BOARD OF PUBLIC WORKS COMMITTEE MEETING AGENDA

A Board of Public Works Committee Meeting is scheduled for Tuesday, March 17, 2020, at 4:30 p.m., or immediately following, the regular City of Marinette Finance & Insurance Committee meeting, whichever is later within the Common Council Chambers at Marinette City Hall, 1905 Hall Avenue.

1. Call the meeting to order.

2. Roll call.

3. Consideration of Board of Public Works Committee regular meeting minutes from February 19, 2020 and March 3, 2020 special meeting.

4. Discussion and Possible action regarding Bid Result for Exterior Wall Panels.

5. Discussion and Possible action regarding Hazardous Waste Disposal Plan.

6. Discussion and possible action regarding Solid Waste and the City Dump.

7. Discussion and possible action regarding Application for Street Use Permit from Brian Cleven to close Gallagher Road from Roosevelt Road to Angwall Drive, close Angwall Drive from Gallagher Road to Parcek Street, and close Parcek Street from Angwall Drive to Roosevelt Road for a community 5K Run/Walk on May 2nd, 2020 from 7:15am to 9:45am.


10. Bid Results for 2020 Season Requirements of Construction Materials for Gravel.

11. Adjournment.

John Marx, Board of Public Works Committee Chairperson

*A possible quorum of Common Council members may be present at this meeting.*

Requests from individuals with disabilities who need special accommodations to participate in this meeting or hearing should be made to the City Clerk’s Office at 1-715-732-5140 with as much advance notice prior to the meeting as possible.

cc: Personnel & License Committee Members (with enclosures) City Attorney (with enclosures) Mayor (with enclosures), Council Members, Department Heads, EagleHerald, Peshtigo Times, Bay Cities Radio, M City Hall Bulletin Board.
1. 3rd Ward Alderperson John Marx, Board President, called the regular Marinette Board of Public Works Meeting to order at 04:30 P.M. in the Common Council Chambers at Marinette City Hall, 1905 Hall Avenue, Marinette, WI.

2. Upon a call of the roll it was determined a quorum of the Board were present and attendance was documented as follows:
   MEMBERS PRESENT: Alderpersons Marx, Keller, Skorik & Hitt, Flatt & Finance Director/City Treasurer Miller.
   ABSENT & EXCUSED: Mayor Genisot, Director of Public Works Miller & City Attorney Gagan
   OTHERS PRESENT: Alderperson Noppenberg, Polzin & Kowalski, John Lefebvre, Kevin Winkler & John Liesveld.

3. Board of Public Works meeting minutes.
   Alderperson Hitt moved/ Keller seconded, and all concurred, (Flatt abstained) to approve, the Board of Public Works regular meeting minutes from 1/21/2020.

4. Discussion and possible action regarding Application for Street Use Permit from SMA Construction Services to occupy a portion of Ella Ct between Court St and Stephenson St.
   Kevin Winkler, MSA Project Manager provided an amended application for a Street Use Permit that changes the direction of traffic from Court St to Stephenson St be one way only and will now be Eastbound only. Alderperson Flatt moved/ Keller seconded, and all concurred, to recommend the Common Council approve Street Use Permit from SMA Construction Services to occupy a portion of Ella Ct between Court St and Stephenson St conditioned upon that there is a temporary pedestrian crosswalk on the Northside of Ella Ct. The committee would like Director of Public Works Brian Miller be involved in the process for the Crosswalk. A second motion was made by Alderperson Flatt/ Marx seconded to also add a Ramp/ Apron to that crosswalk to make it handicap accessible.

5. Discussion and Possible action regarding Bid result for Exterior Wall Panels
   Public Works Committee took no action on agenda item and requested it be placed on the March Public Works agenda.

   Two bids were received for the 2020 Single Axle Dump Truck. Alderperson Skorik moved/ Keller seconded, and all concurred, after Finance & Insurance approval to recommend Common Council approve the purchase of two (2) 2021 Navistar International Single Axle Dump Trucks from Packer City International, 1695 E. Green Bay St, Shawano WI with the intent to Finance the second truck over 2021 and 2022. The Committee would like verification the Warranty for the Engine is included in the Basic Warranty stated.

