



# CITY OF MANITOWOC

WISCONSIN, USA

[www.manitowoc.org](http://www.manitowoc.org)

**DATE:** June 9, 2026  
**TO:** Committee of the Whole  
**FROM:** Dan Koski, Director of Public Works  
**RE:** **Vision & Priorities Discussion**

An area that I would highly recommend the Council prioritize is funding the maintenance and necessary upgrades of existing infrastructure. While I recognize that significant maintenance expenditures in this are not flashy, and fail to excite the community, they are desperately needed. Maintenance is often overlooked at budget time because it can always be done "next year." But waiting too many "next year's" can result in drastic consequences. In my opinion, we have an opportunity to act now in order to prevent catastrophic events that would result in terrible public relations at best, and dangerous situations to life and property at worst.

The Council has made great strides with the implementation of the road plan (attached) in recent years. We need a similar plan for equipment replacement, and for the maintenance and recommended upgrades to our storm sewer and sanitary sewer collection systems. The following narrative will explain where we are with each of these, the consequences of improper planning / funding, as well as outlining our current needs.

Not included here, but also an identified need, is building maintenance. This is an area that could be addressed through increasing the amount of funds put into the CAWG CARP fund, or through a dedicated line in the Buildings & Grounds budget. It would be a good idea to have an independent firm do an assessment of City buildings so we can better budget for these needs in future years.

There are some very large numbers here, and my intention is not to scare you, but rather to relay needs and strongly suggest that more money be allocated annually to these areas in order to prevent emergencies in the future. At the same time, I don't want to sugarcoat what needs to be done. It is my hope that you will see this as a challenge to be met, rather than a problem to defer to future Councils.

## Equipment

Currently the City uses Enterprise Leasing for the vast majority of our passenger vehicles. This program was implemented in 2017 as a means of replacing / upgrading the passenger fleet that we had at that time. Basically, the entire fleet was old and in such poor shape that we needed to rent vehicles whenever we had an event or meeting outside of the city because we could not trust the roadworthiness of any of our vehicles. This was a great method to get back on track, replace end of life vehicles, and ensure that we would be able to turn the fleet over at the point we could realize the highest trade in value. This program has proven successful and has been a cost effective solution for this area. However, it does not cover heavy equipment, trucks, or buses.

We have been working with the Finance Department on options to begin upgrading our city buses, which are nearing the end of their lives, in a phased approach. We believe we will have some very interesting, fiscally responsible recommendations in this area as we enter the budget process.



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See the attachment for our current needs in relation to trucks and heavy equipment. Our fleet in this area is definitely in need of upgrading. In addition to the downtime involved with breakdowns and repairs to aged equipment, there is also concerns with increased parts and repair costs, decreased service, especially in relation to snow plowing, and decreased efficiencies overall. To move out of the dire straits this fleet currently is in will cost approximately \$23,000,000. This does not need to be done all at once, but we must develop a more aggressive replacement schedule than we have been following in recent years, or we will find ourselves without vehicles that take a long time to acquire. There is currently a 2-3 year lead time between ordering a chassis, getting the parts to upfit it, and getting them in prior to us being able to deploy it.

## **Storm Sewer**

The consequences to not maintaining or upgrading storm sewer facilities are straightforward: flooding to properties and backups into property owner's basements. These backups cost property owners in time, money, and lost possessions.

Some of the alders who have been on the Council for a while will remember a few years back when the Lake Michigan water level was high. There were many flooding issues following snowmelt and rain events. When the lake level rises, many of our city storm sewer outfalls become submerged, making them harder to drain and causes backups. The City had numerous claims for flooding and outcries for the city to "do something about it." The minutes from those committee meetings memorialize the problems it caused, and the time and money spent trying to alleviate situation.

Once lake levels subside, as they have now, the outfalls are not submerged, flooding occurs much less frequently, and people seem to forget about it for the time being. The concern however, is that the cycle of the lake levels rising and falling is on a 10 – 20 year time interval between peaks and those issues are certain to recur. The time to upgrade the system is now, during the low levels, in order to prevent and / or minimize the damages that will surely occur once the levels rise again.

It is our opinion that the most neglected infrastructure and the number one priority should be Stormwater Management BMP's, which consist of pond maintenance and repairs, or upgrades, as well as repairs to storm sewers.

See the attachment for the current list of stormwater needs. Estimated costs are broken down and listed for each item, for a total of approximately \$12 million dollars.



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## Sanitary Sewer

Very similar to the stormwater consequences of failed infrastructure, the result is backups and flooding to property, but there are potentially far more drastic costs in relation to health, environmental and finances when a sanitary sewer fails. One of the most immediate concerns are infiltration and inflow negatively affecting conveyance capacity. In layman's terms: rainwater gets into the sanitary pipes and overwhelms the system. This can result in things like manholes covers popping off and sewage overflowing into the streets, basement backups, and releases into Lake Michigan. We saw a release of raw sewage from the treatment plant into the lake last summer. During this same storm we very nearly had another release from a lift station into the lake and it was only prevented at the last minute because of the resourcefulness of a couple staff members who were in the right place at the right time, and were able to devise a workaround, but it did involve them inserting themselves into the sewage at the lift station (it is exactly how it sounds). This is definitely not a situation we would like to ever find ourselves in again.

Occurrences like this not only result in an extremely negative PR event, but can also result in environmental fines, as well as serious risks to human health, and life threatening situations. Currently we have one lift station that drastically needs new pumps, as well as several that are nearing the end of their useful lives. Manitowoc owns and operates 12 lift stations, and all of them require ongoing monitoring and maintenance. The City retained Foth (a consultant) to perform an evaluation of our lift stations and provide a report outlining results and cost estimates in 2025. See attachment for the Capital Improvement Plan Cost Summary from that report. The total required capital outlay for the next 20 years is \$8,380,000.00

In addition, much of our existing sanitary pipes are very old and need rehabbing or replacement. In many cases, we can reline them if the grades are still correct, and the conduit integrity is in good shape. The city has been doing this for years with great results. However, there are many areas where this is not the case and the pipes simply need to be replaced. Costs for this are increasing, as they have with all other areas of construction. As an example, the costs needed for Sanitary Sewer Upgrades for projects already scheduled for the next 4 years is approximately \$7,475,000. See the attachment for a breakdown of this work. It is important to note that this amount does not include our normal annual projects like relining and any other miscellaneous relays for reconstruction projects or other repairs. For your reference, the typical annual Sanitary Sewer Budget has been about \$1,300,000.

As I mentioned at the beginning of this memo, this can't be done all at once, but in my opinion it is imperative that we begin allocating more resources to the maintenance and upgrades to fleet and infrastructure beginning with this next budget cycle. Deferring these expenditures will surely have the type of consequences that none of us want to see happen. My recommendation would be to fund these projects, which are extremely important, even if it means we are not able to do as many road projects in a given year.

Thank you for your consideration.

