

AGENDA
BOARD OF PUBLIC WORKS MEETING
Tuesday, March 29, 2022 at 6:00 p.m.
Jackson Municipal Complex
Village Board Room
N168W19851 Main Street
Jackson, WI 53037

1. Call to Order and Roll Call
2. Approval of the Board of Public Works Minutes of February 22, 2022
3. Discussion/Action on Industrial Drive Resurfacing Project 2022
4. Ordinance #22-07 Amending Chapter 42 Regarding Traffic Signs – Morning Meadows Phase 2
5. Resolution #22-06 Accepting Sanitary Sewer and Water – Morning Meadows Phase 2
6. Director of Public Works Report
7. Citizens/Village Staff to address the Board
8. Adjourn

Persons with disabilities requiring special accommodations for attendance at the meeting should contact the Village Hall at least one (1) business day prior to the meeting.

It is possible that members of the Village Board may attend the above meeting. No action will be taken by any governmental body at this meeting other than the governmental body specifically referred to in this meeting notice. This notice is given so that members of the Village Board may attend the meeting without violating the open meeting law.

DRAFT Minutes
Board of Public Works Meeting
Tuesday, February 22, 2022 at 6:00 p.m.
Jackson Municipal Complex
Village Board Room
N168W19851 Main Street
Jackson, WI 53037

1. Call to Order and Roll Call

Chair Heckendorf called the meeting to order at 6:00 p.m.

Members Present: Sarah Malchow, Tr. Matter, Tim Meffert Steve Schoen, and Gloria Teifke

Members Excused: Tr. Engelhardt

Staff Present: Administrator Jen Keller, and Director of Public Works Brian Kober

2. Approval of the Board of Public Works Minutes of January 25, 2022

Motion by Gloria Teifke, second by Tr. Matter to approve the Board of Public Works minutes of January 25, 2022.

Vote: 6 ayes, 0 nays. Motion carried.

3. Presentation Phase 1 of Findings Facility Plan WWTP- Town & Country

Professional Engineer Greg Droessler from Town & Country Engineering gave a presentation on the Phase 1 findings for the WWTP Facility Plan Project. The topics Engineer Droessler covered were projected growth, commercial and industrial loading, and the plan is projected to year 2045. Great discussion and input to continue to Phase 2 of the plan. This was information only for the Board, no motion was needed at this time.

4. Kerry Ingredients Discharge Agreement

Director Kober gave background information. The current agreement was approved in 1991. The proposed agreement was updated, although, has the same discharge limits as the current agreement. A resolution is being created for the agreement to find the document in the future.

Motion by Sarah Malchow, second by Gloria Teifke to recommend Village Board approve Kerry Ingredients Discharge Agreement.

Vote: 6 ayes, 0 nays. Motion carried.

5. Engineering Services – Jackson Park Tennis Court Reconstruction Project

Director Kober stated the tennis ball courts in Jackson Park have been scheduled for years to be updated or replaced with something new. Cedar Corp recently created a similar plan for the Village of Richfield.

Motion by Chair Heckendorf, second by Sarah Malchow recommend Budget & Finance and Village Board approve Cedar Corp Engineering Services – Jackson Park Tennis Court Reconstruction Project in an amount not to exceed \$20,000.00.

Vote: 6 ayes, 0 nays. Motion carried.

6. Engineering Services – STH 60 (Main Street) Utility Reconstruction Project

Director Kober stated Gremmer & Associates was the engineering firm for the recent STH 60 path project and recognizes WisDOT requirements to keep the project on schedule. The underground utility is being upgraded prior to the WisDOT 2024 resurfacing project of STH 60 from CTH P to Eagle Drive.

Motion by Chair Heckendorf, second by Tim Meffert recommend Budget & Finance and Village Board approve Gremmer & Associates Engineering Services – STH 60 (Main Street) Utility Reconstruction Project in the amount of \$53,960.00.

Vote: 6 ayes, 0 nays. Motion carried.

7. Engineering Services – CTH P Utility Project

Director Kober stated Gremmer is the engineering firm hired by Washington County to design the reconstruction of CTH P in 2024 from STH 60 to STH 145. The Jackson Sewer and Water Utilities is looking to install sewer and water along side of CTH P from Morning Meadows Subdivision north to STH 60. The construction would take place in 2023.

Motion by Chair Heckendorf, second by Gloria Teifke recommend Budget & Finance and Village Board approve Engineering Services – CTH P Utility Project in the amount of \$24,983.00.

Vote: 6 ayes, 0 nays. Motion carried.

8. Pay Request #4 – Coffee Connection Trail Project – Poblocki Paving

Director Kober gave an update of the project. The retainage amount is \$8,720.82, and there is \$26,127.14 in value of work yet to be completed.

Motion by Tr. Matter, second by Tim Meffert to recommend Budget & Finance and Village Board approve the Pay Request #4 – Coffee Connection Trail Project – Poblocki Paving in the amount of \$14,256.47.

Vote: 6 ayes, 0 nays. Motion carried.

9. Resolution #22-03 Accepting Sanitary and Water System – Laurel Springs Villas

Director Kober recommends accepting the sanitary sewer water serving the Laurel Springs Villas.

Motion by Chair Heckendorf, second by Tim Meffert to recommend Village Board approve Resolution #22-03 Accepting Sanitary and Water System – Laurel Springs Villas.

Vote: 6 ayes, 0 nays. Motion carried.

10. Update of ICE Study Eagle Drive and STH 60 – Information Only

WisDOT reviewed the first report submitted with recommended changes and a deadline of Friday, February 11, 2022. The Village with the help of SRF Consulting made the necessary changes and met the deadline. The Village is waiting for direction from WisDOT for the next step to improve the intersection. Discussion continued with cost of improvements, number of accidents, and funding. No action was necessary, this item was information only.

11. Director of Public Works Report

Director Kober gave the report.

Motion by Sarah Malchow, second by Gloria Teifke to place the Director of Public Works Report on file.

Vote: 6 ayes, 0 nays. Motion carried.

12. Citizens/Village Staff to Address the Board

No one spoke.

13. Adjourn

Motion by Chair Heckendorf, second by Tr. Matter to adjourn.

Vote: 6 ayes, 0 nays. Meeting was adjourned at 7:39 p.m.

Respectfully submitted,

Brian W. Kober, P.E.