7. Topics for Next Meeting.
   Discussion and Possible action regarding Bid result for Exterior Wall Panels
   Discussion regarding Hazardous Waste Disposal Plan

8. Adjourn.
   Alderperson Hitt moved/ Finance Director & City Treasurer Miller seconded & all concurred, to adjourn at 04:57PM.

   Lana Bero, City Clerk

(Next regular Board of Public Works meeting is 3/17/20 @ 04:30 PM, within Common Council Chambers, 1905 Hall Ave., Marinette Wisconsin.)
a. 3rd Ward Alderperson John Marx called the Board of Public Works special meeting to order at 05:00 PM at Marinette City Hall Common Council Chambers, 1905 Hall Ave., Marinette WI.

b. Upon a call of the roll it was determined a quorum of the Board were present and attendance was documented as follows:
   MEMBERS PRESENT: Alderpersons Marx, Flatt, Skorik, Keller, Hitt; Mayor Genisot; Public Works Director/City Engineer Miller & Finance Director/Treasurer Miller & Attorney Gagan.
   ABSENT & EXCUSED: None

   OTHERS PRESENT: Alderpersons, Noppenberg, Kowalski, Polzin, Superintendent of Public Works Carlson, City of Menominee Engineer/Public Works Director Tricia Alwin, Mayor's Assistant Jan Kust; Penny Mullins, John Liesveld, Lynette Brosig and Amber Myszka.

c. Discussion and possible recommendation to the Common Council regarding Hattie Street bridge fishing platform.
   Ayres Associates presented, via phone conference, summarizing the three options for the structural repairs for the Hattie Street Bridge fishing platform structure. Option 1; do nothing – free and estimated life of the fishing platform is 5 to 10 years and eventually the platform would need to be removed or replaced completely. Option 2; Patch the existing channels and concrete bracket arms – with this alternative the estimated life of the fishing platform is 10-15 year and the estimated cost is $100,000. Option 3; Replace the fishing platform – estimated cost $700,000 and the estimated life is 20-25 years.
   Alderperson Hitt moved/ Skorik seconded and all concurred to recommend the Common Council approve $50,000 (split equally with City of Menominee - $100,000 total) for patching the existing channels and concrete bracket arms – option 2.

d. Adjournment.
   Finance Director Miller moved/Alderperson Skorik seconded and all concurred to adjourn at 05:28 PM.
   Mindy Campbell, City of Marinette Deputy Clerk

(The next regular Board of Public Works meeting is scheduled for Tuesday 03/17/20 @ 04:30 PM, within the Common Council Chambers at Marinette City Hall, 1905 Hall Ave.)
City of Marinette
Solid Waste Summary

March 2020
Introduction

The Board of Public Works discussed city dumpsite rates during their October 15th meeting. After some discussion about the current rates and possible future rate adjustments, the Board decided additional information was needed before an informed decision could be made about possible rate increases. Specifically, the Board requested information regarding daily usage and the volume of material brought into the dumpsite using vehicles and trailers, and the revenue received. The Board also requested operations data and the disposal cost to remove the junk from the dump site.

The City of Marinette manages several solid waste streams. Waste Management, Inc. performs the weekly refuse and recyclable curbside collection operations. City staff manages all other waste streams. The waste streams managed by city staff are: junk, recyclables, electronics, and yard waste.

This report will summarize the waste streams managed by city staff. The information will illustrate the general quantity and seasonal trends of the in-coming materials. The 2019 operating expenses and revenues will be presented to help support any future operating changes and dump fee adjustments.

City Dump Usage

The City of Marinette operates a disposal facility located at the City Municipal Garage, 2411 Cleveland Avenue. This facility is commonly referred to as the "City Dump". The city dump is only available to City of Marinette residents.

