



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262/242-3100

www.cityofmequonwi.gov

Department of Public Works

PUBLIC WORKS COMMITTEE
Regular Meeting
Tuesday, December 9, 2025 - 6:00 PM
South Conference Room

Agenda

- 1) Call to Order and Roll Call**
- 2) Approval of Meeting Minutes**
 - a) Meeting minutes of November 11, 2025
- 3) Resolutions**
 - a) **RESOLUTION 4248** - A Resolution Authorizing a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Mequon Road, to Include Green Crosswalk Re-Painting at the Ozaukee Interurban Trail
 - b) **RESOLUTION 4249** - A Resolution Supporting the Application for a Transportation Alternatives Program (TAP) Grant through the Wisconsin Department of Transportation (WisDOT) for Planning and Design of Sidepaths Along Portions of Donges Bay and Range Line Roads
- 4) Discussion and Possible Action**
 - a) Update to Standard Specifications for Land Development, Chapter 5.19
 - b) Approval of a Streetlight at the Intersection of Riebs Lane and County Line Road
 - c) 2025 Work Plan
- 5) Adjourn**

DATED: December 4, 2025

/s/ Jeffrey Hansher, Chair

Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting. Persons with disabilities requiring accommodation for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the City Clerk's Office at 262-236-2914, Monday through Friday, 8:00 AM – 4:30 PM.



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Public Works Department

PUBLIC WORKS COMMITTEE
Tuesday, November 11, 2025
6:00 PM
South Conference Room

Minutes

1) Call to Order, Roll Call

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

Present:

Chair Jeffrey Hansher
Alderman Kelly Tolocko
Alderman Peter Bratt

Also Present: Assistant City Administrator Wolff, Director of Public Works/City Engineer Lundeen, Deputy Director of Public Works Weyker, Buildings and Grounds Superintendent Bodoh, DPW Administrative Assistant Honeck

2) Approval of Minutes

a. Public Works Minutes

RESULT: **Approved by Voice Acclamation [Unanimous]**
MOVED BY: Alderman Tolocko
SECONDED BY: Alderman Bratt

| |
|--------------------------------------|
| AYES: Hansher, Tolocko, Bratt |
|--------------------------------------|

3) Resolutions

Action requested: review and recommend approval

a. **RESOLUTION 4237** A Resolution Approving a Donation and Dedication Agreement Between the City of Mequon and Boys of Summer Select Baseball Academy Inc. for the Installation and Maintenance of Batting Cages at Lemke Park

RESULT: **Approved by Voice Acclamation [Unanimous]**
MOVED BY: Alderman Bratt
SECONDED BY: Alderman Tolocko

AYES: Hansher, Tolocko, Bratt

4) Discussion Items

Discussion and Possible Action

a. Review of Enterprise Performance Standards for Vehicle Leasing

Deputy Director of Public Works Tim Weyker reviewed the leasing program with Enterprise, explaining the process for ordering, replacing, and evaluating fleet vehicles. The program continues to show positive results and its continuation, with standard annual review and reporting, was recommended.

b. Public Works Work Plan (11.11.25)

The plan outlines priorities for the coming months, while documenting significant completions in 2025.

5) Adjourn

a. Motion to adjourn at 6:12 p.m.

RESULT: **Approved by Voice Acclamation [Unanimous]**

MOVED BY: Alderman Tolocko

SECONDED BY: Alderman Bratt

AYES: Hansher, Tolocko, Bratt

Respectfully Submitted,

Kaitlynn Honeck
Administrative Assistant



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Engineering

TO: Public Works Committee
FROM: Kristen Lundeen, Director Public Works/City Engineer
DATE: December 9, 2025
SUBJECT: RESOLUTION 4248 - A Resolution Authorizing a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Mequon Road, to Include Green Crosswalk Re-Painting at the Ozaukee Interurban Trail

Background

This resolution authorizes a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation (WisDOT) for the Connecting Highway portion of Mequon Road (Buntrock Avenue to Cedarburg Road). The amendment memorializes the following updates:

- Elimination of the previously authorized expenses for the preemption of the traffic signal at Weston Drive.
- Addition of the green crosswalks at the Ozaukee Interurban Trail (OIT).
- Update to the estimated design costs for the project.

Analysis

In December 2021, the Common Council authorized a SMFA with WisDOT to include the Connecting Highway portion of Mequon Road (Buntrock Avenue to Cedarburg Road), with the larger project east to Port Washington Road. The project will mill and overlay at a 4-inch depth and is tentatively scheduled for bidding in September 2026. Note that as of the release of this memo, it appears that the Connecting Highway portion of the project will be completed one year after the road and be bid in September 2027. The incentive of executing the SMFA with WisDOT was the fiscal savings on the construction project, which would otherwise be the City's exclusive expense. A portion of the amendment is due to the update in design costs from the original authorization. WisDOT attributes the increase to updating plans for the work that the City completed for its Mequon Road project, including updating We Energies utilities on the plans (originally overhead and now buried) and signage throughout the corridor.

The Common Council further authorized an amendment to the SMFA to include the preemption for the traffic signal at Weston Drive. Subsequently, the City contracted with the railroad consultant directly, outside the SMFA. Therefore, the preemption portion of the SMFA is no

longer required.

The City's project also painted the crosswalk at the OIT green, which was not included in the original SMFA, but is included in the Second Amendment.

Fiscal Impact

The original SMFA obligated the City to 25% of the design costs, estimated at the time to be \$32,750. At the time, City staff noted that final billing is based upon actual costs, so that obligation might vary. The agreement provides that WisDOT will pay 100% of the construction costs, estimated at \$1.2M. Based upon WisDOT cost estimates, the total project value is \$1.33M, with the City's obligation amounting to only \$32,750.

The first amendment to the SMFA added the cost for the preemption of the traffic signal at Weston Drive, estimated at \$500,000.

The current amendment eliminates the cost for the preemption, which the City completed outside the SMFA as a direct cost. It also adds the repainting the green crosswalk at \$16,000 (the same amount that the City paid for the contract to paint the crosswalk initially) and adjusts the municipal portion of the design costs from the original \$32,750 to the current actual fee/estimate of \$45,000.