Director of Public Works/Village Engineer

DRAFT









Brian Kober

From: Scott Schmidt <Scott.Schmidt@washcowisco.gov>
Sent: Monday, February 14, 2022 4:47 PM
Subject: Maps to determine DOT Funding category

Good Afternoon,

Thank you to those that attended last week's meeting.

The cost to get a simple plan (mill or pulverize and overlay) to completion by August 1st would most likely be in the \$60k-\$75k range. If your project is not selected, you may be able to stop your contract with an engineering firm in the April/May range and save over half of that.

Below are the funding sources, with the eligible roads on the corresponding maps.

Main funding page:

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/bil-lp-ffy22.aspx>

STP – Local Road eligible list (eligible roads purple roads in link)

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005>

STP – Urban (West Bend Urbanized Areas – eligible roads are red, green and yellow in/attached to the GRAY areas)

<https://wisconsindot.gov/Documents/projects/data-plan/plan-res/functional/urban/westbend.pdf>

STP- Urban (Milwaukee Urbanized Areas – only impacts County, Germantown and Richfield – eligible roads are red, green and yellow in the GRAY areas)

<https://wisconsindot.gov/Documents/projects/data-plan/plan-res/functional/urban/milwaukee.pdf>

STP – Rural (Washington County functional classification map outside of urbanized areas). Eligible roads are Arterials and Major Collectors – red, green, and yellow)

<https://wisconsindot.gov/Documents/projects/data-plan/plan-res/functional/rural/washington.pdf>

If you have any questions on eligibility, I would certainly be available to try and help.



WASHINGTON
COUNTY
EST 1838
WISCONSIN

West Bend, WI 53090

SCOTT M. SCHMIDT, PE, PLS
Chief Public Works Officer/County Surveyor

E: Scott.schmidt@washcowisco.gov

O: (262) 335-6881 direct

O: (262) 335-4335 general office

Washington County Highway Department
900 Lang Street

From: Scott Schmidt
Sent: Thursday, February 3, 2022 4:05 PM
Subject: DOT Funding

Good Afternoon Washington County Municipality:

The County Highway Department has been tracking the recent infrastructure bill and its potential benefits to the municipalities in Washington County. You all should have received a letter/e-mail concerning the Bipartisan Infrastructure Law (BIL). There is a webinar scheduled for next week Thursday afternoon to go over the State of Wisconsin's programs to disperse these funds. That link is below. I have information in my e-mail below concerning the funding opportunities.

You are welcome to join the highway department to view the webinar live in our office. The DOT does usually record the webinars for future viewing.

I would like to offer to have a **meeting at 5:00pm – 6:00pm on Thursday February 10th, 2022** to try and answer any of your lingering questions and do our best to provide some initial technical support. I will attempt to have an engineering firm at the meeting to discuss timing, which will be key if you want in on the first round of funds for construction in 2023.

Please let me know if you are planning on attending, so we can select the appropriate room here at the highway shop.

The **webinar will be held virtually on Thursday, February 10, 2022, 1:00 PM** via this YouTube web link:

https://youtu.be/c3Mce_VNu38

Here is the schedule if you wish to get the project in the January 2022 solicitation (2023 construction dollars only - no engineering costs). The project schedule based on the BIL letter is below:

- January 2022 Solicitation – 2022 funding
- April 1, 2022 – Application submission due dates
- May 2022 – Selection anticipated
- June 1, 2022 Draft PS&E
- August 1, 2022 PS&E

You cannot wait to contact an engineering firm to start design after the May selection. That schedule is unrealistic for even the smallest STP funded project as there is only 2-3 months between project selection and the August 1, 2022 PS&E - **IF YOU WANT TO SUBMIT FOR CONSTRUCTION DOLLARS FOR 2023 CONSTRUCTION, YOU NEED TO START THE ENGINEERING PROCESS NOW, AND PAY FOR 100% OF THE ENGINEERING.** In order to set the project up for federal funding the following actions are recommended:

To Complete Prior to Project ID Assignment (start now)

- Arch/Historic Review of project corridor

- Phase 1 Hazmat Report
- USFW Endangered Species Review

To Complete After Project ID Assignment – Several of these should be set up and ready for submittal as soon as the projects are awarded.

- WDRN Initial Letter Request
- Native American Letters
- Section 106 – Arch/Historic Submittal
- CEC
- 60% Submittal DSR, TMP & Complete Streets
- Redo Permits – ACOE, WDNR, TCGP

If the August 1, 2022 PS&E deadline cannot be met, there will be future opportunities for local agencies to apply for BIL dollars when there is not a compressed timeline. The future timeline also includes funding for engineering services.



**WASHINGTON
COUNTY**
EST 1838
WISCONSIN

West Bend, WI 53090



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DISCOVER. CONNECT. PROSPER.

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Chief Public Works Officer/County Surveyor

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O: (262) 335-6881 direct

O: (262) 335-4335 general office

Washington County Highway Department
900 Lang Street

From: WisDOT Local Programs <DOTLocalPrograms@dot.wi.gov>

Sent: Monday, January 31, 2022 6:17 PM

To: Scott Schmidt <Scott.Schmidt@washcowisconsin.gov>

Subject: Bipartisan Infrastructure Law (BIL) Local Programs Project Solicitation - Applications Now Available

Importance: High

Application materials for the Bipartisan Infrastructure Law (BIL) Federal Fiscal Year 2022 (FFY22) supplemental project solicitation are now available on the WisDOT website.

Applications are being accepted for the Surface Transportation Program (STP)-Urban, STP-Rural, STP-Local and Local Bridge Improvement Assistance programs.

The Bipartisan Infrastructure Law (BIL) is expected to provide significant increases in federal transportation funding for the next five years, beginning with FFY22. Time is of the essence in planning for the use of FFY22 federal funding. The Federal Highway Administration (FHWA) requires FFY22 funding to be obligated by September 30th, 2022. As such, WisDOT is now soliciting for local program construction projects only; funding for design will not be considered in this solicitation to use FFY22 federal funding.

If a construction project is ultimately selected to use FFY22 funding, project sponsors must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

To be considered for FFY22 funding, local agencies must apply by April 1, 2022.

Applicants must be able to demonstrate the ability to submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet FFY22 funding obligation deadlines. If the August 1, 2022 PS&E deadline cannot be met, there will be future opportunities for local agencies to apply for BIL dollars when there is not a compressed timeline.

A subsequent solicitation will be made available later in February 2022 that will consider project applications for FFY23 and forward. The solicitation in February will be for both construction and/or design and construction applications.