YEAR	TOTAL	notes	2024 Approved Year
<b>2026</b>	<b>TOTAL</b>	<b>notes</b>	
S. 30th Street   Dewey to Viebahn	\$ 450,000.00	\$2.25 total (20% match)	2026
Lancer Circle	\$ 1,000,000.00		2027 (plus 1)
Franklin Street Design/Engineering	\$ 600,000.00	2027/2028 project	2026
10th Street Bridge Design Plans & Specs	\$ 175,000.00	P.I. approved 10-1-25	2026
Revere Drive Viaduct Repair	\$ 100,000.00		2026
Viebahn Street   S. 10th to Lakeside	\$ 1,391,000.00		2026
Alley #33 (Custer, W. Marshall, S. 36th & S. 39th)	\$ 85,000.00		2026
Cemetery Roadway	\$ 150,000.00		2026
Sidewalks and Pavement Markings	\$ 400,000.00		2026
	<b>\$ 4,351,000.00</b>		
<b>2027</b>	<b>TOTAL (est)</b>	<b>notes</b>	
Franklin Street   S. 6th to S. 10th	\$ 2,000,000.00	Year 1 of 2	2027
Michigan Avenue   N. 13th to N. 18th	\$ 1,650,000.00	P.I. recommended	2026 (minus 1)
N. 18 Street   Michigan to New York	\$ 440,000.00		2026 (minus 1)
S. 14th Street   Dewey to Grand	\$ 575,000.00		2027
E. Reed Avenue   Memorial to Bayshore	\$ -	TIF	2027
Johnston Drive   Bayshore to Magnolia	\$ -	TIF	2027
Marshall Street   S. Lake to S. 7th	\$ 314,500.00		2027
N. 10th Street   School St. to Reed Ave.	\$ 1,550,000.00	More added since 2024	2027
Alleys/Parking Lots/Various	\$ 250,000.00		2027
	<b>\$ 6,779,500.00</b>		
<b>2028</b>	<b>TOTAL (est)</b>	<b>notes</b>	
Franklin Street   S. 10th to S. 21st	\$ 4,000,000.00	Year 2 of 2	2028
Kellner Street   Fleetwood to Wildwood	\$ 2,000,000.00		2026 (minus 2)
N. 12th Street   Waldo to Windiate	\$ 400,000.00		2028
S. 33rd Street   Mero to Pompon	\$ 225,000.00		2028
Alleys/Parking Lots/Various	\$ 250,000.00		2028
	<b>\$ 6,875,000.00</b>		
<b>2029</b>	<b>TOTAL (est)</b>	<b>notes</b>	
E. Albert Drive	\$ -	State	2029
N. 8th Street   Park to Waldo	\$ 3,000,000.00		2029
Seneca, Indian Bluff, Manistee, Winnetka	\$ 1,460,000.00		2028 (minus 1)
Calumet Avenue	\$ -	State	2029
S. 41st Street   Calumet to Harbor Town Ln.	\$ -	State	2029
Grand Avenue   Calumet to 297 ft. South	\$ -	State	2029
Marshall Street   S. 8th to S. 10th	\$ 650,000.00		2029
Grand Avenue   S. 21st to S. 26th	\$ 1,000,000.00		2029
Alleys/Parking Lots/Various	\$ 250,000.00		2029
	<b>\$ 6,360,000.00</b>		
<b>2030</b>	<b>TOTAL (est)</b>	<b>notes</b>	
Washington Street   S. 25th to S. 8th	\$ -	State	2030
Revere Drive   N. 18th to Spring	\$ 1,200,000.00		2029 (minus 1)
Lincoln Blvd.   Waldo to Lincoln Park	\$ 500,000.00		2030
Reed Avenue   Bayshore to N. 2nd	\$ 2,200,000.00		2030
S. 9th Street   Quay to Marshall	\$ 1,000,000.00		2027 (minus 3)
Park Row Blvd   Waldo to Fairmont	\$ 400,000.00		2030
Wollmer Street   S. 22nd to S. 23rd	\$ 250,000.00		2030
Alleys/Parking Lots/Various	\$ 250,000.00		2030
	<b>\$ 5,800,000.00</b>		
<b>2031</b>	<b>TOTAL (est)</b>	<b>notes</b>	
Arlington Avenue   Elm to Culasac	\$ 525,000.00		2030 (minus 1)
Clipper Drive   S. 41st to Custer	\$ 1,400,000.00		2030 (minus 1)
W. Frontage Road   475 E of I Tec to East	\$ 900,000.00		2030 (minus 1)
Elm Street   Belmont to Arlington	\$ 225,000.00		2026 (minus 5)
Hubbard Circle	\$ 900,000.00		2031
Lee Circle	\$ 1,000,000.00		2031
Wild Oak and Stoney Brook	\$ 750,000.00	Assessed	2031
Alleys/Parking Lots/Various	\$ 250,000.00		2031
	<b>\$ 5,950,000.00</b>		
<b>TOTAL 2026-2031</b>	<b>\$ 36,115,500.00</b>		

