) will be sent to the Village's established list of civil engineering consultants qualified to manage and provide design for the federally funded street improvement project. Those firms are AECOM, Ayres, Ceder Corporation, JT Engineering, Graef, KL Engineering, McMahon Associates, Mead and Hunt, MSA, RaSmith, Robert E. Lee & Associates, Ruckert Mielke and Strand. A draft copy of the RFP will be provided for review at the time of the meeting.

A selection committee will rank the firms in order of preference based on qualification criteria, not by price. The consultant's price is negotiated after the selection process.

VILLAGE OF ALLOUEZ

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Phone No.: (920) 448-2800 ◦ Fax No.: (920) 448-2850

Department of Public Works

Date: 01/13/2021

PURCHASE OF LEAF VACUUM UNIT AND USED DE PERE GARBAGE TRUCK

The Village's 5-year equipment replacement plan and the approved budget (2021) includes the purchase of a 3rd used garbage truck and ODB leaf vacuum unit in 2021. The used garbage truck will be retrofitted with the ODB vacuum unit for conversion into a leaf vacuum truck at an estimated cost of \$95,000. The addition of a third leaf vacuum truck will phaseout/ eliminate the baling operation which is an all-consuming (Street Department staff and equipment) messy process.

On March 17th of last year, the Village Board approved the purchase of a used garbage truck from the City of De Pere in the amount of \$25,000. The City has held the truck for the Village's purchase this year. The purchase will be contingent on a final inspection of the truck.

The Public Works Department has received a quote from MacQueen Equipment for the purchase of an ODB leaf vacuum unit. MacQueen's quoted price of \$54,348 matches the price paid by the Village early in 2020 for an ODB unit. As discovered in 2020, MacQueen Equipment is the only dealership in the area selling the ODB leaf vacuum equipment.

Suggested Motion:

A recommendation to the Village Board approving the purchase of the ODB leaf vacuum unit in the amount of \$54, 348 from MacQueen Equipment.



MACQUEEN
EQUIPMENT



MACQUEEN
EMERGENCY

MacQueen Equipment
N60 W15835 Kohler Lane
Menomonee Falls, WI 53051
262-252-4744 • 800-252-4799

Ship To: VILLAGE OF ALLOUEZ
1900 LIBAL ST
ALLOUEZ WI 54301

Invoice To: VILLAGE OF ALLOUEZ
1900 LIBAL ST
ALLOUEZ WI 54301

| | | |
|-------------------------------|--------------------------|---------------------|
| Branch 02 - MENOM FALLS WI | | |
| Date 01/08/2021 | Time 7:11:12 (O) | Page 1 |
| Account No ALLOU001 | Phone No 9204482800 | Est No 00 Q00811 |
| Ship Via | Purchase Order VERBAL | |
| Tax ID No | | |
| TYLER GAGE | | Salesperson 142 |

EQUIPMENT ESTIMATE - NOT AN INVOICE

Description ** Q U O T E ** EXPIRY DATE: 01/12/2021 Amount

Stock #: C034857 Serial #:
New XV DCL700
ODB DCL700 SKID MOUNTED
JOHN DEERE 4045 DIESEL
30" IMPELLER
4 GROVE POWER BAND BELT
NO HYDRAULICS
NO JOYSTICK
DELIVERED TO CUSTOMER AND THEY WILL INSTALL
40 DEGREE DISCHARGE