There will be an informational webinar regarding this FFY22 BIL project solicitation. Information on the FFY22 webinar will be provided later this week.

Program eligibility guidelines and application materials can be found on the WisDOT Local Assistance Programs BIL webpage:

<https://gw3082.fortimail.com/fmlurlsvc/?fewReq=:B:JVk/NDA8PyNzODcrNSNsYTg1ND81NCN2bGJrZHFwd2A4Y2Y9Zjl2MWA1PTBkNDczMGA2MmFhND03PGRjPTEyYTM9PWQ0MjQ9YSNzODQzMjYzMjEzNjcjdGxhODc0NDVNRDdJNTQxMjIzKDc0NDVNRDdKNTQxMjIzI3dmdXE4VkZKUVErVkJZNSExBUUVyZHZtZmpybHJmaitianMjZjgWNCNtYWk4NQ==&url=https%3a%2f%2fwisconsin.gov%2fPages%2fdoing-bus%2flocal-gov%2fastnce-pgms%2fhighway%2fbil-lp-ffy22.aspx>

If you have any questions related to the FFY22 BIL application materials, please contact WisDOT Local Programs <dotlocalprograms@dot.wi.gov>

Thank you,
WisDOT Local Programs

The information in this email, and any attachments, may contain confidential information. Use and further disclosure must be consistent with applicable laws. However, if you believe you've received this email in error, delete it immediately and do not use, disclose or store the information it contains.

Notice the change of domain name from co.washington.wi.us to washcowisco.gov We are changing our domain name to washcowisco.gov, please update your records to reflect this change. For the time being, access to the old domain name will remain seamless.



WisDOT FFY22 STP-Urban, STP-Rural and Local Bridge Program Application CONSTRUCTION ONLY

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). An individual application is required for each new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project. Please review the application instructions in link below:

[FFY22 STP-Urban/Rural and Local Bridge Application Instructions](#)

Program: STP-Urban **Population Category for STP Projects:** 5,000 to 20,000

Project Description

Project Sponsor: **Village of Jackson** Facility Owner: **Village of Jackson**

Project Location:

Municipality: **Village of Jackson**

County: **Washington**

On Route: **Industrial Drive**

At Route (Start): **Meadow Lane**

Offset: **4** (tenths of a mile)

Toward Route (End): **Emery Way**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

For STP Projects Functional Classification: **Urban Collector**

NOTE: Roadway must be functionally classified as a Major/Urban Collector or higher to be eligible for funding.

For Local Bridge Projects Existing Bridge ID#:

For Local Bridge Projects Does the bridge project meet the parameters for Standardized Bridge Plans?

☐ Yes ☐ No

<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lp-standardized-bridge-plan-pilot.aspx>

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: **2** Cross Section: ☐ Rural ☒ Urban

Pavement Type: **Asphalt** Pavement Width: **36**

Pavement Rating: **3** Year Last Improved: **2002**

Existing Sidewalk or Bicycle Accommodation? ☒ Yes, one side ☐ Yes, both sides ☐ No

Any federal-aid-eligible structures within the existing facility? ☐ Yes ☒ No If yes, please indicate the Bridge ID #s):

After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? ☐ Yes ☒ No

Owner of Railroad facility

NOTE: Rail improvements are not eligible for STP program funding.

NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are any railroad considerations, unless there has been previous discussion with the railroad company.

Does the project have a current Statewide Transportation Improvement Program (STIP) number? ☐ Yes ☒ No

If No, what is the anticipated date? ?

Existing Facility for Local Bridge Projects

Bridge Type: **SELECT** If Other, specify:

Feature the Structure Passes Over:

Clear Roadway Width of Bridge: (feet) Bridge Length: (feet)

Is the bridge on the current WisDOT Eligible Bridge List? ☐ Yes ☐ No

Bridge Rehabilitation Year:

Sufficiency Rating:

☐ Structurally Deficient

☐ Functionally Obsolete

Existing sidewalk? ☐ Yes, one side ☐ Yes, both sides ☐ No

After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? ☐ Yes ☐ No

Owner of railroad facility:

NOTE: Rail improvements are not eligible for Local Bridge program funding.

NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are railroad considerations, unless there has been previous discussion with the railroad company.

Does the project have a current Statewide Transportation Improvement Program (STIP) number? ☐ Yes ☐ No

If No, what is the anticipated date?

Proposed Improvement for STP-Urban and STP-Rural projects

**Federal Fiscal Year 2022 STP-Rural, STP-Urban, Local Bridge
SELECTION CRITERIA FORM**

Project Sponsor: **Village of Jackson**

County: **Washington**

Select Project Type: **STP – Rural** ☐

STP - Urban ☒

Local Bridge ☐

Improvement Type: **Resurfacing** If Combination, explain: Overall Length: **2000** (feet)

☐ Rural Cross Section

☒ Urban Cross Section

New Pavement Type: **Hot Mix Asphalt** If Combination, explain:

☐ Sidewalk One side or both: Width: Length:

New bicycle accommodations ☐ Yes ☒ No If yes, specify:

☐ Roundabout Location:

NOTE: Refer to [FDM 11-26](#) for modern roundabout information.

☐ Structure Structure Type: **SELECT** Work Required: **SELECT**

Traffic Management During Construction: **SELECT**

Proposed Improvement for Local Bridge projects

NOTE: Per [Trans 213](#), an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects.

NOTE: An optimal work recommendation created by the WisDOT Bureau of Structures is available at the [WisDOT Local Project Tools webpage](#).

Improvement Type: ☐ Bridge Replacement: **SELECT**

☐ Bridge Rehabilitation: **SELECT** If Other, specify:

NOTE: If the Improvement Type is a Bridge Rehabilitation, a copy of the Rehabilitation Report that was approved by the Bureau of Structures (BOS) is required to be submitted with this application. Submitting the bridge rehabilitation report to the BOS by March 4, 2022 will ensure that the state review will be complete by the April 1, 2022 due date for the application.

Structure Type: **SELECT** If Other, specify:

Clear Roadway Width of Bridge: (feet) Bridge Length: (feet) Number of Spans:

NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards.) WisDOT approval is needed at application for approach lengths greater than 100 feet. See FDM 3-20-1 for additional details.