EQUIPMENT NUMBER	MILEAGE	Year	EQUIPMENT MAKE	OVERALL CONDITION	REPLACEMENT/ LEAD TIME	NOTES	Pricing
Hours							
# 23	35,232 Miles	1995	Chevy welding truck/flat bed	Fair	10/12 years 9/12months	Fair Truck, but it is dated and is in need of an upgrading this unit is the only city welding truck	\$95,000.00
#24	8,532 Miles	2019	Ford 2 X 4 w/service body	Good	10/12 years 9/12months	Newer, works well	\$155,000.00
#28	24,979 Miles	1999	Medium Duty service van	Good	10/12 years 9/12months	Older but works well	\$70,000.00
#29	18,603 Miles	2019	Ford 4X4 w/ service body	Good	10/12 years 9/12months	Newer, works well	\$75,000.00
#30	65,423 Miles	2008	Ford 2X4 1 ton dump	Poor	10/12 years 9/12months	old in need of upgading	\$65,000.00
#31	100,855 Miles	2006	GMC 2X4 1 ton dump	Poor	10/12 years 9/12months	old in need of upgading, this unit is used for black top patching around the city, has major rusting issues	\$65,000.00
#32	15,887 Miles	2022	FORD 4X4 550 dump	Good	10/12 years 9/12months	Newer, works well	\$85,000.00
#33	63,349 Miles	2006	GMC 2X4 1 ton dump	Poor	10/12 years 9/12months	old in need of upgading	\$65,000.00
#34	15,887 Miles	2022	FORD 4X4 1 ton dump	Good	10/12 years 9/12months	Newer, works well	\$65,000.00
#36	62,174 Miles	2009	FORD 3/4 ton pickup	Fair	10/12 years 9/12months	old in need of upgading, truck is the man unit for the concrete crew	\$75,000.00
#37	82 Miles	2026	FORD 4X4 450 flat bed	Good/ NEW 2026	10/12 years 9/12months	New Not in service yet	\$155,000.00
#38	133,922 Miles	2006	GMC 2X4 1 ton flat bed	Poor	10/12 years 9/12months	old in need of upgading, truck is used daily for many tasks around the city due to the tommy lift on the unit	\$95,000.00
#40	18,719 Miles	2021	Wester Star salter 5 yard	Good	10/12 years 2.5 years	Newer, works well	\$395,404.00
#42	227 Miles	2024	WS Tandem dump truck	Good/NEW 2026	10/12 years 2.5 years	New Not in service yet	\$300,000.00
#43	9,136 Miles	2023	Wester Star salter 5 yard	Good	10/12 years 2.5 years	Newer, works well	\$395,404.00
#44	28,461 Miles	2016	Freightliner Salter 5 yard	Fair	10/12 years 2.5 years	Older unit, starting to show age in repair costs from fatigue from years of plowing snow	\$395,404.00
#45	130,609 Miles	2010	International Salter 5 yard	Average	10/12 years 2.5 years	Older unit, starting to show age in repair costs from fatigue from years of plowing snow, box is being replaced due to rust	\$395,404.00
#46	9,470 Miles	2023	Wester Star salter 5 yard	Good	10/12 years 2.5 years	Newer, works well	\$395,404.00
#47	46,461 Miles	2021	Wester Star salter 5 yard	Good	10/12 years 2.5 years	Newer, works well	\$395,404.00
#48	28,683 Miles	2020	Wester Star salter 5 yard	Good	10/12 years 2.5 years	Newer, works well	\$395,404.00
#49	36,960 Miles	2016	Freightliner Salter 5 yard	Fair	10/12 years 2.5 years	Older unit, starting to show age in repair costs from fatigue from years of plowing snow	\$395,404.00
#50	43,911 Miles	2010	International Salter 5 yard	Average	10/12 years 2.5 years	Older unit, starting to show age in repair costs from fatigue from years of plowing snow, box was repaced in 2024 from rust issues	\$395,404.00
#51	12,760 Miles	2015	International Salter 5 yard	Good	10/12 years 2.5 years	Older truck that has miniumal miles, was converted to full plow truck in 2023	\$395,404.00
#52	48,906 Miles	2016	Freightliner Salter 5 yard	Average	10/12 years 2.5 years	Older unit, starting to show age in repair costs from fatigue from years of plowing snow	\$395,404.00
#53	28,828 Miles	2023	Western Star combo truck	Good	10/12 years 2.5 years	Newer, works well	\$350,000.00
#54	40,966 Miles	2021	Western Star combo truck	Good	10/12 years 2.5 years	Newer, works well	\$525,000.00
#59	88,236 Miles	2005	Ford 550 Aerial bucket truck	Fair	10/12 years 2.5 years	old in need of upgading, Aerial system is starting to show age due to high hours, this is an old MPU unit. 9,869 hours	\$180,000.00
#60	4,355 Miles	2025	Freightliner Aerial Truck	Good	10/12 years 2.5 years	Newer, works well	\$300,000.00
#73	25,885 Miles	2021	Western Star Tandem,Plow	Good	10/12 years 2.5 years	Newer, works well	\$367,474.00
#74	107,589 Miles	2006	International Tandem, Plow	Average	10/12 years 2.5 years	Older unit, starting to show age in repair costs, engine was rebuilt last year 2025 do to external part failer, newer box	\$367,474.00
#75	98,952 Miles	2010	International Tandem, Plow	Poor	10/12 years 2.5 years	old in need of upgading, Rust issues, drive line showing fatigue from years of plowing snow and hauling debris	\$367,474.00
#76	103,912 Miles	2010	International Tandem, Plow	Poor	10/12 years 2.5 years	old in need of upgading, Rust issues, drive line showing fatigue from years of plowing snow and hauling debris	\$367,474.00
#77	114,051 Miles	2006	International Tandem, Plow	Average	10/12 years 2.5 years	Older unit, starting to show age in repair costs, sister truck to # 74 had the engine rebuilt, has newer box	\$367,474.00
#78	29,250 Miles	2021	Wester Star Tandem,Plow	Good	10/12 years 2.5 years	Newer, works well	\$367,474.00
#82	701 hours	1984	Motor Grader	Fair	10/12 years 9/12months	older unit, works well, Parts are easily accessible, could use 6 wheel drive on heavy snow falls	\$175,000.00
#83	2,383 Hours	1978	Motor Grader	Poor	10/12 years 9/12months	old in need of upgading, parts are hard to find with extensive lead times reaching past 120 days.	\$450,000.00
#84	4,117 Hours	1984	Motor Grader	Poor	10/12 years 9/12months	old in need of upgading, parts are hard to find with extensive lead times reaching past 120 days.	\$175,000.00
#90	13,310 Hours	1998	Pay Loader	Poor	10/12 years 9/12months	older unit,lots of rust, some parts are getting harder to get do to units age	\$360,000.00
#91	11,049 Hours	2011	Pay Loader	Average	10/12 years 9/12months	High hours, unit work well	\$360,000.00
#92	4,265 Hours	2017	Pay Loader	Good	10/12 years 9/12months	Good unit	\$360,000.00
#93	7,316 Hours	2010	Tractor BackHoe	Average	10/12 years 9/12months	Good unit, hours are getting high	\$180,000.00
#94	10,518 Hours	2003	Pay Loader	Average	10/12 years 9/12months	older unit, hours are getting high	\$280,000.00
#95	2,720 Hours	2021	Tractor BackHoe	Being replaced 2026	10/12 years 9/12months	Being replaced 2026	\$180,000.00
#100	274 Hours	2025	Cat Mini Loader	Good	10/12 years 9/12months	New unit	\$120,000.00
#101	357 Hours	2025	Cat Mini Loader	Good	10/12 years 9/12months	New unit	\$120,000.00
#100S	7,712 Hours	2000	JD side Mower	Poor	10/12 years 9/12months	old in need of upgading	\$160,000.00
#103	6,266 Hours	2002	JD Bucket Tractor	Average	10/12 years 9/12months	older unit,high hours	\$140,000.00
#105	5,753 Hours	2002	JD Bucket Tractor	Average	10/12 years 9/12months	older unit,high hours, New transmission in 2025	\$140,000.00
# 106	3,866 Hours	2016	Wacker Mini Loader	Average	10/12 years 9/12months	Ok unit, lots of repairs due to emissions equipment failures	\$70,000.00
#107	2,433 Hours	2014	Trackless side walk Machine	Average/Poor	10/12 years 9/12months	OK unit, starting to show age in repairs cost due to running in snow and salt	\$240,000.00
#120	354 Hours	2025	Elgin sweeper	Good	10/12 years 2.5 years	Newer Unit	\$420,000.00
#121	2,509 Hours	2023	Elgin sweeper	Good	10/12 years 2.5 years	Newer Unit	\$420,000.00
#125	10,580 Hours	2012	Elgin Sweeper Pelican	Average/poor	10/12 years 2.5 years	Older unit starting to show age in repair costs	\$330,000.00
# 157	1012 Hours	1999	Snow Go Snow Blower	Average/old	10/12 years 6 months	Older unit, showing age in repairs, Good Backup unit	\$210,000.00
#158	54 Hours	2024	Wausau Snow blower	Good	10/12 years 6 months	Newer unit	\$210,000.00
#159	286 Hours	2017	Wausau Snow blower	Good	10/12 years 6 months	Newer Unit	\$210,000.00
#610	114,013 Miles	2003	Ford 2X4 1 ton dump	Poor	10/12 years 9/12months	old in need of upgading, only used as a water truck in summer months	\$65,000.00
#621	64,850 Miles	2006	Ford 2X4 Pickup	Average/Poor	10/12 years 9/12months	old in need of upgading, only used as a water truck in summer months	\$55,000.00
#622	79,713 Miles	2007	GMC 3/4 pickup	Average	10/12 years 9/12months	old in need of upgading, used by seasonal employees in summer months for grass cutting	\$55,000.00
#626	85,969 Miles	2003	Ford 4X4 1 ton dump	Poor	10/12 years 9/12months	old in need of upgading, was old plow truck has rusting and fatigue issues	\$75,000.00
#629	81,770 Miles	2009	Ford 2X4 pickup	Average/poor	10/12 years 9/12months	old in need of upgading, used by seasonal employees in summer months for grass cutting	\$55,000.00
#640	23,227 Miles	2019	Ford 4X4 550 dump bed	Good	10/12 years 9/12months	Newer unit	\$85,000.00