Subtotal: 54348.00
Quote Total: 54348.00

Authorization: _____



2021 Proposed Budget
Equipment Replacement Fund

| | 2019 Actual | 2020 Budget | 2020 7 Mo. Actual | 2020 Estimated Actual | 2021 Budget | Increase (Decrease) | % Increase (Decrease) |
|---|--------------------|---------------------|-------------------------|-----------------------------|---------------------|------------------------|--------------------------|
| 71 EQUIPMENT REPLACEMENT FUND | | | | | | | |
| OPERATING REVENUES | | | | | | | |
| 47432 Equipment Rental Charges | \$ 701,110 | \$ 648,000 | \$ 432,089 | \$ 648,000 | \$ 648,000 | \$ - | 0% |
| 47434 Gasoline & Fuel Charges | 29,849 | 28,000 | 9,514 | 28,000 | 28,000 | - | 0% |
| TOTAL OPERATING REVENUES | 730,959 | 676,000 | 441,603 | 676,000 | 676,000 | - | 0% |
| OPERATING EXPENSES | | | | | | | |
| 51400 General Administration | 952 | 3,106 | 521 | 3,306 | 3,953 | 847 | 27% |
| 51610 Other Buildings - Mechanics | 1,097 | - | 1,802 | - | - | - | 0% |
| 52100 Police - Mechanics | 12,846 | 7,455 | 8,244 | 12,455 | 12,686 | 5,231 | 70% |
| 52200 Fire Department | 2,481 | - | 5,023 | - | - | - | 0% |
| 52400 Inspection | - | 1,000 | 130 | 1,000 | 1,000 | - | 0% |
| 52405 Code Enforcement | 1,303 | 1,521 | 383 | 1,521 | 1,541 | 20 | 1% |
| 53000 Engineering | 988 | 1,621 | 270 | 1,621 | 1,641 | 20 | 1% |
| 53230 Garage | 187,770 | 235,436 | 89,170 | 235,936 | 229,823 | (5,613) | -2% |
| 53230 Depreciation | 302,666 | 300,000 | - | 300,000 | 300,000 | - | 0% |
| 53240 Street Machinery | 41,761 | 72,812 | 38,708 | 72,812 | 74,912 | 2,100 | 3% |
| 53300 Street Repairs | 3,761 | 3,250 | 1,682 | 3,250 | 3,250 | - | 0% |
| 53310 Snow & Ice Control | 44,584 | 44,286 | 15,768 | 44,286 | 46,424 | 2,138 | 5% |
| 53320 Street Cleaning | 11,053 | 13,212 | 2,995 | 13,212 | 13,405 | 193 | 1% |
| 53321 Signs & Markings | 619 | 2,242 | 302 | 2,242 | 2,281 | 39 | 2% |
| 53322 Tree & Brush Control | 12,033 | 16,212 | 4,386 | 13,712 | 13,905 | (2,307) | -14% |
| 53440 Storm Sewer | 786 | 500 | 529 | 500 | 500 | - | 0% |
| 53620 Garbage | 53,854 | 45,604 | 21,715 | 45,604 | 46,894 | 1,290 | 3% |
| 53621 Refuse Collection | 9,112 | 13,212 | 8,412 | 13,212 | 13,405 | 193 | 1% |
| 53622 Leaf Collection | 30,753 | 19,712 | 15,986 | 19,712 | 22,405 | 2,693 | 14% |
| 53623 Yard Waste Collection | 2,888 | 2,100 | 1,072 | 2,100 | 3,100 | 1,000 | 48% |
| 53635 Curbside Recycling | 27,412 | 26,818 | 15,784 | 226,818 | 28,608 | 1,790 | 7% |
| 53640 Weed Control | 194 | 1,021 | 225 | 1,021 | 1,041 | 20 | 2% |
| 53690 LeBrun Equipment Storage | 2,216 | 3,400 | 776 | 3,400 | 3,400 | - | 0% |
| 55210 Park Mechanic | 49,277 | 45,909 | 21,444 | 45,909 | 47,734 | 1,825 | 4% |
| 57410 Sewage Treatment | 10,348 | 6,356 | 3,288 | 6,356 | 6,953 | 597 | 9% |
| 69999 WRS and OPEB GASB Adjustments | 5,685 | - | - | - | - | - | 0% |
| TOTAL OPERATING EXPENSES | 816,439 | 866,785 | 258,615 | 1,069,985 | 878,861 | 12,076 | 1% |
| OPERATING INCOME (LOSS) | (85,480) | (190,785) | 182,988 | (393,985) | (202,861) | (12,076) | 6% |
| NONOPERATING REVENUES (EXPENSES) | | | | | | | |
| 48110 Interest Income | 20,376 | 6,500 | 380 | 6,500 | 1,000 | (5,500) | -85% |
| 48330 Gain/(Loss) on Retirement of Equip. | 35,466 | 10,000 | - | 10,000 | 10,000 | - | 0% |
| TOTAL NONOP. REVENUES (EXPENSES) | 55,842 | 16,500 | 380 | 16,500 | 11,000 | (5,500) | -33% |
| Change in Net Position | \$ (29,638) | \$ (174,285) | \$ 183,368 | \$ (377,485) | \$ (191,861) | \$ (17,576) | 10% |