The facility is currently open all year long on Wednesdays from 8:15am to 4:45pm. The facility is open seasonally on Saturdays. Seasonal Saturday hours start mid-April and end the last week in December. Saturday hours of operation are from 8:00am to 2:00pm. Generally, one (1) DPW employee is assigned to work the dump site on Wednesdays. The dump site is staffed with two (2) DPW employees on Saturdays. The staff perform several tasks, including: controlling who enters the dump, monitoring the materials brought into the dump, guiding vehicle flow within the dump site, assist with the removal of materials from incoming vehicles, and monitor roll-off disposal containers. At the end of the day, they cleanup the site and secure the facility.

The dump currently accepts several types of materials. Typical household junk is generally the largest waste stream brought into the dump. The dump also accepts a variety of electronics, such as, televisions, computers, monitors, and electronic entertainment equipment. Yard waste materials, consisting of grass clippings, leaves, and brush, are also brought into the facility. Yard waste is processed on-site using a tub grinder. The processed material is then actively composted until it is ready for use. Residents are allowed to take the finished compost from the dump site at no charge.
Several sources of data were used for this report. Internal city financial data was used for financial analysis. Dump activity, based upon data from the Vermont System, was used to analyze various waste streams coming into the dump site. However, data from the Vermont System was somewhat limited, because it only provided monthly aggregate totals over the past 12 years, from January 2008 to October 2019. For example, the January monthly data point was the sum total of each individual monthly amount reported for the month of January, from 2008 to 2019. The data could not be reduced to monthly totals for any specific year.

The number of incoming loads of junk are represented by the number of $5 transactions, as shown in Chart 1. A $5 transaction occurred when a vehicle entered the dump site to dispose of their junk. The data shows the dump site was most frequently used from April through October. The number of vehicles dropping off junk was much lower prior to April and after October.

The number of trailers used to haul junk is also shown on Chart 1. Single axle trailers were used more than double axle trailers. The number of double axle trailers was relatively small and steady compared to single axle trailers. Single axle trailers showed a usage trend similar to the number of $5 transactions over the same time period.

![City Dump Incoming Junk](image)

Chart 1: Incoming Junk – Monthly
Roll-off Usage

Roll-off containers are used at the dump site to hold junk and recyclables. Junk removed from residents' vehicles and/or trailers is directly deposited into a roll-off. Once the roll-off is full, Waste Management removes the container from the dump site and hauls it to the landfill, where it is emptied, and then returned to the dump site to be reused.

Roll-offs are the primary container for depositing junk and hauling the junk to the landfill. Chart 2 shows the number of roll-offs used each month during 2019. Data from the last two months of 2018 are included. As expected, the largest number of units used was between April and October, the time of the year when most junk was generated.

The fixed costs for each roll-off are the container drop-off and haul charges. The variable cost is the tons hauled for disposal. The goal would be to maximize the tons hauled per roll-off container and use the fewest roll-offs to minimize the total cost per ton. It appears the majority of roll-offs are packed relatively tight to maximize utilization. Roll-off utilization is demonstrated on the chart for any given month, by comparing the data point representing the number of roll-off units to the refuse tonnage line (reference line). Increased utilization occurs when the roll-off data point is below the tonnage line. The further the data point is from the line, the more tons per container, the better the utilization. When this occurs, more tons were hauled per roll-off container than if the roll-off data point were above the refuse tonnage line. The lowest roll-off utilization is demonstrated on Chart 2 during November and December 2018, and again on January and February 2019. The utilization improved during the summer months. The total refuse roll-off charges for 2019 was $58,690.

Recycling roll-offs are also used at the dump site for recyclables dropped off by city residents. While the city accepts mixed recyclables (glass, aluminum cans, paper and cardboard), the most
common recyclable commodity is cardboard.

As shown on Chart 3, the majority of roll-offs leaving the city dump site were light loads. Given the nature of recyclables, these materials pack less densely than junk. Therefore, fewer tons per roll-off is to be expected. The total recyclable roll-off charges (haul and disposal) for 2019 was $8,565.