The total revised municipal obligation is \$61,000.

Recommendation

A recommendation is forthcoming from the Public Works Committee on December 9, 2025.

Attachments:
WisDOT SMFA

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION - 4248

A Resolution Authorizing a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Mequon Road, to Include Green Crosswalk Re-Painting at the Ozaukee Interurban Trail

RECITALS

- A. The Common Council previously authorized a State/Municipal Financial Agreement and a subsequent amendment for the Connecting Highway portion of Mequon Road from Buntrock Avenue to Cedarburg Road.
- B. The scope and cost of the municipal portion of the design costs have increased and are included in the Second Amendment.
- C. The preemption for the traffic signal at Weston Drive was completed outside the contract, and is eliminated with the Second Amendment.
- D. The green crosswalk at the Ozaukee Interurban Trail is included with the Second Amendment.
- E. The Public Works Committee recommended approval of a Second Amendment to the State/Municipal Financial Agreement at its meeting on December 9, 2025.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin that:

- 1. Staff is authorized to enter into a Second Amendment to the State/Municipal Maintenance Agreement for the Connecting Highway portion of Mequon Road, subject to any clerical, technical and/or legal changes deemed necessary and appropriate by the City Attorney.
- 2. The Director of Public Works/City Engineer, Mayor and the City Clerk are authorized and directed to execute and deliver the same.

Approved by: Andrew Nerbun, Mayor

Date Approved: December 9, 2025

I certify that the foregoing Ordinance was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on December 9, 2025.

Caroline Fochs, City Clerk



**2nd Revision
STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

This agreement supersedes the agreement signed by the Municipality on March 14, 2023 and signed by the State on March 15, 2023.

Revised Date: November 6, 2025
Date: October 19, 2021, January 25, 2023
I.D.:2697-00-07/77
Road Name: STH 167
Title: C MEQUON, W MEQUON ROAD
Limits: BUNTROCK AVE TO STH57
County: Ozaukee
Roadway Length: 0.35 miles

The signatory **City of Mequon**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

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

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Improvement of a Connecting Highway

Proposed Improvement - Nature of work: Resurfacing.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan). Work to include green crosswalks at OIT trail

TABLE 1: SUMMARY OF COSTS

| Phase | Total Est. Cost | Federal/State Funds | % | Municipal Funds | % * |
|--|-------------------|---------------------|------|------------------|------|
| Preliminary Engineering: Plan Development | \$ 180,000 | \$ 135,000 | 75% | \$ 45,000 | 25% |
| Real Estate Acquisition: Acquisition | \$ - | \$ - | 100% | \$ - | 0% |
| Compensable Utilities | \$ - | \$ - | 0% | \$ - | 100% |
| ¹ Construction: Participating | \$ 550,000 | \$ 550,000 | 100% | \$ - | 0% |
| Non-Participating | | \$ - | 0% | \$ - | 100% |
| Green Crosswalk at OIT | \$ 16,000 | \$ - | 0% | \$ 16,000 | 100% |
| Total Cost Distribution | \$ 746,000 | \$ 685,000 | | \$ 61,000 | |

¹ Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [3]); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial

Agreement.

| | |
|---|--|
| Signed for and in behalf of the City of Mequon (please sign in blue ink) | |
| Name (print) | Title |
| Signature | Date |
| Signed for and in behalf of the State (please sign in blue ink) | |
| Name Tony Barth | Title WisDOT SE Region Planning Chief |
| Signature | Date |

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality’s foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State’s Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it’s constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or

facility owner includes the following items:

- (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Compensable utilities necessitated for the project.
 - (e) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (f) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (g) Parking lane costs.
 - (h) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (i) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (j) Conditioning, if required, and maintenance of detour routes.
 - (k) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
6. The work will be administered by the State and may include items not eligible for federal/state participation.
7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.
8. Basis for local participation:
- (a) Funding for preliminary engineering for a connecting highway 75% State 25% Municipal
 - (b) Funding for construction of standard roadway items – 100% State.
 - (c) Funding for non-participating items including green crosswalks 100% Municipal.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.



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Engineering

TO: Public Works Committee
FROM: Cole McCraw, Assistant City Engineer
DATE: December 9, 2025
SUBJECT: RESOLUTION 4249 - A Resolution Supporting the Application for a Transportation Alternatives Program (TAP) Grant through the Wisconsin Department of Transportation (WisDOT) for Planning and Design of Sidepaths Along Portions of Donges Bay and Range Line Roads

The Wisconsin Department of Transportation (WisDOT) typically solicits applications for the Transportation Alternatives Program (TAP) annually. The due date for TAP applications was October 31, 2025.

The Joint Mequon-Thiensville Bike and Pedestrian Way Commission developed a list of prioritized improvement projects based on the City's bike and pedestrian master plan adopted in March 2025. The list was finalized at their October 29, 2025, meeting, and subsequently presented to the Committee of the Whole at the November 11, 2025, meeting.

Staff was able to submit an application for this project area between the finalization of the priority projects and the application deadline.

The TAP grant requires the City to pass a local resolution of support for the application, executed by a governing body that has the authority to make a financial commitment on behalf of the project sponsor. The grant application terms require a resolution for an application to be eligible, which means a copy of the resolution should be submitted to the Region Local Program Manager by no later than December 29, 2025.