| ESTIMATED CASH BALANCE | 2020 Budget | 2020 Estimated Actual | 2021 Budget |
|---|---------------------|-----------------------------|---------------------|
| Cash - January 1 | \$ 2,237,123 | \$ 2,430,482 | \$ 1,883,348 |
| Operating Income (Loss) | (190,785) | (393,985) | (202,861) |
| Depreciation | 300,000 | 300,000 | 300,000 |
| Interest Income | 6,500 | 6,500 | 1,000 |
| Equipment Purchases | | | |
| 2020 purchases | (422,000) | (459,649) | |
| Replace fleet #72 - 2001 sewer vac truck (street) | | | (450,000) |
| New to fleet - ODB leaf vacuum truck (street) | | | (95,000) |
| Replace fleet #30 - 1996 tractor (parks) | | | (88,000) |
| Replace fleet #70 - 2011 UTV (parks) | | | (19,500) |
| Cash - December 31 | \$ 1,930,838 | \$ 1,883,348 | \$ 1,328,987 |

VILLAGE OF ALLOUEZ

Allouez Village Hall ◦ 1900 Libal Street ◦ Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 ◦ Fax No.: (920) 448-2850

Department of Public Works

Date: 01/13/2021

Water Leak Detection Final Report

The Village in 2020 retained Utility Services Associates, LLC to perform a leak detection survey of Village's water distribution system at a cost of \$8,438.76. The Village distribution system consists of approximate 64 miles of watermain of varying size and material. The Village on an average day uses roughly 1 to 1.1 million gallons per day (gpd). The raw water purchase rate from the Central Brown County Water Authority is approximately \$5.00 per 1000 gallons.

The leak detection executive summary along with the location of the found leaks is attached and will be reviewed at the committee meeting.



FINAL REPORT

WATER LEAK DETECTION PROJECT

Project Dates:
10/01/2020 & 10/02/2020
&
10/26/2020 through 11/10/2020



Project Location:
Village of Allouez, WI



Prepared by:
Utility Services Associates, LLC
916 W. Center St.
Kalispell, MT 59901

EXECUTIVE SUMMARY

LEAK DETECTION EXECUTIVE SUMMARY

From October 1, 2020, October 2, 2020, and October 26, 2020 through November 10, 2020 USA performed a leak survey for **Village of Allouez, WI**. Our Water Loss Consultant, Eric Kelsay, used and appreciated the information provided to expedite and provide an accurate survey. The tables below detail the information gathered.