Traffic Management During Construction: **SELECT**

The applicant must show evidence that criteria 1-16 (below) has been addressed to be eligible for the Federal Fiscal Year 2022 STP-Rural, STP-Urban or Local Bridge programs funding.	Check If Criterion <u>Can</u> Be Met Or Not Applicable	Check If Criterion <u>Cannot</u> Be Met
1. The project will utilize the existing facilities, staying within the existing subgrade shoulder points or curb and gutter or include minimal grading to allow for minor pavement elevation changes provided Selection Criteria 5 and 6 can still be met.	☒ ☐ N/A	☐
2. If the project is a bridge project, the existing bridge structure does not cross a railroad. If the project is a roadway project, the project would not impact a railroad crossing.	☐ ☒ N/A	☐
3. The existing bridge structure to be removed is not designated as historic.	☐ ☒ N/A	☐
4. There are no historic properties that are listed on the inventory or on the list of locally designated historic places under Wis. Stat. 44.45. If a FHWA action is required, the project must meet criteria for the Section 106 Screening List.	☒ ☐ N/A	☐
5. Total ground disturbance will be less than 1 acre and a Wisconsin Pollutant Discharge Elimination System (WPDES) Transportation Construction General Permit will not be required.	☒ ☐ N/A	☐
6. Threatened or endangered species will not be impacted by the project. Migratory birds are not present, or impacts would be avoided or minimized through netting or other avoidance and minimization measures.	☒ ☐ N/A	☐
7. The proposed project is or will be included in the Transportation Improvement Program prior to letting if the proposed project is in a non-attainment or maintenance area for criteria air pollutants.	☒ ☐ N/A	☐
8. There are no Section 4(f), Section 6(f) or other specially-funded (Dingell-Johnson, Pittman-Robertson, Stewardship Funds, Wetland Reserve Program, etc.) resources that will be impacted.	☒ ☐ N/A	☐
9. Based on the estimate of the beam depth of the new structure, the new structure will meet local floodplain requirements	☐ ☒ N/A	☐
10. The bridge does not cross any streams designated as Section 10 or Section 9 waters; does not cross any state or national wild or scenic river or within the associated 1000' scenic river corridor.	☐ ☒ N/A	☐
11. The bridge or roadway project will not require diversion of a stream, modification to the stream channel or temporary fill below the ordinary high-water mark.	☐ ☒ N/A	☐
12. Any work to be done or any fill to be permanently placed in the water or wetlands will meet the non-reporting criteria (no pre-construction notification) of the U. S. Army Corps of Engineers Transportation Regional General Permit for Wisconsin.	☐ ☒ N/A	☐
13. If the project is a bridge deck replacement over a waterway, debris will be minimized from entering waterway, using WisDOT Standard Specifications Section 203 and CMM Section 645.6.	☐ ☒ N/A	☐
14. If the project includes culvert replacement or modification, the culvert is not located on a waterway with a waterbody index code (WBIC) as identified onto DNR's surface water data viewer: (Surface Water Data Viewer Wisconsin DNR).	☐ ☒ N/A	☐
15. No federal funding may be put into the real estate.	☐ ☒ N/A	☐
16. Any needed Right of Way should be minimal, simple, and nominal in value (parcels under \$10,000).	☐ ☒ N/A	☐

CONFIDENTIAL INFORMATION

Cost Estimate

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

Construction

	<u>Total</u>	<u>Federal Share</u>	<u>Local Share</u>
Participating Roadway Cost	\$	\$	\$
Participating Structure Cost	\$	\$	\$
Total Participating Cost	\$	\$	\$
Non-Participating Roadway Cost (100% Local)	\$	\$0	\$
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
A. Subtotal Construction Costs	\$	\$	\$
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$	\$	\$
C. State Review for Construction (Provided by WisDOT Region)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	
FOR WISDOT USE ONLY – enter the following information after project approval	
Approved Federal Funding Amount: Construction: \$	

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.

- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its 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.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: _____ Title: _____

Accepted (please type your initials here): _____

Contact Information and Signatures

Application prepared by a consultant? ☐ Yes ☐ No If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

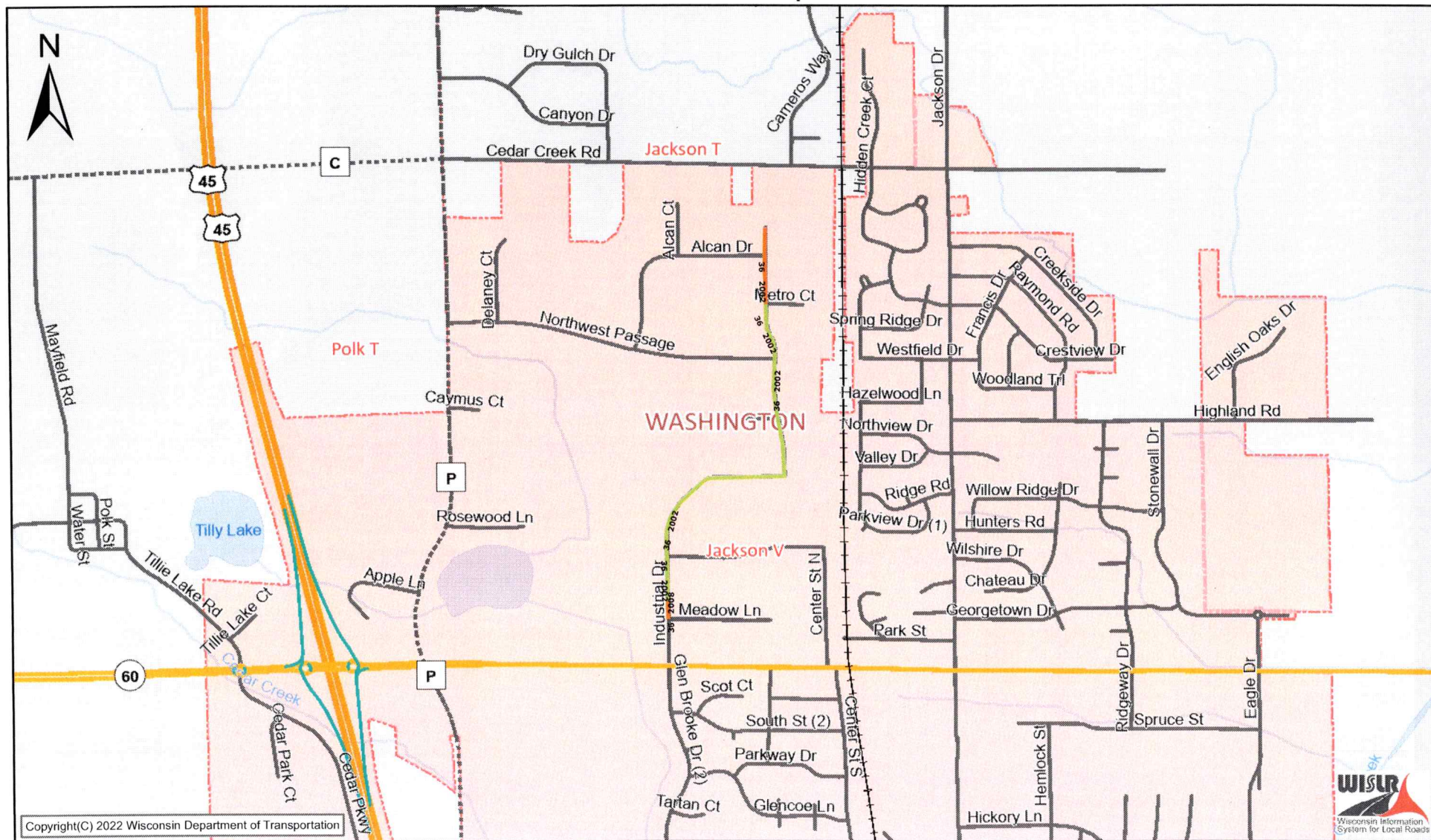
See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency:	
Contact Person: Brian W. Kober	(Note: must be Head of Government or Designee)
Title: Director of Public Works/Village Engineer	
Address: W194 N16660 Eagle Drive, PO Box 637, Jackson WI 53037	
Telephone: 262-677-0707	
Email: Brian.Kober@villageofjacksonwi.gov	
Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.	
Head of Government/Designee Signature (<u>electronic only</u>): <i>Brian W. Kober</i>	
Date: 3/31/2022	
Local Unit of Government Agency (when owner differs from sponsor):	
Owner Signature (when owner differs from sponsor) (<u>electronic only</u>):	Date:

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewers Signature:	Date:
FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s):	

WISLR Map



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wislr-flt

- 65 HOT Mix
- Resurfacing(overlay)on Asphalt Pvmnt
- 70 HMAC
- Railroads

State Trunk Network

- Interstate Highway
- USH Highway
- USH Connecting Highway
- State Trunk Highways
- STH Connecting Highways

- On-Off Ramp
- Connector
- Frontage Road
- Wayside
- Rest Area
- Weigh Station

County Roads

- County Trunk Hwy
- County Forest Roads
- Other County Roads

Local Roads

- Municipal/Local Roads

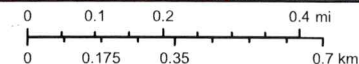
Ineligible Roads

- Rivers
- Lakes

Cities/Villages/Towns

- City
- Village

- Town
- Counties



Wisconsin Information System for Local Roads Map

Physical Inventory Data:

Rec	Road Name	Surface Type	Surface Width	Surface Year	Maint Treatment Type	Maint Treatment Year	Left Shoulder Type	Left Shoulder Width	Right Shoulder Type	Right Shoulder Width	One Way	ROW Indicator	ROW Width	Median Type	Median Width	Left Curb Type	Right Curb Type	Parking	Traffic Lanes	ADT Index	ADT Count	ADT Year	Pavement Rating	Pavement Rating Year	Side Walk	Vertical	Horizontal
1	Industrial Dr	70	36	2002	1	2011	0	0	0	0	N	E	66			1	1	3	2	E	700	2002	G	2019			
2	Industrial Dr	70	36	2002	1	2011	0	0	0	0	N	E	66			1	1	3	2	E	700	2002	G	2019			
3	Industrial Dr	65	36	2002	1	2011	0	0	0	0	N	E	66			1	1	3	2	E	700	2002	G	2019			
4	Industrial Dr	65	36	2002	1	2011	0	0	0	0	N	E	66			1	1	3	2	E	700	2002	FR	2019			
5	Industrial Dr	65	36	2002	1	2011	0	0	0	0	N	E	66			1	1	3	2	E	700	2002	P	2019			
6	Industrial Dr	65	36	2002	1	2011	0	0	0	0	N	E	60			1	1	3	2	E	700	2002	P	2019			
7	Industrial Dr	65	36	2002	3	2014	0	0	0	0	N	E	60			1	1	3	2	T	1700	2019	P	2019			
8	Industrial Dr	70	36	2008	3	2014	0	0	0	0	N	E	60			1	1	3	2	T	1700	2019	P	2019			

Administrative Data:

Rec	Road Name	Owner	Certified Mileage	Road Category	SubRoad Category	Access Control	Urban Location	Federal U_R Area	FedCLSN	Functional Class	Functional Category	Functional Group	NHS	RTE	HPMS	HOV	IRI Number	IRI Year	STRAHNET
1	Industrial Dr	1730	0.06	5		0		126	3	97	97	L	NON	000-0					
2	Industrial Dr	1730	0.11	5		0		126	3	97	97	L	NON	000-0					
3	Industrial Dr	1730	0.1	5		0		126	3	97	97	L	NON	000-0					
4	Industrial Dr	1730	0.12	5		0		126	3	92	96	C	NON	000-0					
5	Industrial Dr	1730	0.35	5		0		126	3	92	96	C	NON	000-0					
6	Industrial Dr	1730	0.12	5		0		126	3	92	96	C	NON	000-0					
7	Industrial Dr	1730	0.08	5		0		126	3	92	96	C	NON	000-0					
8	Industrial Dr	1730	0.04	5		0		126	3	92	96	C	NON	000-0					

Identification Data:

Rec	Road Name	RouteID	RdwyLinkId	Road Type	Party Name	Party Type Code	Party Id	County Code	Community Code	Certificate Year
1	Industrial Dr	357297	4875948		JACKSON	V	1730	66	141	2020
2	Industrial Dr	357297	4875947		JACKSON	V	1730	66	141	2020
3	Industrial Dr	357297	4396242		JACKSON	V	1730	66	141	2020
4	Industrial Dr	357297	4396240		JACKSON	V	1730	66	141	2020
5	Industrial Dr	357297	4396238		JACKSON	V	1730	66	141	2020
6	Industrial Dr	357297	4396238		JACKSON	V	1730	66	141	2020
7	Industrial Dr	357297	4395848		JACKSON	V	1730	66	141	2021
8	Industrial Dr	357297	4395848		JACKSON	V	1730	66	141	2021

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ORDINANCE #22-07

**AMENDING CHAPTER 42 OF THE VILLAGE CODE
REGARDING TRAFFIC SIGNS AND SPEED LIMITS**

**THE VILLAGE BOARD OF THE VILLAGE OF JACKSON, WASHINGTON COUNTY,
WISCONSIN,** does ordain the following changes to the Village Code:

SECTION I. Amending Chapter 42 Article II. Section 26. (b). of the Village Code of the Village of Jackson is hereby changed for the addition of wording to read as follows:

(b) In addition, all traffic entering the following streets is to stop or yield for the posted signs:

Adding: (15) Tigger Lilly Drive at Daisy Drive.