Attachments:
None

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION - 4249

A Resolution Supporting the Application for a Transportation Alternatives Program (TAP) Grant through the Wisconsin Department of Transportation (WisDOT) for Planning and Design of Sidepaths Along Portions of Donges Bay and Range Line Roads

RECITALS

- A. The City of Mequon applied for a Wisconsin Department of Transportation ("WisDOT") Transportation Alternatives Program ("TAP") Project Grant (the "Grant") for the planning of a sidepath along North Range Line Road (from West Donges Bay Road to West Mequon Road) and West Donges Bay Road (from North Range Line Road to North Port Washington Road).
- B. The Grant requires the City to pass a local resolution of support for the proposed project, executed by a governing body that has the authority to make a financial commitment on behalf of the project sponsor.
- C. The Grant application terms require a resolution will be required for an application to be eligible, which means a copy of the resolution should be submitted to the Region Local Program Manager no later than December 29, 2025.
- D. If the Grant is awarded and the City elects to move forward with the project, the City of Mequon must enter into a State Municipal Financial Agreement ("SMFA") to provide a framework for administering the Grant and to memorialize the municipal share of local sponsor funds for the Grant.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin, that:

1. The City of Mequon supports the proposed project and this resolution shall serve as the resolution required for the application to be eligible for the WisDOT TAP Grant.
2. If the grant is awarded to the City, the Common Council will act on the State Municipal Financial Agreement, including review and approval of the terms and conditions, at a future meeting in accordance with the City's Financial Policies.
3. The Mayor and City Clerk are authorized and directed to execute any necessary documentation to effectuate the purposes of this resolution subject to review and approval of the City Attorney.

Approved by: Andrew Nerbun, Mayor

Date Approved: December 9, 2025

I certify that the foregoing Ordinance was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on December 9, 2025.

Caroline Fochs, City Clerk



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Water

TO: Public Works Committee
FROM: Eric Fulsaa, Engineer
DATE: December 9, 2025
SUBJECT: Update to Standard Specifications for Land Development, Chapter 5.19

Background

In fall of 2025, the new building at 10404 North Port Washington Road was notified that the new fire department connection (FDC) was located more than 150 feet from the nearest hydrant. The remedy for this violation is installing a new hydrant within 150 feet of the FDC.

Analysis

The Standard Specifications for Land Development (SSLD) currently only allow for a single configuration of a private hydrant for a single service and building division. This configuration requires double check backflow protection and for the private hydrant lead to branch off the service inside the building (Chapter 5.19.1). Based on discussions with the property owner, there was insufficient space within the new building at 10404 North Port Washington Road to facilitate the double check backflow assembly and associated branch piping.

Staff reviewed the scenario and proposed a secondary configuration that met the double check backflow protection requirements. However, the scenario is not currently allowed within the SSLD. The property owner made a formal request for the SSLD to be amended to allow for the proposed configuration. Staff is amenable, and provided the technical guidelines for the configuration. The proposed SSLD updates for Chapter 5 are included in the attachment.

Fiscal Impact

There is no fiscal impact from the proposed updates to the SSLD. All proposed updates impact privately owned and maintained infrastructure.

Recommendation

Review and approve the proposed updates to Chapter 5.19 of the SSLD.

Attachments:

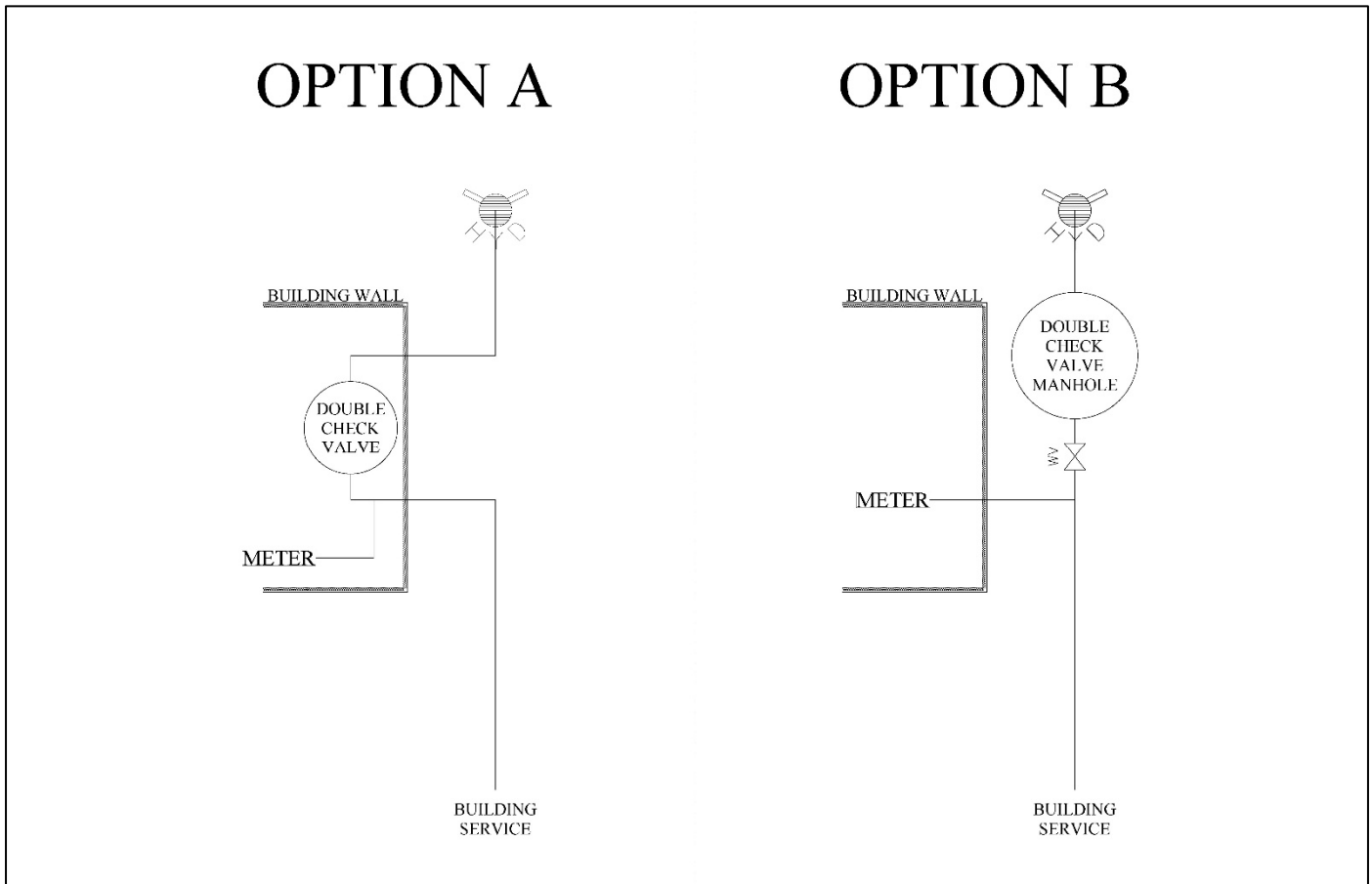
SSLD Chapter 5.19 Update

5.19 EXTERNAL PRIVATE FIRE PROTECTION

5.19.1 Privately owned external fire system must conform to one of the following categories:

A. Building Division

1. Option A: Install private hydrant downstream of double check backflow protection. Double check valve shall be located in utility room and branch off prior to domestic meter. This option shall be the only option approved unless space limitations do not allow for the double check and branch piping within the building.
2. Option B: Install private hydrant off building service. Private hydrant will require isolation valve and double check valve located in manhole. This option will only be allowed based on utility room space limitations or building retrofit.



Double Check backflow protection must be provided. Double Check meter assembly is also required.



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Public Works

TO: Public Works Committee
FROM: Timothy Weyker, Deputy Director Public Works
DATE: December 9, 2025
SUBJECT: Approval of a Streetlight at the Intersection of Riebs Lane and County Line Road

Background

The Department of Public Works has received a request to add a streetlight at the intersection of Riebs Lane and County Line Road. In turn, the City submitted a street lighting request to We-Energies to add a light to an existing power pole on the northeast corner of the intersection. This would be a metal mast arm with an LED fixture attached to the existing power pole in the northeast quadrant of this intersection, as is the typical installation that exists in 38 other locations within the City of Mequon.

Analysis

We-Energies provided an authorization/cost letter, a construction sketch, a lighting record, and a lighting dispersion sketch. These documents are all attached.

Under current standards, when a development is built adjoining one of the main roads in Mequon, a streetlight is required for the development. County Line Road is considered a main road in Mequon. While Riebs lane is not a new development, it is home to two large manufacturing firms, Gateway Plastics/Silgan Specialty Packaging, and Kleen Test Products. These are 24/7 manufacturing companies with employees and deliveries arriving and departing at all hours. A streetlight at this location would be safer for all drivers navigating this intersection at night.

Since the location for this streetlight request is on County Line Road, which borders the Village of Brown Deer, staff contacted Brown Deer Village Engineer & Public Works Director, Matthew Maederer to inquire if the Village had any objections to the streetlight installation. Mr. Maederer confirmed that the Village of Brown Deer has no objection to the installation of this particular streetlight.

Fiscal Impact

The up-front installation cost for the streetlight is \$200.00. The cost of the arm and fixture would be spread out over 7 years and added to the monthly streetlight billing to the City of Mequon in

the amount of \$17.76/month for the first 7 years. After 7 years, the cost would be reduced to only the electrical usage charge for the LED light, which is currently \$2.65/month.

There is adequate funding in the Roadway Lighting capital account 410798-469001-10052 to pay for the installation. Due to previous LED lighting conversions, there is also adequate funding in the street lighting operating account to pay for the additional monthly charges.

Recommendation

Staff recommends that the Public Works Committee approve the installation of a We Energies streetlight at the intersection of Riebs Lane and County Line Road.

Attachments:

5164381 AUTH LTR UNSIGNED, 5164381 SKETCH, 5164381 STD LTG REC UNSIGNED, Riebs Ln_County Line Streetlight Dispersion



We Energies
231 W. Michigan St.
Milwaukee, WI 53203
www.we-energies.com

11/25/2025

City of Mequon
11333 N Cedarburg Rd
Mequon, WI
53092

Subject: Lighting at N Riebs Ln and W County Line Rd Intersection

Dear Tim:

This letter details work for We Energies Outdoor Lighting. The upfront charge for this work, which expires 90 days from the date of this letter, is \$200.00, and does not include site restoration. Net monthly charges will initially increase by \$17.76, which is subject to future rate changes as approved by the Public Service Commission of Wisconsin. Your next steps are:

1. Review the following prior to providing authorization and payment:
 - Luminaires are controlled to provide dusk to dawn operation.
 - Customer must contact us for lighting maintenance.
 - Fixtures are warranted until removed.
 - Non-standard poles and conductors are warranted for 15 years.
 - Customer must locate private underground facilities and grant or obtain, without expense to us, access to property, necessary permissions, easements, ordinance satisfaction and permits for installation, removal and maintenance of lighting facilities.
 - Termination or change requests after installation and prior to conclusion of the initial term will result in customer charges. Monthly rates for fixtures on the LED rate are reduced after the initial term.
 - All applicable lighting tariff terms and conditions are available at www.we-energies.com.
 - We do not guarantee this installation meets AASHTO or the Illuminating Engineering Society's minimum recommended standards for lighting.

2. Remit payment, if applicable, using one of the following options. Reference the work request number shown below on your check or when paying via phone or online.
 - Personal check.
 - Online by visiting www.we-energies.com/payconstructionbill.
 - By phone at 855-570-0998.

3. Sign and return the enclosed documents to:

We Energies
Essential Services A299
PO Box 2046
Milwaukee, WI 53201-9627

If returning via email send to Night-Aura-Outdoor-Ltg@wecenergygroup.com.

Material will be ordered upon receipt of required authorizations and payment. Work will be scheduled when all contingencies are met. If you have any questions, please call me at 414-221-3845. We look forward to working with you on your lighting project.

Sincerely,

Atal Sundararaman
Lighting Specialist

By signing this letter, you authorize us to do this work and acknowledge acceptance of the rates and conditions of the specified tariffs as approved by the Public Service Commission of Wisconsin.