| Time Spent on Project | |
|-----------------------|---------------|
| Surveying: | 106.5 Hr |
| Pinpointing: | 6.25 Hr |
| Other Time: | 5.25 Hr |
| Total Time: | 112 Hr |

| Total Areas Surveyed | |
|--|---------|
| Total Distance in Miles | 64.1004 |
| Total Distance in feet | 338,450 |
| The mileage was estimated by the Water Loss Consultant and may not match maps. | |

| Access Points Contacted | |
|-------------------------|--------------|
| Hydrants | 708 |
| Valves | 519 |
| Services | 2,893 |
| Other | 0 |
| Total | 4,120 |

| Leak Type Noises Detected | |
|---------------------------|-----------|
| Hydrants | 8 |
| Valves | 0 |
| Services | 9 |
| Other | 0 |
| Total | 17 |

| Leaks Pinpointed | |
|--------------------|-----------|
| Main | 0 |
| Valve | 0 |
| Hydrant | 8 |
| Service Line | 0 |
| Service Connection | 0 |
| Curbstop | 2 |
| Meter | 0 |
| Total | 10 |

| Total Water Loss Identified | |
|-----------------------------|-----------|
| Gallons Per Minute (GPM): | 6.5 |
| Gallons Per Day: | 9,360 |
| Gallons Per Month: | 284,700 |
| Gallons Per Year: | 3,416,400 |

| Unidentified Water Loss | |
|------------------------------|---|
| Faulty Meters | 0 |
| Unidentified Leaks | 0 |
| Possible Consumer Side Leaks | 3 |

This project was divided into two phases; the survey phase and the pinpointing phase. The following pages outline exactly how those two phases progressed and the results of each. Any leaks pinpointed will be detailed in the attached Leak Reports.

PINPOINTING PHASE REVIEW

PINPOINTING PHASE REVIEW (Water Distribution Lines)

All indications of leaks found during the survey were verified a second time, after which, the leaks were pinpointed with a computer-based sound correlator when possible. Pinpointing leak locations through interpretation of sound intensity, either by ear, decibel metering or other like methods was not used when contact points were available for use with the correlator. However, ground listening devices were used as a quick double check on pinpointed leaks.

The equipment used did not normally require valves to be operated during surveying and pinpointing. However, on occasion, services or valves were operated to eliminate service draw noises or to change velocity noise.

The correlator equipment used had the capability to prompt the operator to input the variables when different pipe sizes and/or pipe material were encountered in the same span to be investigated. This is necessary to ensure accuracy of results based on the automatic computation of the correct leak sound velocity in leak pinpointing operations. Our correlators have the capability of correlating up to seven various pipe sizes and types at one time in a given space. To ensure effective performance in all field environments encountered in the distribution system (i.e. traffic noise, draw, pump operation, industrial noise, etc.), the correlator equipment provides 16 auto filter options and/or infinite manual filter options.

We provided a copy of leak reports, when pinpointed, which included leak locations and estimated GPM loss.

Leaks Pinpointed

| Number | Leak Type | Location | GPM |
|---------------|------------------|----------------------|-------------|
| 1 | Curb Stop | 540 Kenney St. | 1.00 |
| 2 | Hydrant | 719 Merlin Dr. | 0.50 |
| 3 | Hydrant | 503 Karen Ln. | 1.00 |
| 4 | Hydrant | 1289 Garland St. | 0.25 |
| 5 | Hydrant | 901 Floral Dr. | 0.50 |
| 6 | Hydrant | 609 Karl St. | 1.00 |
| 7 | Curb Stop | 543 Blackhawk Dr. | 0.25 |
| 8 | Hydrant | 2685 Ravine Way | 1.00 |
| 9 | Hydrant | 3208 St. Andrews Ct. | 0.50 |
| 10 | Hydrant | 3623 Sunnyslope St. | 0.50 |
| Total | | | 6.50 |

These leak reports also included a leak repair priority classification. These classifications are as follows:

Class I Any leak which is hazardous in terms of potential undermining, possibly resulting in surface collapse, encroachment and/or damage to nearby utilities, commercial or private properties or leaks severe enough to warrant immediate repair.

Class II All leaks that display water losses significant enough to be monitored on a regular repair schedule.

Class III Relatively small leaks that should be repaired as workload permits.