#641	16,052 Miles	2008	Freightliner Salter 5 yard	Average/ low on power	10/12 years	2.5 years	Unit is under powered and struggles to plow snow with plow and wing, unit should be repaced with 550 class truck	\$395,404.00
#643	72,990 Miles	1993	GMC 4200 2X4	Average	10/12 years	9/12months	older truck, Box was replaced, truck has been kept to have seasonals drive, NO CDL required. Should be a 550 class truck	\$85,000.00
#655	84,824 Miles	2018	Frightliner Garbage Truck	Average/ Poor	10/12 years	2.5 years	unit was not maintained correctly and is showing many signs of fatigue and rusting issues	\$300,000.00
#680	1,351 Hours	2015	Holder sidewalk Machine	Poor	10/12 years	6 months	unit was not maintained correctly and is showing many signs of fatigue and rusting issues	\$240,000.00
#691	2,287 Hours	1996	Bobcat skid steer	Average	10/12 years	6 months	older unit was not maintained well for many years in need of upgading with all the new changes at the parks department	\$110,000.00
#440	7,295 Miles	2022	Ford 4X4 1 ton dump	Good	10/12 years	6 months	Newer unit	\$65,000.00
#490	2,987 Hours	2019	JD tractor Backhoe	Good	10/12 years	9/12months	Newer unit	\$180,000.00
#1030	270,121 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1031	293,871 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1032	212,664 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1033	297,224 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1034	259,893 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1035	174,000 Miles	2018	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1036	137,239 Miles	2020	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1037	189,478 Miles	2020	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00
#1038	158,743 Miles	2021	Gillig 35' Bus	Average	12 years +	2.5 years	Average condition for age, purchase times are determind by DOT	\$720,000.00

Price is pending spec

**\*\*FORMULA TO CONVERT ENGINE HOURS TO MILES... ENGINE HOURS X 30 WILL = MILAGE**

Pricing on new equip. is going up 5 -15% yearly and pricing on old equipment is fall about the same amout.

Total = \$22,829,692.00

## **City of Manitowoc Identified Sanitary Sewer Needs for Upcoming Projects**

1. Franklin Street from South 6<sup>th</sup> to South 10<sup>th</sup>: 42" and 36" Sanitary Sewer estimated at \$1,175,000 in 2027
2. Franklin Street from South 10<sup>th</sup> to South 21st: 36" and 30" Sanitary Sewer estimated at \$2,175,000 in 20208
3. Washington Street from South 8<sup>th</sup> to South 30<sup>th</sup>: Estimated at \$2,500,000 in 2029
4. Calumet Avenue from South 30<sup>th</sup> to South 41<sup>st</sup>: Estimated at \$1,625,000 in 2030

**Appendix C**  
**2046 Lift Station Capital Improvement Plan Cost Summary**  
**City of Manitowoc**

LakeSide Boulevard Lift Station	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total
1 Pump Replacement					\$ 50,000															\$ 50,000			\$ 100,000
2 Rebuild Pumps													\$ 12,000										\$ 12,000
3 Control Panel Replacement														\$ 50,000									\$ 50,000
4 Control Panel Upgrades					\$ 20,000																		\$ 20,000
5 Grinder Replacement					\$ 90,000																		\$ 90,000
6 Replace Grinder Cutter Stack										\$ 30,000					\$ 30,000								\$ 90,000
7 Grinder Vault Float Switch					\$ 5,000																		\$ 5,000
8 Piping and Valve Painting					\$ 5,000																		\$ 5,000
9 Retrofit Safety Grating	\$ 12,000																						\$ 12,000
10 Grinder Vault Access Improvements					\$ 6,000																		\$ 6,000
11 Removals					\$ 6,000									\$ 2,000						\$ 2,000			\$ 10,000
12 Temporary Conveyance					\$ 20,000									\$ 15,000						\$ 15,000			\$ 50,000
13 Contingency/Engineering/Legal/Admin					\$ 100,000									\$ 50,000						\$ 50,000			\$ 200,000
14 Total	\$ 12,000				\$ 307,000					\$ 30,000			\$ 12,000	\$ 117,000	\$ 30,000					\$ 147,000			\$ 650,000
<b>Silver Creek Lift Station</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>Total</b>
1 Pump Replacement					\$ 50,000																		\$ 50,000
2 Rebuild Pumps																	\$ 12,000						\$ 12,000
3 Control Panel Replacement					\$ 50,000																		\$ 50,000
4 Control Panel Upgrades	\$ 15,000																			\$ 20,000			\$ 35,000
5 Retrofit Safety Grating	\$ 8,000																						\$ 8,000
6 Piping and Valve Replacement														\$ 35,000									\$ 35,000
7 Piping and Valve Painting					\$ 5,000																		\$ 5,000
8 Telemetry Improvements					\$ 10,000																		\$ 10,000
9 Removals					\$ 4,000									\$ 4,000									\$ 8,000
10 Temporary Conveyance					\$ 30,000									\$ 20,000									\$ 50,000
11 Contingency/Engineering/Legal/Admin					\$ 100,000									\$ 25,000									\$ 125,000
12 Total	\$ 23,000				\$ 249,000									\$ 84,000				\$ 12,000			\$ 20,000		\$ 388,000
<b>South 14th Street Lift Station</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>Total</b>
1 Rebuild Pumps										\$ 12,000													\$ 12,000
2 Control Panel Upgrades													\$ 20,000										\$ 20,000
3 Total										\$ 12,000			\$ 20,000										\$ 32,000
<b>South 16th Street Lift Station</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>Total</b>
1 Pump Replacement					\$ 50,000																		\$ 50,000
2 Rebuild Pumps																		\$ 12,000					\$ 12,000
3 Control Panel Replacement											\$ 50,000												\$ 50,000
4 Control Panel Upgrades					\$ 20,000																		\$ 20,000
5 Retrofit Safety Grating	\$ 4,000																						\$ 4,000
6 Piping Improvements					\$ 10,000																		\$ 10,000
7 HVAC Equipment Replacement											\$ 10,000												\$ 10,000
8 Removals					\$ 4,000						\$ 4,000												\$ 8,000
9 Temporary Conveyance					\$ 20,000						\$ 15,000												\$ 35,000
10 Contingency/Engineering/Legal/Admin					\$ 100,000						\$ 50,000												\$ 150,000
11 Total	\$ 4,000				\$ 204,000						\$ 129,000							\$ 12,000					\$ 349,000
<b>Archer Street Lift Station</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>Total</b>
1 Pump Replacement																				\$ 255,000			\$ 255,000
2 Rebuild Pumps		\$ 30,000																					\$ 30,000
3 Control Panel and MCC Replacement															\$ 375,000								\$ 375,000
4 Control Panel Upgrades					\$ 80,000																		\$ 80,000
5 Grinder Replacement					\$ 130,000																		\$ 130,000
6 Replace Grinder Cutter Stack										\$ 30,000						\$ 30,000					\$ 30,000		\$ 90,000
7 Generator Replacement					\$ 170,000																		\$ 170,000
8 Retrofit Safety Grating	\$ 12,000																						\$ 12,000
9 Minor Piping Rehabilitation					\$ 5,000																		\$ 5,000
10 Plumbing Upgrades															\$ 35,000								\$ 35,000
11 HVAC System Replacement														\$ 140,000									\$ 140,000
12 HVAC Upgrades	\$ 15,000																						\$ 15,000
13 Electrical System Replacement															\$ 105,000								\$ 105,000
14 Architectural and Structural Upgrades															\$ 20,000								\$ 20,000
15 Replace Crane															\$ 25,000								\$ 25,000
16 Removals					\$ 4,000										\$ 20,000					\$ 6,000			\$ 30,000
17 Temporary Conveyance					\$ 10,000										\$ 80,000								\$ 90,000
18 Contingency/Engineering/Legal/Admin					\$ 100,000										\$ 350,000					\$ 75,000			\$ 525,000
19 Total	\$ 27,000	\$ 30,000			\$ 499,000						\$ 30,000				\$ 1,150,000	\$ 30,000				\$ 336,000	\$ 30,000		\$ 2,132,000