The trend of junk and recyclables hauled out of the city dump from 2017 thru 2019 is shown on Chart 4. The annual junk totals dropped 1.8% from 2017 to 2018, but increase 13.6% from 2018 to 2019. If the junk quantity increases another 13.6% in 2020, an additional 72 tons will be hauled to the landfill. Assuming the same disposal rates, the annual disposal cost would increase by $7,618.

![Annual Roll-off Usage](chart)

Chart 4: Annual Roll-off Comparison

Annual recyclable totals dropped 5.3% from 2017 to 2018, but increased 9.5% from 2018 to 2019.

The total number of roll-offs used for junk and recyclables remained steady from 2017 through 2019.

**Electronics Recycling**

Electronics has been a consistent solid waste stream for the city dump. A variety of electronics are received at the city dump each year. Electronic items generally consist of: computers, monitors, printers, laptops, video players, and stereo equipment.
The type and quantity of electronics brought to the city dump over the past 12 years are shown in Chart 5. The majority of items recycled are monitors, computers, and printers. Smaller quantities of laptops and stereo equipment have also been dropped off.

Televisions are a major item received at the city dump site. Currently, residents are charged based upon the size of the television. The disposal charge is based upon a size cutoff of 27". The charge for televisions 27" or smaller is $15, while televisions larger than 27" are charged $25 each.

As shown on Chart 6, the majority of televisions received over the past 12 years have been less than 27". The majority of televisions received occurs during the peak summer months, which is consistent when most junk is brought into the dump site.

Once enough televisions and other electronics are received, DPW staff containerized them for shipping. Typically, two shipments occur each year. The recycler disassembles the items and recycles the various components.

The shipped electronics are weighed before disassembly and the city is charged accordingly. The 2019 charge rate was $0.35 per pound. The 2019 haul charge was $938 per load.
The type of televisions collected and the quantity of each recycled in 2019 is shown on Chart 7. The different colored bars represent haul-off events. The December 2018 haul-off is included on the chart for comparison purposes. The 2019 cost to recycle televisions was $6,623.

![City Dump Television Recycling Chart]

**Chart 7: Television Recycling**

### Yard Waste Quantities

The city dump accepts yard waste from city residents. The DPW also generates yard waste from the curbside yard waste and brush collection program. Yard waste materials consist of: leaves, grass clippings, and brush. The yard waste brought to the dump site is processed using an industrial tub grinder to reduce the overall size of the materials and to prepare it for composting. Typically, tub grinding occurs two times each year.

The goal is to produce a high quality product so there is a constant demand for the compost. To ensure the highest quality compost is produced, DPW staff measure internal pile temperatures and actively monitor the material decomposition. When needed, the compost piles are mixed and rotated to optimize the process. The annual compost supply generally satisfies the demand. This balance between supply and demand is important so there isn’t an overabundance of accumulating compost to manage. Excessive accumulated compost stored at the dump site would consume valuable yard space and create operation challenges. To encourage the to use compost, the finished product is available to local residents, **free of charge**.
The monthly trend of yard waste received and compost removed from the dump site over the past 12 years is shown on Chart 8.

Chart 8: Yard Waste and Compost Quantities

Park Waste and Curbside Junk Disposal

DPW staff picks up junk items from curbside collection along all city alleys and streets. The collected materials are placed in the city's rear load garbage truck. Once the collection routes are complete, the waste is directly hauled to the landfill in Menominee, MI. Junk collection was scheduled one time per month during 2019, until October 2019, when the schedule was changed to quarterly collection.

In addition to junk collection, the DPW removes waste from city parks. Waste barrels from parks and boat launches are emptied weekly from Spring through Fall.

Chart 9: Park Cleanup & Junk Disposal Costs
Park waste is also collected during special events, such as, fishing tournaments and festivals.

The monthly disposal cost during 2019 is shown on Chart 9. The total disposal cost in 2019 was $6,075.