SECTION II. This Ordinance shall take effect from and after its passage and posting.

Introduced by: _____

Seconded by: _____

Vote: ____ aye ____ nay

Passed and Approved: _____

VILLAGE OF JACKSON

By: _____
Michael E. Schwab, Village President

Attest:

Jilline S. Dobratz, Village Clerk

Proof of Posting:

I, the undersigned, certify that I posted copies of this Ordinance on bulletin boards at the Village Hall, Post Office and one other location in the Village.

Dated: _____ Village Official: _____

RESOLUTION #22-06

A RESOLUTION ACCEPTING THE SANITARY SEWER AND WATER SYSTEM ASSOCIATED WITH THE MORNING MEADOWS PHASE #2 DEVELOPMENT.

The Village Board of the Village of Jackson, Washington County, Wisconsin, does resolve as follows:

BE IT RESOLVED that the Village hereby accepts, pursuant to the provisions of Chapter 44 of the Village Code, the Sanitary Sewer and Water System associated with the Morning Meadows Phase #2 Development in the Village of Jackson, Washington County, Wisconsin.

Introduced by:_____

Seconded by:_____

Vote: _____ Ayes _____ Nays

Passed and Approved:_____

Michael E. Schwab – Village President

Attest:_____

Jilline S. Dobratz – Village Clerk

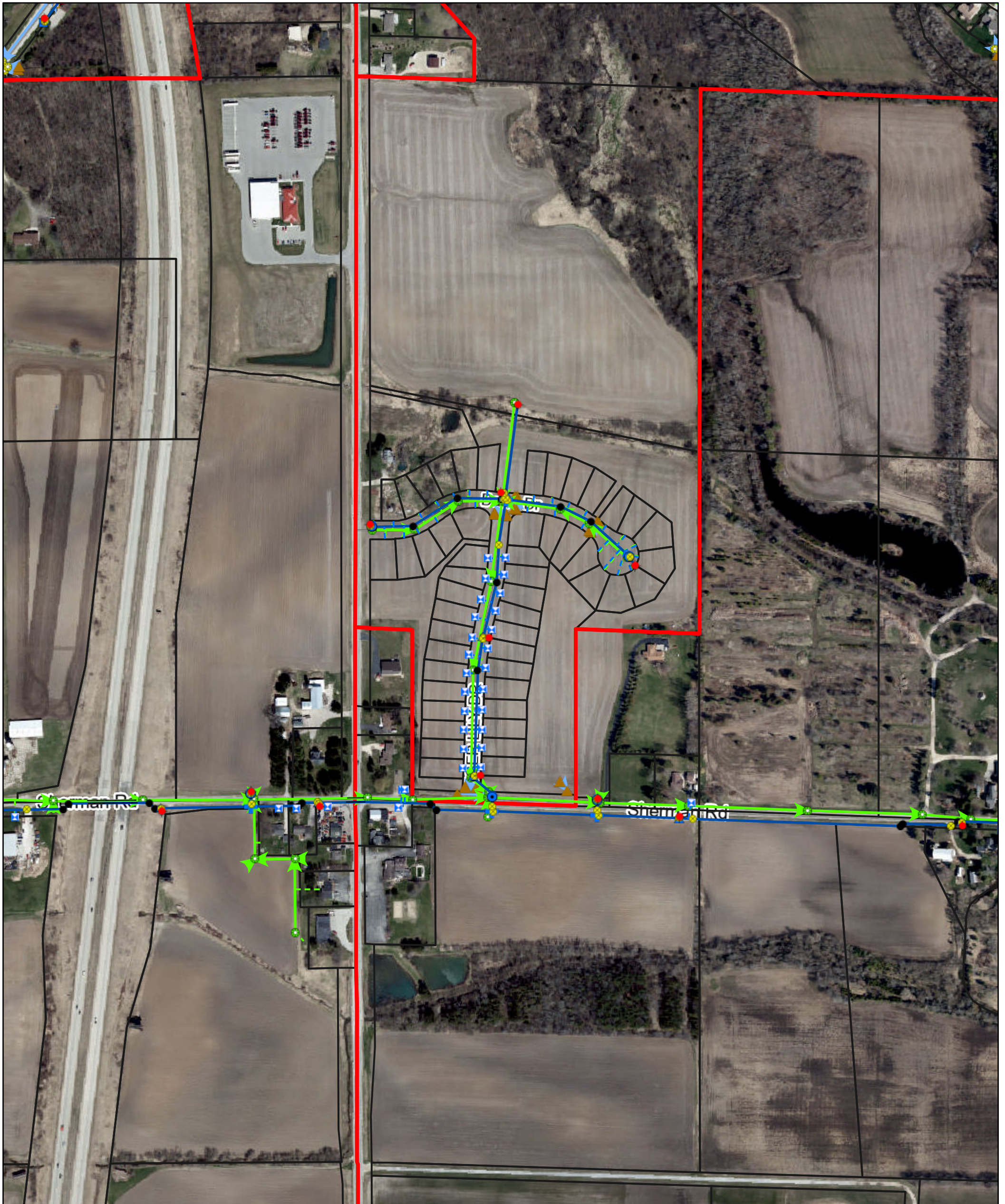
Proof of Posting:

I, the undersigned, certify that I posted this Resolution on bulletin boards at the Village Hall, Post Office, and one other location in the Village.