**Appendix C**  
**2046 Lift Station Capital Improvement Plan Cost Summary**  
**City of Manitowoc**

Maritime Drive Lift Station	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total	
1 Pump Replacement								\$ 380,000																\$ 380,000
2 Rebuild Pumps																\$ 40,000								\$ 40,000
3 Control Panel and MCC Replacement								\$ 350,000																\$ 350,000
4 Control Panel Upgrades		\$ 60,000																						\$ 60,000
5 Grinder Replacement	\$ 130,000																							\$ 130,000
6 Replace Grinder Cutter Stack						\$ 30,000					\$ 30,000					\$ 30,000						\$ 130,000	\$ 260,000	
7 Generator Replacement								\$ 170,000																\$ 170,000
8 Retrofit Safety Grating	\$ 24,000																							\$ 24,000
9 Minor Piping Rehabilitation								\$ 5,000																\$ 5,000
10 Piping and Valve Painting								\$ 15,000																\$ 15,000
11 Plumbing Upgrades								\$ 40,000																\$ 40,000
12 HVAC System Replacement								\$ 160,000																\$ 160,000
13 HVAC Upgrades	\$ 10,000																							\$ 10,000
14 Electrical System Replacement								\$ 120,000																\$ 120,000
15 Grinder Vault Float Switch								\$ 5,000																\$ 5,000
16 Architectural and Structural Upgrades								\$ 20,000																\$ 20,000
17 Update Grinder Vault Access	\$ 10,000																							\$ 10,000
18 Replace Crane								\$ 45,000																\$ 45,000
19 Removals	\$ 2,000							\$ 30,000																\$ 32,000
20 Temporary Conveyance	\$ 10,000							\$ 90,000														\$ 2,000		\$ 100,000
21 Contingency/Engineering/Legal/Admin								\$ 550,000														\$ 10,000		\$ 560,000
22 Total	\$ 186,000	\$ 60,000				\$ 30,000		\$ 1,980,000			\$ 30,000					\$ 70,000						\$ 142,000		\$ 2,498,000

Zoo Lift Station	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total	
1 Pump Replacement				\$ 30,000																				\$ 30,000
2 Rebuild Pumps																\$ 12,000								\$ 12,000
3 Control Panel Replacement/SCADA				\$ 40,000																				\$ 40,000
4 Control Panel Upgrades																								\$ 20,000
5 Site Work				\$ 10,000																				\$ 10,000
6 Wet Well Modifications				\$ 10,000																				\$ 10,000
7 Top Vault				\$ 50,000																				\$ 50,000
8 Piping				\$ 25,000																				\$ 25,000
9 Valves				\$ 10,000																				\$ 10,000
10 Electrical Modifications				\$ 15,000																				\$ 15,000
11 Removals				\$ 8,000																				\$ 8,000
12 Contingency/Engineering/Legal/Admin				\$ 200,000																				\$ 200,000
13 Total				\$ 398,000												\$ 12,000				\$ 20,000				\$ 430,000

Silverdage Drive Lift Station	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total	
1 Pump Replacement							\$ 50,000																	\$ 50,000
2 Rebuild Pumps																								\$ 12,000
3 Control Panel Replacement							\$ 50,000																	\$ 50,000
4 Control Panel Upgrades																								\$ 20,000
5 Retrofit Safety Grating	\$ 8,000																							\$ 8,000
6 Piping and Valve Painting							\$ 5,000																	\$ 5,000
7 Removals							\$ 8,000																	\$ 8,000
8 Temporary Conveyance							\$ 20,000																	\$ 20,000
9 Contingency/Engineering/Legal/Admin							\$ 100,000																	\$ 100,000
10 Total	\$ 8,000						\$ 233,000																	\$ 273,000

South 19th Street Lift Station	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total	
1 Rebuild Pumps																								\$ 30,000
2 Control Panel Upgrades																	\$ 80,000							\$ 80,000
3 Total																	\$ 80,000							\$ 110,000

Estimated Yearly Cost Totals	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Total
1 Total	\$ 268,000	\$ 580,000	\$ 495,000	\$ 410,000	\$ 551,000	\$ 733,000	\$ 496,000	\$ 1,980,000	\$ -	\$ 42,000	\$ 189,000	\$ 52,000	\$ 32,000	\$ 213,000	\$ 1,192,000	\$ 112,000	\$ 211,000	\$ 32,000	\$ 44,000	\$ 503,000	\$ 172,000	\$ 70,000	\$ 8,377,000

## City of Manitowoc Identified Stormwater Needs

1. South 10<sup>th</sup> Street Stormwater Pond – Pond outfall structure modifications and upstream manhole diversion wall. Estimated cost is \$200,000. This is on the 2027 CAWG list.
2. North Rapids Road Stormwater Pond – Pond outfall modifications and dredging. Estimated cost is \$175,000. This is on the 2027 CAWG list.
3. Country Lane Stormwater Drainage Ditch – Re-ditching or mucking out the ditch from Knuell Street to approximately 500 feet to the west-northwest. Estimated cost is \$100,000. This is on the 2027 CAWG list.
4. The City needs to acquire 1-2 acres of land abutting the South 30<sup>th</sup> Street stormwater pond so that it can be increased in size, which will help to alleviate flooding on South 30<sup>th</sup> Street, Calumet Avenue, and also the Rubick Field (South 23<sup>rd</sup> Street) area. This is per the 2022 Flood Study by Strand. We don't have a good idea on the cost to acquire the land, design the enlarged pond, and construct it. An estimate provided by Strand in the report is \$1,788,000. See attached Map and Estimate. We also need to acquire the land from one or both of the adjoining property owners.
5. Design of the Custer Street Detention Basin across from the Senior Center. This is the parcel that the City recently purchased. The design is being submitted for BRIC Grant funding. The estimated cost of the design is \$260,000 in total, but with the grant funding the City would be responsible for 25% of it, or about \$65,000. We would then also need to fund the construction of the pond as well.
6. New storm sewer that would enable the reconstruction of Sunset Road as well as the redevelopment of Nicysa Lane, west of Cappaert Road. The storm sewer would need to discharge at, or towards, the Manitowoc River to the west of Sunset on Town Land. Attorney Nycz has stated that he could obtain an easement from the Town property owner for this storm sewer. We have received numerous complaints from many years about stormwater and icing along the west end of Sunset Road. This was discussed with the Public Infrastructure Committee in 2016, but it was determined that the city did not have budget availability to complete the project at the time. This was also discussed as the proposed River Ridge Subdivision Number 4. The project would likely require approximately 1,000 – 1,500 lineal feet of 48 inch storm sewer to get to the intersection of Sunset Road and the old proposed North / South roadway along the City / Township line. This is likely a \$500,000 project just to get the large storm sewer to the intersection and an additional \$400,000 to fully reconstruct Sunset Road, including storm sewer. The attached photos show the standing water at the end of Sunset Road, as well as the email from Greg to the Committee from April 3, 2016.
7. Repairs are needed to the storm sewer outfall at Waldo Boulevard & Fleetwood Drive. See attached photo

8. Stoney Brook Drive Culvert Pipe Crossing. This pipe has now been classified by the DOT as a small bridge structure (V-36-0288), and has been submitted for possible funding under the DOT's Local Small Structure Improvement Program (LSSIP). The estimated costs for survey, design and construction is \$500,000. See the attached Report
9. Construction of the Rubick Dry Detention Pond and Grand Avenue Storm Sewer Upsizing. This project assumes that we will get permission from MPSD to build the dry detention basin over the football field area at Washington Middle School. Cost estimate for this project is approximately \$8,000,000. This project has been recommended from the 2022 Foody Study by Strand.
10. The easement area south of Michigan Avenue and North 23<sup>rd</sup> Street, west of the Cemetery. There is about 200 feet of 20 foot deep 72 inch pipe that is in poor condition and needs to be replaced at an estimated cost of \$200,000.