DPW Labor Utilization

The DPW staff are assigned to three major activities involving solid waste: Dump Site, Junk Pickup, and Yard Waste Collection. These three labor categories are tracked daily on the employee timesheets. The man-hours used for each category, and the resulting labor costs during 2019, are summarized on Chart 10. Of the three labor categories, the expense to operate the city dump site was the highest. The total cost for all three labor categories was $59,343.

Chart 10: DPW Labor Costs

In-coming Junk Evaluation

Based upon DPW employee observations, there appears to be two sizes of in-coming loads of junk – “Typical Loads” and “Mega Loads”. DPW estimates 75% of the loads are “Typical Loads” and 25% of the loads are “Mega Loads”. There is no scale at the city dump site, so these percentages are estimated and not based upon actual data.

To further analyze the junk loads, and to better understand the disposal cost of each load, an in-coming “Typical Load” and a “Mega Load” were randomly selected and removed from the vehicle. The junk was transferred to a DPW vehicle and weighed at a local scale. The “Typical Load” weighed 360 pounds (0.18 ton) and the “Mega Load” weighed 860 pounds (0.43 ton). Below are pictures of both sample loads.
Picture 1: "Typical Load" of In-coming Junk

Picture 2: "Mega Load" of In-coming Junk
Based upon the total amount of junk brought into the dump site in 2019 and the total disposal cost to landfill the material (tipping fee and haul charge), the overall average cost to landfill the material was $110.09 per ton. Based upon a $110.09 per ton disposal cost, and assuming all loads were "Typical Loads", the actual cost to dispose of a "Typical Load" would be $19.82. The city only charged $5.00 per load, resulting in a net loss of $14.82 per load.

Using the average disposal cost of $110.09 per ton, the equivalent amount of junk that could be landfilled for $5.00 per load is 90.84 pounds. The 90.84 pounds would be equivalent to approximately 2 well packed 33 gallon garbage cans, or 45 pounds per can. This quantity is considerably less than the 360 pound "Typical Load".

If the goal is to make the city dump operation break even, and DPW labor to operate the dump was included in the disposal cost per ton (tipping fee, haul charge and DPW Labor), the overall average cost to landfill in-coming junk would be $166.55 per ton. Using this value, the actual cost to dispose of a "Typical Load" would be $29.98.

Revenue & Operating Expenses

The revenue generated in 2019 from dump site charges was $18,338. This was primarily generated from the $5 vehicle and $5/$10 trailer junk fees, but also includes the fees from electronics brought in for recycling.

The following is a summary of 2019 expense categories for the various solid waste activities:

- Dump Site Labor $30,101
- Junk Pickup Labor $7,448
- Yard Waste Collection Labor $21,794
- Tub Grinding $7,550
- Curbside Junk and Park Cleanup Disposal Costs $6,075
- Television (Electronics) Recycling $6,623
- Dump Roll-off Disposal Cost – Refuse $58,690
- Dump Roll-off Disposal Cost – Recycling $8,565

Total $186,146

From the items listed above, the following categories are specific to the dump site that generate revenue to offset dump site operating expenses. When DPW Labor is included, the cost to operate the dump site in 2019 was $103,979.

- Dump Site Labor $30,101
- Television (Electronics) Recycling $6,623
- Dump Roll-off Disposal Cost – Refuse $58,690
- Dump Roll-off Disposal Cost – Recycling $8,565

Total $103,979
The revenue did not support the cost to operate the dump site. In 2019, the dump site experienced a **net loss of $85,641**.

**Conclusion**

As long as the dump remains open, and continues to operate status quo, the city dump site will continue to lose money. At this time, the dump site is not 100% “user fee” based, but subsidized by the city general fund. As time goes on and prices increase, if nothing changes, the subsidy will continue to increase.

If the goal is to keep the dump site open, continue operating the site status quo, and make it financially self-supporting with user fees -- the fee structure must change. An alternative option would be no change to the fee structure, but limit the amount of waste per load commensurate with the current $5.00 per load charge. A third option would install a scale at the site and charge based upon the actual load weight and a predetermined cost per ton. A fourth option would no longer accept junk at the dump site.

The four individual options are presented below.