Village Official

Date

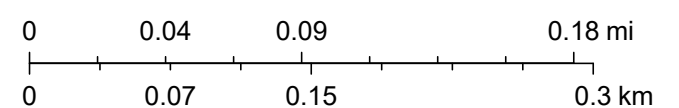
Village of Jackson



3/25/2022, 10:03:52 AM

- | | | | | | | |
|--|----------------|---|-------------------|---|------------------|---|
|  | Hydrants |  | Water Plugs |  | Sanitary Pipes | RoadCenterline TWN,CVS,PVT |
|  | Water Valves |  | Water Casings |  | Storm Structures |  Township Road |
|  | Curb Stops |  | Water Laterals |  | MH |  City/Village Street |
|  | Water Reducers |  | Water Pipes |  | CB | ORTHO2020 |
|  | Water Crosses |  | Sanitary Manholes |  | Storm Endpoints |  Red: Band_1 |
|  | Water Tees |  | Sanitary Casings |  | Storm Pipes |  Green: Band_2 |
|  | Water Bends |  | Sanitary Laterals | | |  Blue: Band_3 |

1:5,524



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Washington County, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User

Public Works Report

March 29, 2022

Treatment Plant - Designed Capacity – 1.67 million gallons per day
 Peak Flow Capacity – 6.0 million gallons per day

Year 2020

January	Avg. Flow 1.280 MGD	Min. Flow 1.055 MGD	Max. 1.720 MGD
February	Avg. Flow 1.221 MGD	Min. Flow 1.000 MGD	Max. 1.630 MGD
March	Avg. Flow 1.581 MGD	Min. Flow 1.010 MGD	Max. 2.290 MGD
April	Avg. Flow 1.283 MGD	Min. Flow 940,000 g.p.d.	Max. 2.210 MGD
May	Avg. Flow 1.607 MGD	Min. Flow 1.010 MGD	Max. 4.090 MGD
June	Avg. Flow 1.178 MGD	Min. Flow 980,000 g.p.d.	Max. 1.510 MGD
July	Avg. Flow 1.269 MGD	Min. Flow 800,000 g.p.d.	Max. 2.370 MGD
August	Avg. Flow 1.042 MGD	Min. Flow 760,000 g.p.d.	Max. 1.510 MGD
September	Avg. Flow 1.148 MGD	Min. Flow 810,000 g.p.d.	Max. 1.850 MGD
October	Avg. Flow 1.172 MGD	Min. Flow 870,000 g.p.d.	Max. 2.210 MGD
November	Avg. Flow 1.122 MGD	Min. Flow 860,000 g.p.d.	Max. 1.770 MGD
December	Avg. Flow 1.164 MGD	Min. Flow 940,000 g.p.d.	Max. 1.480 MGD

Year 2021

January	Avg. Flow 1.075 MGD	Min. Flow 880,000 g.p.d.	Max. 1.460 MGD
February	Avg. Flow 1.015 MGD	Min. Flow 830,000 g.p.d.	Max. 1.590 MGD
March	Avg. Flow 1.525 MGD	Min. Flow 1.160 MGD	Max. 1.970 MGD
April	Avg. Flow 1.264 MGD	Min. Flow 1.020 MGD	Max. 1.950 MGD
May	Avg. Flow 1.108 MGD	Min. Flow 880,000 g.p.d.	Max. 1.450 MGD
June	Avg. Flow 1.091 MGD	Min. Flow 810,000 g.p.d.	Max. 1.670 MGD
July	Avg. Flow 983,226 g.p.d.	Min. Flow 780,000 g.p.d.	Max. 1.410 MGD
August	Avg. Flow 1.281 MGD	Min. Flow 800,000 g.p.d.	Max. 2.530 MGD
September	Avg. Flow 932,333 g.p.d.	Min. Flow 710,000 g.p.d.	Max. 1.170 MGD
October	Avg. Flow 930,000 g.p.d.	Min. Flow 770,000 g.p.d.	Max. 1.140 MGD
November	Avg. Flow 853,667 g.p.d.	Min. Flow 720,000 g.p.d.	Max. 970,000 g.p.d.
December	Avg. Flow 952,581 g.p.d.	Min. Flow 720,000 g.p.d.	Max. 1.330 MGD

Year 2022

January	Avg. Flow 839,968 g.p.d.	Min. Flow 720,000 g.p.d.	Max. 960,000 g.p.d.
February	Avg. Flow 848,571 g.p.d.	Min. Flow 710,000 g.p.d.	Max. 1.080 MGD

Years Summary of Water Consumption

2006 Total Pumpage 207,719,000 gallons	2007 Total Pumpage 217,224,000 gallons
2008 Total Pumpage 229,613,000 gallons	2009 Total Pumpage 231,160,000 gallons
2010 Total Pumpage 239,326,000 gallons	2011 Total Pumpage 240,268,000 gallons
2012 Total Pumpage 253,492,000 gallons	2013 Total Pumpage 228,371,000 gallons
2014 Total Pumpage 230,973,000 gallons	2015 Total Pumpage 222,621,000 gallons
2016 Total Pumpage 254,531,000 gallons	2017 Total Pumpage 251,387,000 gallons
2018 Total Pumpage 241,322,000 gallons	2019 Total Pumpage 253,427,000 gallons
2020 Total Pumpage 259,413,000 gallons	2021 Total Pumpage 242,216,000 gallons

Year 2020

Jan.	Avg.	662,650 g.p.d.	Highest Day 769,000 gals.	Total	20,542,000 gallons
Feb	Avg.	682,280 g.p.d.	Highest Day 886,000 gals.	Total	19,786,000 gallons
March	Avg.	702,030 g.p.d.	Highest Day 837,000 gals.	Total	21,763,000 gallons
April	Avg.	731,070 g.p.d.	Highest Day 1.153 MGD	Total	21,932,000 gallons
May	Avg.	691,030 g.p.d.	Highest Day 915,000 gals.	Total	21,422,000 gallons
June	Avg.	806,030 g.p.d.	Highest Day 1.057 MGD	Total	24,181,000 gallons
July	Avg.	841,970 g.p.d.	Highest Day 1.431 MGD	Total	26,101,000 gallons
August	Avg.	878,710 g.p.d.	Highest Day 1.437 MGD	Total	27,240,000 gallons
Sept	Avg.	696,370 g.p.d.	Highest Day 1.058 MGD	Total	20,891,000 gallons
October	Avg.	677,160 g.p.d.	Highest Day 963,000 gals.	Total	20,992,000 gallons
Nov	Avg.	567,100 g.p.d.	Highest Day 850,000 gals.	Total	17,013,000 gallons
Dec	Avg.	566,130 g.p.d.	Highest Day 815,000 gals.	Total	17,550,000 gallons