City of Manitowoc					
30th St Detention Basin Expansion					
L14 - Lake Michigan Watershed					
ENGINEER'S PLANNING LEVEL OPINION OF PROBABLE CONSTRUCTION COST					
ITEM NO.	DESCRIPTION	Quantity	Units	Unit Price (2023)	Total Price
1	Mobilization/Demobilization	1	LS	\$32,065.00	\$32,050
2	Clearing and Grubbing	0.25	AC	\$8,400.00	\$2,100
3	Traffic Control	1	LS	\$2,500.00	\$2,500
4	Construction Layout	1	LS	\$2,500.00	\$2,500
5	Stone Tracking Pad	1	EA	\$2,900.00	\$2,900
6	Dust Control	1	LS	\$2,350.00	\$2,350
7	Inlet Protection	52	EA	\$250.00	\$13,000
8	Silt Fence	465	LF	\$3.50	\$1,650
9	Straw Wattle/Silt Sock (Around Perimeter of Pond 2 feet above WSEL)	469	LF	\$12.00	\$5,650
10	Temporary Rock Check Dam at Outlet	1	EA	\$1,000.00	\$1,000
11	Dewatering	1	LS	\$15,000.00	\$15,000
12	Parent Material Excavation and Off-Site Disposal	23,939	CY	\$22.00	\$526,650
13	Medium Rip Rap	179	SY	\$73.00	\$13,050
14	Excavation for 2-FT Thick Clay Liner (Mechanical)	3,521	CY	\$22.00	\$77,450
15	2-FT Thick Clay Liner (Hauled In)	3,521	CY	\$26.00	\$91,550
16	6-IN Salvaged Topsoil Placement (from project site)	3,070	SY	\$3.35	\$10,300
17	Turf Reinforcement Mat for Emergency Spillway	267	SY	\$23.00	\$6,150
18	Detention Basin Native Seed Mix	1,937	SY	\$3.00	\$5,800
19	Erosion Control Revegetative Mat	1,937	SY	\$2.55	\$4,950
20	Native Plugs At Water's Edge (1 per lf around perimeter)	465	EA	\$10.00	\$4,650
21	Waterfowl Fence Around Pond Perimeter	465	LF	\$6.50	\$3,000
22	Turf Restoration - Seed and Fertilizer	1,132	SY	\$1.70	\$1,900
23	48-IN RCP Storm Sewer	278	LF	\$350.00	\$97,300
24	42-IN RCP Storm Sewer	269	LF	\$165.00	\$44,400
25	30-IN RCP Storm Sewer	186	LF	\$180.00	\$33,500
26	24-IN RCP Storm Sewer	91	LF	\$130.00	\$11,850
27	21-IN RCP Storm Sewer	15	LF	\$83.00	\$1,250
28	18-IN RCP Storm Sewer	111	LF	\$80.00	\$8,900
29	15-IN RCP Storm Sewer	15	LF	\$75.00	\$1,150
30	12-IN RCP Storm Sewer	176	LF	\$74.00	\$13,000
31	48-IN RCP Apron Endwall w/Pipe Gate and Cutoff Wall	1	EA	\$5,500.00	\$5,500
32	30-IN RCP Apron Endwall w/Pipe Gate and Cutoff Wall	2	EA	\$3,750.00	\$7,500
33	18-IN RCP Apron Endwall w/Pipe Gate and Cutoff Wall	1	EA	\$2,750.00	\$2,750
34	2'x3' Storm Sewer Inlet	52	EA	\$2,350.00	\$122,700
35	7-FT DIA Storm Sewer Manhole	2	EA	\$6,500.00	\$13,000
36	6-FT DIA Storm Sewer Manhole	1	EA	\$8,900.00	\$8,900
37	5-FT DIA Storm Sewer Manhole	1	EA	\$3,800.00	\$3,800
38	4-FT DIA Storm Sewer Manhole	2	EA	\$2,850.00	\$5,700
39	Pipe Removal	1,116	LF	\$26.00	\$29,000
40	Pavement Removal	500	SY	\$4.50	\$2,250
41	Concrete Restoration	500	SY	\$82.00	\$41,000
42	Sidewalk Removal	33	SY	\$3.25	\$100
43	Sidewalk Restoration	33	SY	\$60.00	\$2,000
44	Curb and Gutter Removal	395	LF	\$6.75	\$2,650
45	Curb and Gutter Restoration	395	LF	\$25.00	\$9,900
46	Outlet Control Structure Modification	1	LS	\$10,000.00	\$10,000
47	Native Vegetation Maintenance (3 Year)	0.40	AC	\$26,000.00	\$10,400
Subtotal					\$1,314,650
35% Contingency and Technical Services Allowance					\$460,128
<b>Construction Total</b>					<b>\$1,774,778</b>
Geotech Borings & Report					\$13,550
<b>SITE GRAND TOTAL</b>					<b>\$1,788,327</b>

**Notes:**

1. This planning level opinion of probable cost is based on limited data and the assumptions, herein. It should be refined in the future with site specific information.



Sunset Road



Sunset Road



Sunset Road



Sunset Road

5917



Sunset Road

## Greg Minikel

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**From:** Greg Minikel  
**Sent:** Sunday, April 3, 2016 2:30 PM  
**To:** Al Schema - D9; David Soeldner; James Brey - D4; Jill Hennessey; Patrick Brandel  
**Cc:** Greg Minikel; Dan Koski; Sonja Birr; Mike Check  
**Subject:** FW: Meeting with Mike & Jeff Check - River Ridge Subd. No. 4 Expansion  
**Attachments:** RE: Stormwater outfall; River Ridge Subd. No. 4 - Map of Proposed Developments.pdf; River Ridge Subd. No. 4 Storm Sewer Flow Calculations.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This is regarding Document No. 16-0284 on Monday's PI Comm. Agenda.

In order to hopefully speed up our discussion on Monday, I am providing some additional information and questions to an e-mail that I sent to Dan in February regarding this request.

I have tried to answer some of my own questions below and they are shown in red text.

One more question I just thought of was assuming that the north/south street is graded and graveled, then how does the City assure that this street does not sit in gravel for 20-30 years like Woodridge Dr. did. Can we commit to paving it within a certain amount of years??

From: Greg Minikel  
Sent: Monday, February 22, 2016 12:53 PM  
To: Dan Koski  
Cc: Greg Minikel  
Subject: Meeting with Mike & Jeff Check - River Ridge Subd. No. 4 Expansion

Dan,

I met with Jeff and Mike Check to discuss the expansion of the River Ridge Subd. No. 4 (Roneta and Nicyssa) as well as other developable land along the north-south street between Sunset Rd. and the recently vacated Plank Rd.