**Option 1:** Operate the dump site status quo with the goal of financially self-supporting the operation with user fees.

**Action:**

Increase the cost of a “Typical Load” to $30.00.

*Pros:*
- Dump users will pay a greater share of the actual disposal cost
- The dump site will become less dependent on the General Fund
- City dump remains open for residents who choose to use it

*Cons:
- Some users might decide $30.00 is too much to pay to use the dump and place the junk for pickup during Junk Collection – creating more junk to be picked up by DPW
- Junk might remain along alleys and streets waiting for the quarterly junk collection
Option 2: Limit the amount of junk per load for the current $5.00 fee.

Action:
Limit the amount of junk per in-coming load.
- Pros:
  - No fee change – maintain $5.00 fee per load
  - Easy to monitor in-coming junk – simply count two 33 gallon bags/containers
  - The dump site will become less dependent on the General Fund
  - City dump remains open for residents who choose to use it
- Con:
  - Limits single loads to two (2) - 33 gallon bags or trash cans
  - Some users might decide to not use the dump and place the junk for pickup during Junk Collection – creating more junk to be picked up by DPW
  - Junk might remain along alleys and streets waiting for the quarterly junk collection

Option 3: Install a scale at the dump site and charge based upon actual load weight.

Action:
Install a large scale.
- Pros:
  - Fee is based upon an actual tonnage – fair and equitable based charges
  - The dump site will no longer be dependent on the General Fund
  - City dump remains open for residents who choose to use it
  - Dump site users could be expanded and a second tier fee could be applied to the following: governmental agencies, tax exempt organizations, and landlords.
- Con:
  - Cost of installing a scale and related equipment
  - A scale will require significant space
  - Weighing each load might create long queues and users might become impatient
  - Some users might decide to not use the dump and place the junk for pickup during Junk Collection – creating more junk to be picked up by DPW
  - Junk might remain along alleys and streets waiting for the quarterly junk collection
Option 4: Maintain the dump site for yard waste and electronics recycling only.

Action:
No longer accept junk at the dump site.
- Pros:
  - Reduce dump site hours of operation and utilize DPW employees for other assignments
  - The dump site will become less dependent on the General Fund
- Con:
  - Residents will be required to find another option for large amounts of junk disposal
  - Junk might remain along alleys and streets waiting for the quarterly junk collection
CITY OF MARINETTE APPLICATION FOR STREET USE PERMIT

Pursuant to Marinette Municipal Code § 9.100 the Common Council may grant a street use permit subject to reasonable municipal regulation and control. The City Clerks Office issues permits. Application must be submitted to & approved by the Board of Public Works and Common Council plus representatives from Police and Public Works Departments.

Name: BRIAN CLEVEN
Organization: BELLIN HEALTH
Address: 2820 ROOSEVELT ROAD
Telephone: 715-735-2185
Requested Street Closure Date: May 2nd, 2020 (5/2/2020)
Time Duration: 7:15AM-9:45AM
Approximate # of people involved: 250-500

Fees: (Check category that applies to your event)
- If less than 3 blocks and no traffic re-routing required $5.00
- If more than 3 blocks and no re-routing of traffic required $20.00
- If re-routing of traffic required add a flat user fee of $35.00
- If for sale or promotion of commercial products/services $45.00
- Plus daily promotional event flat rate of $30.00 per day =

Street use permit for the following portion of Gallagher, Angwall, Parcek closing street from Gallagher, Angwall, Parcek down to Gallagher, Angwall, Parcek

X Brian Cleven
Individual requesting street closure

X Joni Beus
Representative from City Clerk

X Approval of Police Department

X Approval Public Works Department
WE WOULD LIKE TO CLOSE AND CONTROL
- GALLAGHER ROAD FROM ROOSEVELT TO ANGWALL
- ANGWALL DRIVE FROM GALLAGHER TO PARCEK
- PARCEK STREET FROM ANGWALL TO ROOSEVELT

FOR A COMMUNITY 5K RUN/WALK ON SATURDAY, MAY 2ND

WE ALSO PLAN TO CONE OFF 1 LANE OF GALLAGHER FROM THE BELLIN CLINIC DRIVEWAY TO THE STOPLIGHT AT ROOSEVELT AND GALLAGHER FOR PARTICIPANT SAFETY
TRAFFIC SIGNAL PREVENTIVE MAINTENANCE CONTRACT

The "PRO-TECH" Contract

This contract is between the City of Marinette, the customer and Traffic and Parking Control Company, Inc. 5100 W. Brown Deer Rd., Brown Deer, Wisconsin (TAPCO), the contractor.