Signature: _____

Date: _____

Print name: _____

Title: _____

Work request #: 5164381

Enclosures



ELEC WR MF5164381

GAS WR #####

CITY / TOWN / VILLAGE: CITY OF MEQUON

CUST/PROJ NAME: CITY OF MEQUON

PROJECT LOCATION: 5600 W. COUNTY LINE RD

WORK DESCRIPTION: INSTALL STD ST LIGHT

PREPARED BY: KENYA JENKINS (K)

E-MAIL: KENYA.JENKINS@WE-ENERGIES.COM

OFFICE #: 414-221-3484 CELL #: 262-424-4688

PAGER #: IO #: 26057

PROJECT ID: CGS #:

DATE PREPARED: 11/19/25 DATE REVISED:

RAILROAD PERMITTING/FLAGGING REQUIRED YES NO RR NAME

CORROSION CONTACT: N/A PHONE #:

COMMON INFORMATION

STAKING REQUIREMENTS:

- SURVEYOR STAKED DESIGNER NOT NEEDED

MAIN / SERVICE IN EASEMENT:

- YES NO

RESTORE PRIVATE PROPERTY: WE ENERGIES CUSTOMER

WORK IS APPROX 0 FT, DIRECTION NE CORNER OF CL OF N. RIEBS LN & W. COUNTY LINE RD NEAREST CROSS STREET

ELECTRIC INFORMATION

OPER MAP #: 4194-7820-02 FEEDER/LINE #: X42451

CATV JOINT USE #: TEL JOINT USE #:

PROPOSED GAS SERVICE INFORMATION

- MTR SIZE, MTR TYPE, PRES, EPV, RELIGHT, CURB VLV, TIE IN PIPING

JOB INFO:

SECTION / TOWN / RANGE: SW1/4 SEC 35, T9N, R21 E SITE VISIT COMPLETED BY: BYPASSED JOB OWNER: ATAL SUNDARARAMAN 414-221-3845

MAIN CONTACTS:

- CONTRACTOR/BUILDER, PLUMBER/HVAC, ELECTRICIAN, CUSTOMER: TIMOTHY WEYKER (262)236-8145

CONTINGENCIES & COMMENTS:

DIGGERS HOTLINE / MISS DIG REQUIRED WE ENERGIES WILL COMPLETE LAWN / PAVEMENT REPAIR ON: ROAD ROW NEIGHBORING PROPERTY NONE CUSTOMER PROPERTY WE ENERGIES WILL HAUL SPOIL FROM: ROAD ROW NEIGHBORING PROPERTY NONE CUSTOMER PROPERTY CUSTOMER IS REQUIRED TO LOCATE ALL PRIVATE UNDERGROUND FACILITIES PRIOR TO INSTALLATION WE ENERGIES IS NOT RESPONSIBLE FOR ROOT DAMAGE



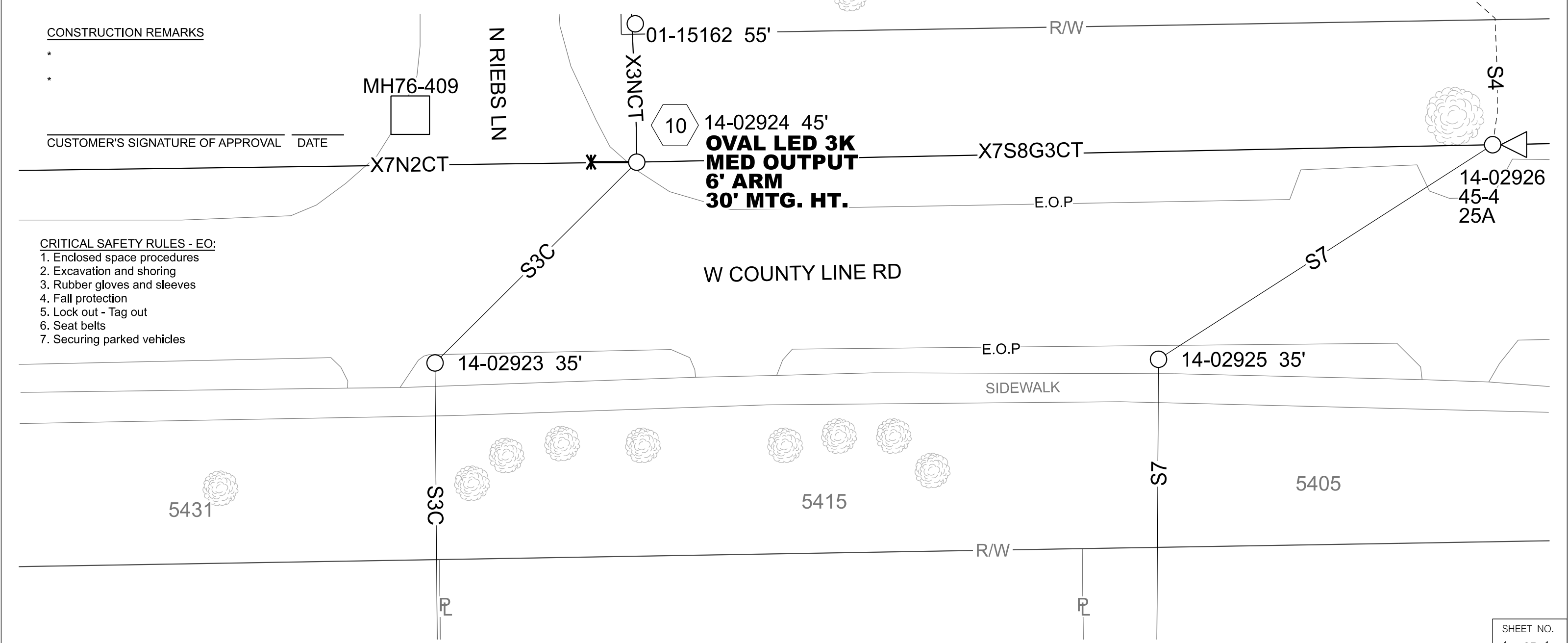
CONSTRUCTION REMARKS

* *

CUSTOMER'S SIGNATURE OF APPROVAL DATE

CRITICAL SAFETY RULES - EO:

- 1. Enclosed space procedures 2. Excavation and shoring 3. Rubber gloves and sleeves 4. Fall protection 5. Lock out - Tag out 6. Seat belts 7. Securing parked vehicles



WE ENERGIES - ELECTRIC OPERATIONS

CLEARANCE NOTES:

- LOCATION OF OBSTRUCTIONS ARE FROM RECORDS AND MUST BE VERIFIED IN THE FIELD.
 - MAINTAIN 2' MIN. CLEARANCE BETWEEN OUTSIDE FACE OF MANHOLE & BELL OF PIPE.
 - THIS APPLIES TO GAS AND WATER MAINS.
 - MAINTAIN 2' MIN. VERTICAL CLEARANCE AT CROSSINGS OF SEWER OR WATER MAINS.
 - MAINTAIN 5' MIN. HORIZONTAL DIST. BETWEEN CONDUIT AND SEWER.
 - MAINTAIN 3' MIN. HORIZONTAL DIST. BETWEEN CONDUIT AND WATER MAINS.
- NOTE - CLEARANCES SHOWN ARE MINIMUM DISTANCES - REFERENCE PERMITS FOR SPECIFIC CLEARANCE REQUIREMENTS. ADDITIONAL UNDERGROUND INFORMATION ON EXCAVATION, BACKFILLING AND CLEARANCES CAN BE FOUND IN STD. 281-02.**

OVERHEAD PRIMARY
E, F, H, Q, R, W, X or Z

- Z 1 #2 ACSR
- Z1 1 #1/0 ACSR
- Z2 1 #3/0 ACSR
- Z3 3 #2 ACSR
- Z4 3 #1/0 ACSR
- Z5 3 #3/0 ACSR
- Z7 3 #336 ACSR
- Z9 SPECIAL LIST ON SKETCH
- Z10 1 WIRE REMOVAL
- Z11 2 WIRE REMOVAL
- Z12 3WIRE REMOVAL

STANDARD WIRE KEY

DIRECT BURY PRIMARY - E, F, H, Q, R, W, X or Z

- Z13 1 #1 AL 25KV
- Z14 3 #1 AL 25KV
- Z15 3 #500 AL 28KV
- X16 1 #2 AL 15KV
- X17 3 #2 AL 15KV
- X18 3 #500 AL 15KV
- R19 3 #1/0 AL 35KV
- R20 3 #750 AL 35KV
- Z21 3 #750 AL 28KV
- X22 1 #2 Cu 15kV
- X23 3 #2 Cu 15kV
- Z24 1 #2 Cu 25kV
- Z25 3 #2 Cu 25kV
- X26 3 #500 Cu 15kV
- Z27 3 #500 Cu 28kV
- Z28 3 #750 Cu 28kV
- Z29 SPECIAL - LIST ON SKETCH

NEUTRAL

- N 1-#2 ACSR
- N1 1-#1/0 ACSR
- N2 1-#3/0 ACSR
- N3 1-#4/0 AL
- N4 1-#336 ACSR
- N5 REMOVAL

GUYING

- G 1/4" ARM GUY
- G1 5/16" ARM GUY
- G2 3/8" ARM GUY
- G3 5/16" POLE GUY
- G4 3/8" POLE GUY
- G5 7/16" POLE GUY

SECONDARY - 1PHASE

- S 6DX
- S1 4 TX
- S2 2 TX
- S3 1/0 TXR
- S4 3/0 TXR
- S5 350 TXR
- S6 750 TXR
- S7 1/0 TXF
- S8 4/0 TXF
- S9 336 TXR
- S10 750 TXF
- S11 3 WIRE REMOVAL
- S12 3 WIRE MAIN
- S14 6DX CIC
- S15 1/0TX CIC

SECONDARY - 3PHASE

- \$ 1/0 TXF
- \$1 4/0 TXF
- \$2 336 TXF
- \$3 3/0 TX
- \$4 350 TX
- \$5 750 TX
- \$6 1/0 QXF
- \$7 3/0 QXF
- \$8 350 QXR
- \$9 750 QXR
- \$10 3 WIRE REMOVAL
- \$11 3/0 QXR
- \$12 4 WIRE REMOVAL

EROSION CONTROL LEGEND

| | |
|--|--|
| | APPROXIMATE LOCATION FOR UNDERGROUND FACILITY EXCAVATION |
| | INLET PROTECTION, TYPE |
| | 12" WATTLE or 12"/20" SEDIMENT LOG or 9.5"/20" EROSION EEL |
| | STONE DITCH CHECK |
| | ROCK BAG |
| | MULCH |
| | SOIL STABILIZER, TYPE B |
| | EROSION MAT CLASS I, TYPE A |
| | EROSION MAT CLASS I, TYPE B |
| | EROSION MAT CLASS I, TYPE A URBAN |
| | EROSION MAT CLASS I, TYPE B URBAN |
| | EROSION MAT CLASS II |
| | EROSION MAT CLASS III |
| | VEGETATIVE BUFFER |
| | TRACKING PAD |
| | TIMBER MAT |
| | SILT FENCE |
| | APPROXIMATE DEWATERING BASIN LOCATION |
| | SURFACE WATER FLOW |

WE ENERGIES WORK REQUEST ENVIRONMENTAL NOTES (Notes 1 through 7 apply to ALL work requests)

General

1. If WDNR and/or USACE permits were obtained for the project, all permit conditions shall be met during construction of the project.

Erosion Control

2. If soil disturbance occurs on slopes or channels/ditches leading to wetlands or waterways, or within wetlands, the disturbed areas shall be stabilized and appropriate erosion control Best Management Practices (BMP's) shall be implemented.
3. Erosion Control BMR's shall meet or exceed the approved WDNR Storm Watter Management Technical Standards (http://dnr.wi.gov/topic/stormwater/standards/const_standards.html). Refer to We Energies Construction Site Sediment and Erosion Control Standards.
4. Inspect installed erosion control BMP's at least one time per week and after 1/2" rain events: repair as necessary.
5. When temporary stabilization is required (e.g. for winter or short-term construction) prior to final restoration, soil stabilizer shall be installed wherever possible. Erosion mat shall be used temporarily only where appropriate, in accordance with state standards, and when approved by the Operations Supervisor.