Year 2021

Jan.	Avg.	565,650 g.p.d.	Highest Day 789,000 gals.	Total	17,535,000 gallons
Feb	Avg.	517,650 g.p.d.	Highest Day 913,000 gals.	Total	16,047,000 gallons
March	Avg.	583,770 g.p.d.	Highest Day 1.303 MGD	Total	18,097,000 gallons
April	Avg.	642,770 g.p.d.	Highest Day 1.190 MGD	Total	19,283,000 gallons
May	Avg.	659,610 g.p.d.	Highest Day 1.103 MGD	Total	20,448,000 gallons
June	Avg.	825,730 g.p.d.	Highest Day 1.311 MGD	Total	24,772,000 gallons
July	Avg.	750,190 g.p.d.	Highest Day 1.529 MGD	Total	23,256,000 gallons
August	Avg.	768,940 g.p.d.	Highest Day 1.920 MGD	Total	23,837,000 gallons
Sept	Avg.	633,060 g.p.d.	Highest Day 1.775 MGD	Total	19,625,000 gallons
Oct	Avg.	753,030 g.p.d.	Highest Day 1.992 MGD	Total	23,344,000 gallons
Nov	Avg.	619,870 g.p.d.	Highest Day 1.059 MGD	Total	18,596,000 gallons
Dec	Avg.	560,520 g.p.d.	Highest Day 1.167 MGD	Total	17,376,000 gallons

Year 2022

Jan.	Avg.	553,580 g.p.d.	Highest Day 707,000 gals.	Total	17,161,000 gallons
Feb.	Avg.	575,360 g.p.d.	Highest Day 683,000 gals.	Total	16,110,000 gallons

Pump Capacity Well #1- 400 g.p.m. Well #3 -900 g.p.m. Well #4 - 1200 g.p.m. Well #5 – 1,100 g.p.m. Well #6 – 800 g.p.m.

WWTP – Holding & Septage Receiving

2005	\$ 87,562.01	2006	\$101,115.11	2007	\$152,201.07	2008	\$210,441.47
2009	\$183,815.34	2010	\$197,653.66	2011	\$220,576.28	2012	\$236,224.70
2013	\$235,336.46	2014	\$203,938.32	2015	\$210,644.47	2016	\$220,473.17
2017	\$232,358.23	2018	\$245,767.74	2019	\$219,822.80	2020	\$204,656.11
2021	\$209,083.10						

2020	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,426,900				71,000	\$11,872.50
February	1,310,500			2,250	88,500	\$12,786.50
March	1,471,600	900		5,000	173,650	\$16,429.05
April	1,263,950			29,000	326,170	\$19,570.85
May	1,168,670			4,450	308,250	\$17,255.86
June	1,253,900			9,900	196,550	\$15,390.45
July	1,459,700			16,450	212,650	\$17,734.10
August	1,148,750			4,250	168,530	\$13,594.50
September	1,276,950			22,700	299,450	\$18,723.35
October	1,372,200	2,200		39,750	456,000	\$24,386.35
November	1,231,850			33,650	301,700	\$18,911.55
December	1,489,450			16,950	160,200	\$16,683.35

2021	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,284,600			6,650	77,250	\$12,507.30
February	1,386,475			3,000	44,450	\$12,338.05
March	1,633,050			27,600	206,050	\$19,457.65
April	1,425,850			38,000	268,500	\$19,829.30
May	1,297,900			34,550	232,100	\$17,740.45
June	1,392,350			52,800	258,500	\$19,977.30
July	1,338,500			31,600	245,050	\$18,256.25
August	1,499,450			31,200	196,250	\$18,305.85
September	1,389,200			23,900	213,400	\$17,524.10
October	1,275,550			16,250	297,260	\$18,367.15
November	1,249,400			22,400	224,200	\$16,608.20
December	1,448,000			32,000	205,900	\$18,171.50

2022	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,311,750	2,700			40,650	\$11,780.25
February	1,321,050	8,000			48,350	\$12,577.15

CTH P and STH 60 Intersection Project and old Park-n-Lot Property

This is a place holder for the item. We will look to contact WisDOT for a meeting this Spring or 2022.

Morning Meadows Subdivision

Streetlights are being planned by the Village for installation in Phase 1 and 2. Phase 3 plans have been finalized and waiting for approval from the DNR to schedule the pre-construction meeting.

Little Lambs Subdivision (Glen Brooke Drive)

Plans have been finalized and waiting for approval from the DNR to schedule the pre-construction meeting.

Jackson Municipal Complex

April 13th is the next meeting with the contractor and designer to address the punch list items. The actual exterior lights and parking lights have been installed this past week. Other punch list items are being achieved.

Willow Ridge Drive Reconstruction Project

A walkthrough of the project will be conducted in April 2022 to create an update punch list to close out the project. We found leaking manholes in the project and that need to be fixed.

Spruce Street/Ridgeway Drive Extension Project

We are working on a streetlight layout for the two streets. No change.

Coffee Connection Trail Project

Signage, painting of crosswalks, and landscaping are the remaining items to be accomplished in 2022. The frost is coming out of the ground, so the signs are scheduled for installation the first week in April.

Eagle Drive & STH 60 Intersection Improvement

The Village has received the second review from WisDOT and the discussion is now on if the PIM (Public Informational Meeting) requirement has been met with the Village Board and the Board of Public Works meetings. Waiting again for the response from WisDOT to provide the next steps of what happens to the intersection.

Midwest Fiber Installation

Cable Comm and Midwest is continuing on the Village loop to connect all Village owned buildings with fiber. The first projection of completion was November 2021. Now the new schedule is the week of April 4th to have dark fiber installed to the PW Building and WWTP. Next, the week of April 25th the Community Center.

Stormwater Ponds Management Inspection Program

The Village has started the program by having a kickoff meeting with CDM Smith consulting. Letters will be sent to pond owners in the Spring of 2022 with a completion date sometime if the Fall of 2022.

Main Street (STH 60) Sewer and Water Replacement

The Jackson Sewer and Water Utilities are working on collecting data for the utility replacement in Main Street (STH 60) for this year of 2022 ahead of the resurfacing project by WisDOT in 2024. The Jackson Sewer and Water Utilities is working with Gremmer and Associates on the design. A letter to be sent for the remain forty-five (45) properties to have sanitary lateral televised.

CTH P (Sherman Road to STH 60) Utility Project

Gremmer & Associates is the engineering firm hired to complete the design prior to the 2024 CTH P Reconstruction Project. The design will be created this year with construction to be done in 2023.

Respectfully submitted, Brian W. Kober, P.E.