This contract covers the period of time from midnight, May 1, 2020 to midnight, April 30, 2021.

The intersections covered by this contract are listed in Exhibit A, accompanying this contract.

The contractor (TAPCO) agrees to provide full preventive maintenance under the following terms and conditions;

TAPCO shall inspect the covered signalized intersection(s) and their control equipment to verify proper operation. This inspection shall take place once a year.

TAPCO shall check the following items at the covered signalized intersection(s). These checks have been developed by employing current engineering practices. These professional standards will be applied to not only the signal maintenance but signal timing and traffic operations as well.

1.) Verify proper operation of the Controller Unit. This shall consist of verifying that the controller is correctly programmed per the controller database records and that the controller is correctly executing its program.

2.) TAPCO will maintain the intersection documentation consisting of signal plan charts, cabinet blueprints and timing plan charts.

3.) Verify proper operation of the NEMA Conflict Monitor Unit. This shall consist of testing the NEMA Conflict Monitor on an automatic NEMA monitor test set. The test set shall be capable of testing all aspects of monitor operation for conformance with NEMA specifications.

4.) Check AC power feed at the control cabinet. Record measured voltage from Hot to Neutral, from Hot to Ground, and from Neutral to Ground. Record measured current flowing in the Hot and Neutral conductors.

5.) Check and record inductance, series resistance and leakage resistance for each loop detector circuit at the control cabinet. Verify the proper operation associated with each detector amplifier.
6.) Check all terminal screws in the control cabinet for tightness.

7.) Verify operation of control cabinet heater and fan. Verify correct settings of their respective thermostats.

8.) Verify correct flash operation at the control cabinet. Also verify operation of any control switches in the control cabinet.

9.) Verify operation of all pedestrian pushbuttons and check for the presence and orientation of the pushbutton signs.

10.) Check all signal head indications for proper aiming and proper operation.

11.) TAPCO shall visually inspect the control cabinet, meter pedestal, pull boxes, signal poles, signal bases, and signal heads for any signs of damage or vandalism.

12.) TAPCO will check operation of the lighting control circuit if housed within the traffic signal cabinet and check luminaires for proper operation.

13.) TAPCO shall replace the control cabinet air filter element, vacuum inside the cabinet, and lubricate the cabinet door hinges and locks once per year.

14.) TAPCO will verify proper operation of optical preemption, and if installed, confirmation lights.

15.) TAPCO shall check for proper grounding of unused conductors within the traffic control cabinet.

16.) TAPCO will verify proper operation of vehicle detection systems to include video detection, microwave detection, and wireless sensors.

17.) TAPCO will provide, where necessary, firmware upgrades to video, microwave, and wireless vehicle detection systems.

18.) TAPCO shall supply the customer completed documentation of all preventive maintenance performed.

If loaner equipment is required to restore the intersection to proper operation until equipment is discovered to be malfunctioning, can be repaired and returned to service, that loaner equipment
shall be charged for. The rental rate for loaner equipment shall not exceed 10% of list price per month pro-rated weekly. Loaner equipment is subject to availability.

The contractor (TAPCO) agrees to provide preventive maintenance under the terms of this contract during normal business hours. Normal business hours are defined as 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding Saturdays, Sundays and Holidays.

TAPCO shall invoice the customer the amount of $3274.00 for preventive maintenance, once per year, after work is completed. The customer agrees to pay invoice within 30 days of receipt.