They would like to develop approx. 25 lots on these two streets.

However, in order to do so, they need to build a new stormwater pond and the pond would have a storm sewer pipe discharging across a proposed easement on the Reimer property to the Manitowoc River.

The Check's stated that they more or less have a verbal agreement with the Reimer's for the proposed easement and that they have at least discussed some terms and conditions. They also stated that the Reimer's will only allow the storm sewer construction to occur in winter when the frost is in the ground.

They would like the City to significantly contribute to the cost of the storm sewer construction for the pond discharge on the easement.

**It appears that approx. 1,000 LF of 48" storm sewer may be needed for the easement area. I have no specific design information for size of pipe or the depth, so it is really difficult to estimate a cost. However, I will throw out a cost of**

**\$150/LF for the 1,000 LF of 48 inch concrete pipe and that would be about \$150,000. According to the calculation sheet, the River Ridge Subd. would only be using about 20% of that pipe capacity and therefore it appears that they are asking the City to fund 80% of the storm sewer cost or approx. \$120,000.**

They also would like us to contribute to the cost of the stormwater pond to the percentage attributable to the land area on Sunset Rd. to the west of River Heights Drive.

**The stormwater pond would be built to accommodate 9 Ac. of the River Ridge Subd. and 3 Ac. of Sunset Rd. drainage area. The City will never be allowed to reconstruct this portion of Sunset Rd. without a pond, so it makes good sense to have a regional pond serving both areas. The City's share of the pond construction cost appears to be 25%. I do not remember what some of these private ponds (approx. 0.25 to 0.33 Ac.) cost the developer, but may be around \$50,000 or more.**

They want you and I to discuss their proposal and then get back to them in the next two weeks.

Then, they plan to draft a letter to the PI Committee (I recommended that they do the letter) for them to discuss at the April 4th meeting. They will also attend the meeting to discuss their plan.

They said that there is a real shortage in the real estate market for homes in the 1,200 to 1,500 SF size.

My initial questions and concerns are as follows:

1. We need to find out if we will be allowed to have a new storm sewer outfall to the Manitowoc River??

**We contacted the DNR and have been told that a new outfall would be permitted providing the stormwater is treated in a pond first, which would be the case for the River Ridge stormwater. (See attached e-mail from DNR). All future developments would also likely need a pond at least based on the current regulations.**

2. We need to make sure that the existing River Heights Lift Station will handle the increased flows from 25-30 lots??

**According to the 2002 Foth Report for the City's Lift Stations, the River Heights Lift Station would handle the additional flows from these lots. The River Ridge area was included in the service area for this lift station. We have some issues with this lift station (old pot and compressor type station built in 1983) and does not meet the current DNR Code and so it will be scheduled for replacement soon (2018). The lift station was recommended for replacement in the 2002 report, so it needs replacement with or without this project moving forward.**

3. Is there any special agreement that is needed for the City to own and maintain storm sewers outside of the City Limits?

**Do not know the answer at this time. Likely a question for the City Attorney.**

4. Should the easement be between Check and Reimer or the City and Reimer?? We did not discuss this. I did not think about it until just now.

My guess is that since the Reimer's have been working with the Check's on this easement, they will likely want the easement to be between those two parties, but the language needs to include allowing the City to construct and maintain the storm sewer on that easement.

5. Construction of the North-South Street would need to be part of the deal (at least the utilities and grading and graveling).

We need to discuss and clarify who is paying for what on this street. I am assuming or believe that Oak Park will be petitioning the City to build all of the utilities and grading and graveling of this street and assess the work in accordance with City policy. The only issue here is that the west half of the road is out of the City and we will not get any assessment revenue from that side of the street. On the east side of the street they will get reductions due to it being the 2nd side served and will not likely pay for any of the utilities since they do not pay for the first 150 feet of the 2nd side served.

6. Wetland and/or Floodplain Permitting Issues.

Do not know at this time if there will be any issues with this.

I would like to sit down with you for a bit to discuss all of the potential issues. Thanks.



Waldo &  
Fleerwood



09.23.2024

Stoney Brook Dr.

**Greg Minikel**

**From:** Bluma, Joseph <BlumaJ@AyresAssociates.com>  
**Sent:** Monday, December 1, 2025 8:24 PM  
**To:** Greg Minikel; Dan Koski  
**Cc:** Gregory Grotegut; Gary Mueller; Thomson, Cory; Hubbard, Trace  
**Subject:** External: City of Manitowoc - Manitowoc County - 6 to 20-foot structures recommendations - JLB Inspections

**Attachments:** v36-288\_2025-08-13.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dan and Greg,

Please see the list below of recommended maintenance actions for your 6 to 20-foot structures.

Attached are the inspection reports for reference.

These inspections are part of the statewide 6 to 20-foot structure inspection effort for 2025, these inspections are being coordinated through WisDOT and the Wisconsin Counties Association.

Please let us know if you have any questions.




V-36-288 – Recommend scheduling for replacement and an annual inspection interval.

Best,

**Joe Bluma, PE, CBI, MBA**  
**Project Manager/Structural Engineer**



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Inspection Report for

**V-36-288**

**Stoney Brook Dr over Little Manitowoc River**

Aug 13, 2025



Type	Prior Date	Prior Team Leader	Frequency (mos)	Performed
Routine - local small				X
Latitude	44°07'41.01" N		Owner	CITY
Longitude	87°39'23.39" W		Maintainer	CITY
Team members				
Time Log	Hours 0	Minutes 15	Stang, Ethan; Note Taker Bluma, Joseph: Team Leader	
Weather	Temperature (f) 70	Condition Sunny		
Inspector	Name	Number	Signature	Signature Date
	Bluma, Joseph	9719	<i>Joseph Bluma</i> E-signed by Joseph L. Bluma(blumaj)	11-02-25

**BRIDGE INSPECTION REPORT**  
**Wisconsin Department of Transportation**  
**DT2007 2003 s.84.17 Wis. Stats.**

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**Identification & Location**

Feature On: Stoney Brook Dr	Section Town Range:	Structure Number: <b>V-36-288</b>
Feature Under: Little Manitowoc River	County: MANITOWOC	
Location .05 mi. E of Indian Creek Dr	Municipality: MANITOWOC	Structure Name:

**Geometry**

measurements in feet, except where noted

Approach Roadway Width: 35	Bridge Roadway Width: 35.0	Total Length: 6.3
Culvert Barrel Length: 70.0	Culvert Width: 6.3	Culvert Height: 6.3

**Traffic**

Lanes	ADT	ADT year	Traffic Pattern
On 2	100		two way traffic

**Capacity**

**Load Rating**

Inventory rating:	Overburden depth (in): 27.0	Last rating date:	Controlling:
Operating rating:	Deck surface material: Concrete	Control location:	
Posting:	Emergency Vehicle Weight Limit (tons):		
Re-rate for capacity (Y/N): Y	Re-rate notes: 24"-30" Estimated.		