Repair Priority

| Number | Leak Type | Location | GPM |
|----------------------|-----------|----------|-------------|
| Total Class I | | | 0.00 |

| Number | Leak Type | Location | GPM |
|-----------------------|-----------|----------------|-------------|
| 1 | Curb Stop | 540 Kenney St. | 1.00 |
| Total Class II | | | 1.00 |

| Number | Leak Type | Location | GPM |
|------------------------|-----------|----------------------|-------------|
| 2 | Hydrant | 719 Merlin Dr. | 0.50 |
| 3 | Hydrant | 503 Karen Ln. | 1.00 |
| 4 | Hydrant | 1289 Garland St. | 0.25 |
| 5 | Hydrant | 901 Floral Dr. | 0.50 |
| 6 | Hydrant | 609 Karl St. | 1.00 |
| 7 | Curb Stop | 543 Blackhawk Dr. | 0.25 |
| 8 | Hydrant | 2685 Ravine Way | 1.00 |
| 9 | Hydrant | 3208 St. Andrews Ct. | 0.50 |
| 10 | Hydrant | 3623 Sunnyslope St. | 0.50 |
| Total Class III | | | 5.50 |

Whenever any of the leaks detected by USA were repaired prior to completion of the field work, we gave Village of Allouez the option to have that section of the system re-surveyed to be sure no very quiet leaks were missed due to an overpowering noisy leak sound.

Please note that leakage that was detected and pinpointed may be larger or smaller than estimated. Estimates are based on several variables including type and size of pipe, pressure and interpretation of correlation filter results.

In addition, we identified three possible consumer side leaks. Although pinpointing consumer side leaks was not part of the scope of this project, we have listed it below as a courtesy.

Possible Consumer Side Leaks

| Leak Location | Notes |
|------------------------|------------------------------|
| 3917 Popple Ct. | Possible consumer side leak. |
| 601-603 E. Greene Ave. | Possible consumer side leak. |
| 402 Taft St. | Possible consumer side leak. |

End of Section

Wisconsin Department of Transportation
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (920) 492-5643
FAX: (920) 492-5640
Email: ner.dtsd@dot.wi.gov



May 8, 2019

TRANS 220 PROJECT
PROPOSED HIGHWAY IMPROVEMENT NOTICE

RE: Design Project ID: 4085-68-00
Construction Project ID: 4085-68-71
Title: C. of De Pere – V. of Allouez
Limits: Randall Ave – Grignon St
STH 57, Brown County

This correspondence provides notice that the Wisconsin Department of Transportation (WisDOT) has a proposed highway improvement project. This satisfies the legal requirements per Wisconsin Statute 84.063 and Administrative Rule Trans 220.

This is a resurface level improvement project. The project will extend from Randall Avenue to the north village limits. Other work may include inlet repairs, curb ramp improvements, curb & gutter replacements, beam guard replacement, signing and pavement marking. Turn lanes and signals at Allouez Avenue intersection, and new signals at STH 172 interchange are also anticipated.

The desired completion date of utility coordination for this project is 2024 and the anticipated year of construction is 2026.

Within 60 calendar days:

- Review the enclosed documents to determine if <UTILITY NAME> facilities are located within the project limits.
- Submit one of the following:
 1. An email stating that <UTILITY NAME> facilities are not located within the project limits.
 2. An email stating that <UTILITY NAME> facilities are located within the project limits. Include a description and general location of those utility facilities. This may be accomplished by attaching an electronic version of the utility system maps/facility records to the email.

The following documents are provided for review:

- A map showing the general location of this project.
- A list of other utility facility owners and contact information.

If it is indicated that utility facilities are located within the project limits, WisDOT will be providing a Project Plan Transmittal, which will be accompanied by plans approved for use in designing utility facility relocations. Months, or even years, may elapse before these plans are sent.

Thank you for your cooperation and assistance with our project development efforts. If you have any questions about this project or the enclosed documents, please contact me.

Becky Reese, Utility Coordinator
Northeast Region
(920) 492-3504
becky.reese@dot.wi.gov