Contaminated Soils

6. Whenever soil exhibiting obvious signs of contamination (e.g., discoloration, petroleum or solvent odor, free liquids other than water, buried containers or tanks, or other obvious signs of environmental impacts) is encountered during excavation or installation, cease work immediately, take appropriate immediate precautions to ensure worker health and safety, and contact the Operations Supervisor or Inspector.

Spills

7. If an oil spill occurs during construction, call the Environmental Incident Response Team (EIRT) at 414-430-3478:
 - a. Any quantity of oil is spilled into surface water;
 - b. Any oil spill greater than 50 ppm PCB into a sewer, vegetable garden, or grazing land;
 - c. Any oil spill containing greater than 500 ppm PCB;
 - d. Five gallons or more of oil spilled to the ground;
 - e. Any oil spill involving a police department, fire department, DNR, or concerned property owner.

Notes 8 through 27 apply as noted at specific points within each work request:

Dewatering

8. Dewatering of pits or trenches shall be done in accordance with state standards. Use an approved sediment bag, a straw bale dewatering basin, a combination of both, or equivalent.

Wetlands

9. As much as practicable, the majority of the work shall be staged from the public roadways and road shoulders, keeping equipment out of adjacent wetlands.
10. All work shall be conducted to minimize soil disturbance. No rutting will be allowed within the wetlands.
11. If soils are not frozen or stable to a point that avoids rutting, timber mats, mud tracks, or equivalent shall be utilized to access pole locations.
12. Excavated soils cannot be stockpiled in wetlands.

13. All excess spoils shall be removed from wetlands and placed in a suitable upland location.
14. Trenching and pit excavations within wetlands shall include soil segregation to facilitate restoration of pre-construction soil stratification, and restoration to pre-construction elevations.
15. Poles scheduled to be removed, and that occur within wetland, shall be cut at the ground surface.

Waterways

16. No work can be performed within the banks or below the ordinary high watermark of any navigable waterways/streams.
17. No crossing of navigable waterways with equipment can occur. Foot traffic is allowed.
18. Any disturbed soil within 75-feet of the ordinary high water mark of any navigable waterways/streams shall be stabilized within 24 hours of construction completion.

Threatened and Endangered Species

19. Threatened or endangered species are known to occur in the work area. It is illegal to harass, harm, or kill a protected species under state and federal regulations. Proper precautions shall be taken to ensure harm to individuals is avoided.
20. In order to protect the threatened or endangered species, work must be conducted between November 5 and March 15.
21. Exclusion fencing must be installed at the work area prior to March 15.
22. A qualified biologist must be present when conducting work at this location.

Invasive Species

23. State regulated invasive species are known to occur in the work area. Reasonable precautions are legally required to prevent the spread of these species. The Wisconsin Council on Forestry Transportation and Utility Rights-of-Way Best Management Practices should be followed: (<http://council.wisconsinforestry.org/invasives/transportation/>).

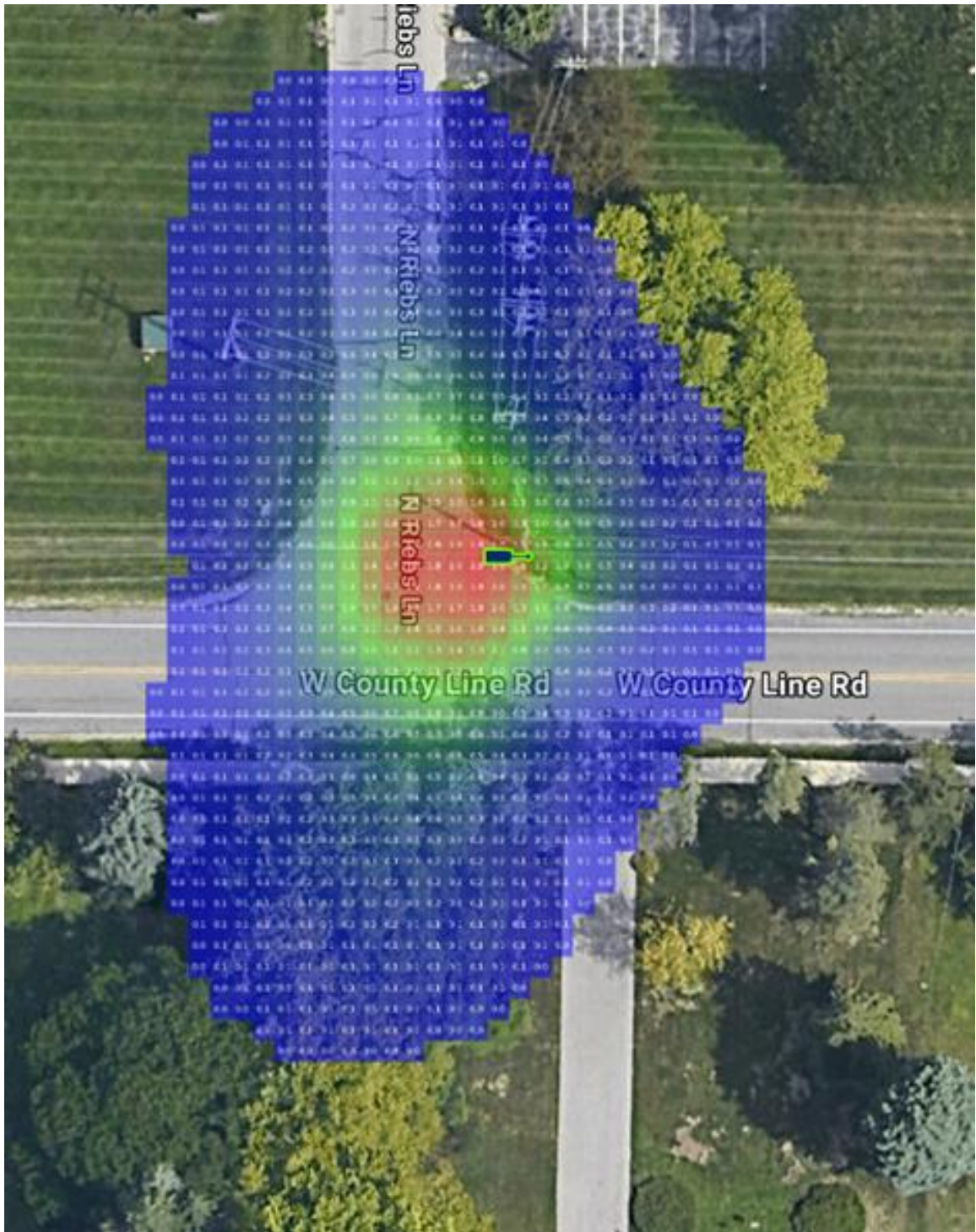
Cultural and Historical Resources, cont.