**Hydraulic**

**Classification**

Scour Critical Code(113):	Q100 (ft3/sec):	
High water elevation (ft):	Velocity (ft/sec):	Sufficiency #:

**Field Measured Rail(s)**

Rail	Location	Type	Measurement (in)
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**Span(s)**

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	GALV STEEL	Pipe - Flexible		6.3	Y

**Clearance**

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway min vertical on cardinal			
Horizontal on cardinal			

**Construction History**

Year	Work Performed	FOS id
9999	New Structure	

**Maintenance Items**

Item	Priority	Recommended by	Status	Status change
<b>Misc - Other Work</b>	Medium	Bluma, Joseph (9719)	IDENTIFIED	11/02/25
Comment: Recommend scheduling for replacement. Recommend 1-year routine inspection interval.		Status Comment:		

**Condition Ratings**

	File	New
Deck condition rating (C.01)		N/A (N)
Superstructure condition rating (C.02)		N/A (N)
Substructure condition rating (C.03)		N/A (N)
Culvert condition rating (C.04)		Considerable Damage (4)
Bridge railings condition rating (C.05)		
Bridge railing transitions condition rating (C.06)		
Bridge bearings condition rating (C.07)		
Bridge joints condition rating (C.08)		
Channel condition rating (C.09)		
Channel protection condition rating (C.10)		
Scour condition rating (C.11)		
NSTM inspection condition (C.14)		
Underwater inspection condition (C.15)		
Channel		No Deficiencies (9)
Waterway		Above Desirable (9)
Approach		

**Structure Specific Notes**

For 18-feet on the north end, both walls have 1" diameter holes throughout.  
Heavy corrosion throughout at the north end.  
For 14' on the north end at the west wall, the bottom is torn and ripped up. 14' long and 1' at the widest.  
Corrosion at the south end is light and transitions to heavy on the north end.  
Holes travel up to 4' under the roadway, measured from the face of the curb.

**Animal nesting/roosting presence on structure**

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**Inspection Specific Notes**

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**Inspector Site-Specific Safety Considerations**

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**Routine - local small Specific Procedures**

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**Special Requirements**

Chk	Hours	Cost	Comments
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**Underwater Probe Form  
V-36-288**

**General Site Conditions - Scour**

None.

**General Site Conditions - Embankment Erosion/Conditions**

The downstream banks are unstable and undercut.  
At the downstream end there are (2) ancillary drainage pipes adjacent to the structure.  
The stream makes a sharp bend on the north end to the west.

**Substructure Notes**

Chk	Unit	Max Water Depth(ft)	Mode	Channel Material	Notes
X	Cardinal	0.5	Wade	Silt	
X	Non Cardinal	0.5	Wade	Silt	

**Local Small Bridge Item 1**

East approach looking west.



v36-288\_25\_xbd1.jpg

**Local Small Bridge Item 2**

Typical wearing surface.



v36-288\_25\_xbd2.jpg

**Local Small Bridge Item 3**

South profile.



v36-288\_25\_xbd3.jpg

**Local Small Bridge Item 4**

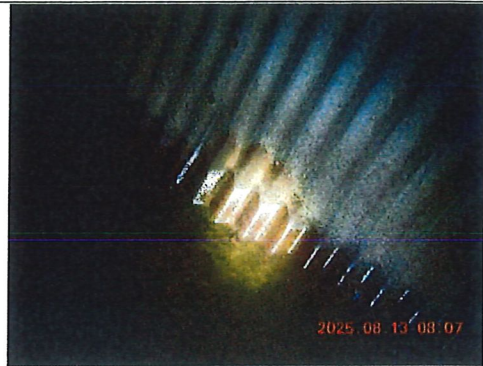
Typical look through.



v36-288\_25\_xbd4.jpg

**Local Small Bridge Item 5**

Typical waterline at south wall.



v36-288\_25\_xbd5.jpg

**Local Small Bridge Item 6**

Torn bottom and holes at the north end.



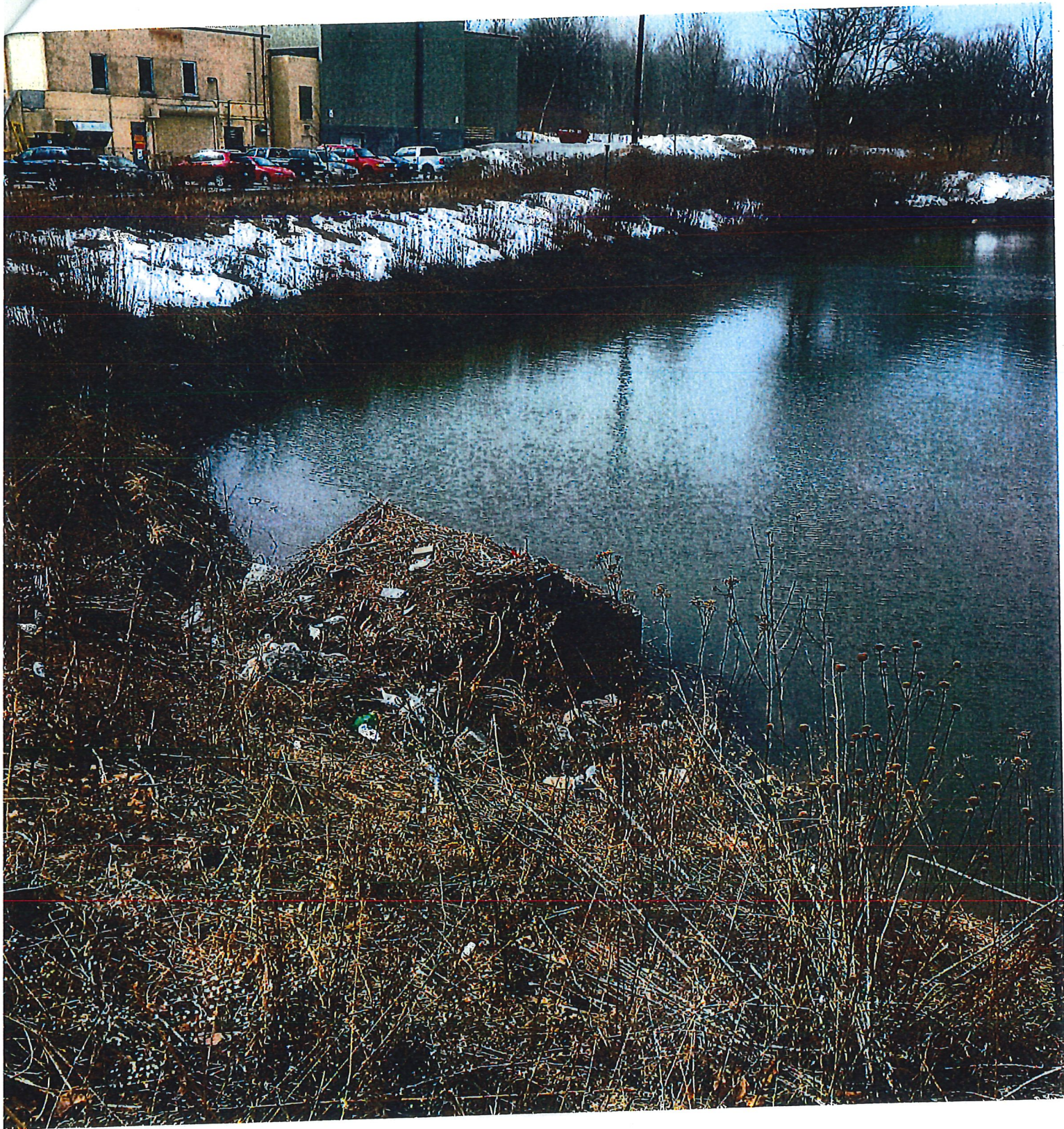
v36-288\_25\_xbd6.jpg

S. 10<sup>th</sup> St.  
Pond



Plugged  
outlet

2015



2019



10.31.2013 1