The contractor (TAPCO) further agrees to provide response maintenance and/or design modification maintenance, as authorized by the customer.

Response maintenance, under the terms of this contract, will be limited to "at random failures", accidents or "knockdowns" or vandalism, or acts of God such as lightning damage, flood, etc.

Design modification maintenance, under the terms of this contract, will include, but not be limited to changes in signal sequence or timings that are required or desired.

TAPCO shall provide response maintenance and/or design modification maintenance under the terms of this contract during normal business hours. The regular hourly rate for these services shall be $115.00 per hour, portal-to-portal. Any parts required will be charged for according to the manufacturer's current price list.

Current engineering practices and professional standards shall be applied to not only the response maintenance, but to the design modification maintenance as well.

Should design modification maintenance be desired or emergency response maintenance be required outside of normal business hours, such service will be billed at time and a half the regular hourly rate or $172.50 per hour. An hourly rate of $230.00 per hour will be charged on Sundays and Holidays.

No additional charges will be made for the use of regular service vehicles or service equipment.

TAPCO shall supply the customer completed documentation of all response maintenance and/or design modification maintenance performed. Copies of this documentation shall be kept in a unique intersection file at TAPCO.

If loaner equipment is required to restore the intersection to proper operation until equipment is discovered to be malfunctioning, can be repaired and returned to service, that loaner equipment
shall be charged for. The rental rate for loaner equipment shall not exceed 10% of list price per month pro-rated weekly. Loaner equipment is subject to availability.

TAPCO shall also invoice the customer for response maintenance and/or design modification maintenance after the work is complete. The customer agrees to pay invoice within 30 days of receipt.

Limitation of Liability - TAPCO shall have no liability with respect to its obligations under this agreement or otherwise for consequential, compensatory, exemplary, special, indirect, incidental or punitive damages even if it has been advised of the possibility of such damages. In any event, the liability of TAPCO to customer for any reason and upon any cause of action or claim in contract, tort or otherwise with respect to the services shall be limited to the amount paid to TAPCO by customer hereunder for such services. This limitation applies to all causes of action or claims in the aggregate, including without limitation, breach of contract, breach of warranty, negligence. Strict liability, misrepresentation, claims for failure to exercise due care in the performance of services hereunder and any other torts. Further, no cause of action which accrued more than one year prior to the filing of a suit alleging such cause of action may be asserted against TAPCO. Both parties understand and agree that the limitations and exclusions set forth herein represent the parties agreement as to the allocation of risk between the parties in connection with TAPCO's obligations under this agreement. The fees payable to TAPCO hereunder reflect, and are set in reliance upon, the allocation of risk set forth herein and the exclusion of the damages described herein and limitations of liability set forth in this agreement.

Accepted by:

Name and Title:

(TAPCO) Traffic and Parking Control Company, Inc.

By:  

Name and Title:  Tim Felhofer – Traffic Signal Service Technician
Exhibit A

List of covered Signalized Intersections

1.) USH 41 & Cleveland
2.) USH 41 & Carney
3.) Marinette & Hall & State
4.) Hall & Hattie
5.) Hall & Madison
6.) Hall & Stephenson
7.) Hall & Main & Riverside
8.) Main & Wells
9.) Main & Ely & Church
10.) Main & Stanton
11.) Main & Shore
12.) Ely & Ludington
13.) Roosevelt & Woleske
14.) Roosevelt & Gallagher
15.) Roosevelt & Walmart
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<th>TOTAL</th>
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**Supplier:**
- Havella Construction
- Wallace, MI 49893
- N4559 US Hwy 41
- P O Box 562
- Partihe Landscape
- Marionette, WI 54143

**City of Marionette, WI**

Bids received 3/1/20 @ 11:00 A.M.

Bid Results

Advertised 3/2/2020
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<td>Havlena Construction</td>
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<td>Peters Concrete Co.</td>
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Bids received 3/11/20 @ 11:00 am.

City of Marinette, WI
Gravel - Season Requirements - 2020
Bid Results

Advertised 3/2/2020