24. The project is within or adjacent to an area that is identified by the State of Wisconsin as potentially having Native American artifacts, burial mounds or burial sites, which could be encountered during construction.
25. If human bone or any artifacts are discovered during construction, work must cease immediately. Contact the Environmental Department who will contact the State Burial Sites Preservation Office and determine the next steps that must be taken in order to comply with state law. Work at that site MAY NOT PROCEED until the Environmental Department authorizes it.
26. A "qualified archaeologist," as specified under Wis. Stats 157.70 (1) (i) and Wis. Admin. Code HS 2.04 (6), must be present to monitor all ground disturbing activities.

Frac-out Contingency Plan

27. A frac-out contingency plan shall be on-site and implemented accordingly. The contingency plan shall incorporate the following components.
 - a. Continuously inspect the bore paths for frac-outs in order to respond quickly and appropriately.
 - b. Containment materials (e.g. silt fence, straw bales, sand bags, etc.) shall be on site and available should a frac-out occur.
 - c. A vac truck shall be accessible on short notice in order to respond quickly to a frac-out.





**Public Works Committee
2025 Work Plan (December 9, 2025)**

| Month | Agenda Topics |
|--------------|--|
| December | <ul style="list-style-type: none"> • Resolution: A Resolution Authorizing a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Mequon Road (Connecting Highway) to Include Green Crosswalk Painting Replacement at the Ozaukee Interurban Trail • Resolution: A Resolution Supporting the Application for a Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program (TAP) Grant for Planning and Design of Sidepaths Along Portions of Donges Bay and Range Line Roads • Authorization: Update to Standard Specifications for Land Development, Chapter 5.19 • Authorization: Approval of a Streetlight at the Intersection of Riebs Lane and County Line Road |

Future Agenda Topics

- Fiesta Lane drainage CIP item closeout/conclusion
- DPW Division Annual Report Presentations
- Drainage CIP Prioritization
- Policy language for structures (i.e. Little Free Library) within the building setback

2025 Completed Items:

| | |
|--|--|
| <ul style="list-style-type: none"> • Focus on Fleet • 2025 Road Program Overview • Resolution: City Facilities Cleaning Contract • Focus on Facilities • Resolution: Approval of Bicycle and Pedestrian Comprehensive Plan • Resolution: HVAC Preventative Maintenance Contract • Resolution: Fee Schedule Amendment • Resolution: Contract Award for Preemption at Weston Dr/Mequon Rd • Resolution: Authorization of Inspection Contracts with Various Consultants in Excess of \$25,000 • Resolution: Cracksealing Contract Award • Resolution: Road Improvements Contract Award • Resolution: GSB-88 Contract Award • Resolution: Road Patching Contract Rejection • Resolution: We Energies Easement Adjacent to Swan Road (Mequon Nature Preserve) • Resolution: Authorization of Various Vendors in Excess of \$25,000 • Discussion: Lake Shore Drive Road Program Public Information Approach/Schedule • Discussion: Highlight on Highways • Resolution: Ratifying City Hall HVAC Change Orders • Resolution: Approving WisDOT TLE (Mequon Road) • Resolution: Approving two WisDOT PLEs (Wauwatosa Road) • Resolution: Awarding Donges Bay Road Turn Lane Design Contract to Harwood • Resolution: M-T Trails Right-of-Way Agreement Amendment • Resolution: Approving the Purchase of a Street Sweeper • Resolution: Rejecting Bids for the Port Washington Road Streetscape • Resolution: Rescinding Authorization to Purchase Elgin Street Sweeper, and Ratifying the Purchase of a Bucher Municipal Street Sweeper | <ul style="list-style-type: none"> • Resolution: Awarding the Road Improvements Design Contract for Lake Shore Drive and Mequon Road • Resolution: Authorizing Execution of a Permit Application with WisDOT for the Maintenance of Pavement Markings and Symbols on a Buffered Bicycle Lane Along Wauwatosa Road • Resolution: Authorizing Replacement of a Conveyor Belt, Rollers, Bearings and Other Associated Parts for the Salt Dome Loading System from Kimco USA, Inc. of Marshall, Illinois, in the Amount of \$36,160 • Resolution: Authorizing Submittal of a Petition for Disaster Damage Aid to the Wisconsin Department of Transportation, in Connection with a Culvert Failure on Highland Road • Resolution: Approving an MOU Between the City of Mequon and Ozaukee County for the Construction of Road Modifications and Streetscape Elements on North Port Washington Road between Mequon Road and County Line Road • Discussion: 2025 Road Improvements Contract Summary • Discussion: 2026 Annual Road Program • Resolution: Approving the Assignment of Two (2) Contracts with M Squared Engineering, LLC, of Cedarburg, Wisconsin, to DB Sterlin Consultants, Inc., of Chicago, Illinois • Resolution: Ratifying Emergency Repairs to the Highland Road Culvert at Pigeon Creek in the Estimated Amount of \$60,000 • Resolution: A Resolution Approving a Donation and Dedication Agreement Between the City of Mequon and Boys of Summer Select Baseball Academy Inc. for the Installation and Maintenance of Batting Cages at Lemke Park • Discussion: Enterprise Lease Annual Report |
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