

CITY OF SUPERIOR  
**C. Reiss Dock**  
**RFQ #23-17-PL**

**ADDENDUM #2**

DATE: April 18, 2023

TO: Prospective Applicants

Bid Opening Date: **Tuesday, May 2, 2023, at 2:00 PM (Modified from April 25, 2023)**

This addendum modifies the Proposal Documents for the above listed project. The addendum consists of 68 pages.

Acknowledge receipt of the Addenda by signing the Addenda Acknowledgment form included within the proposal documents. Failure to do so may subject the Proposer to disqualification.

**Clarifications and answers to questions received:**

1. PreBid agenda and sign in sheet are attached for reference.
2. If requested, Stantec will provide individual prospective bidders with the existing and proposed surfaces (dwg files). To request these files, the prospective bidder must complete and sign the Electronic File Sharing Disclaimer Form attached and send to Stantec (Christian Moring).
3. Drawings, technical specifications, and other pertinent documents can be found by utilizing the hyperlinks located on the second page of the Contract Documents or RFP pdf. Files are too large to add directly to Demand Star and therefore needed to be provided through an ftp site.
4. Pictures of the existing rail bolts located on the existing concrete rail cap have been attached for reference.
5. The anticipated award of the construction contract by the city will be at the May 16, 2023, city council meeting. This will be a conditional award based on the approval of grant and development agreements associated with the project. The official notice to proceed will be issued to the contractor once the agreements have been fully executed by the city, C. Reiss, state, and federal parties. Under no circumstances will the contractor be allowed to order materials, begin any mobilization, or expend any other expenses for this project prior to the official notice to proceed. Any expenditure by the contractor dated prior to the official notice to proceed will not be reimbursable to the contractor. The notice to proceed is anticipated to be issued mid-June.
6. MnDOT equivalent asphalt mix designs will be acceptable to use. Submittal of mix designs for Engineer's review prior to construction will follow the same written requirements of the specifications.
7. For the purposes of transparency and fairness to all prospective bidders, the "2021 MARAD Port Infrastructure Development Program Grant Application – PROJECT NARRATIVE" and corresponding "Attachment D – Changes from Application" have been attached for reference.

## **Contract Documents - Section 1.2**

1. In Paragraph 1.2, The Bid Opening Date has been revised to Tuesday, May 2, 2023, 2:00 p.m.

## **Contract Documents - Section 2.15**

1. Date for Final Addendum Issuance has been revised to Friday, April 28<sup>th</sup>, 2023.
2. Deadline for final submitted questions has been revised to Monday, April 24<sup>th</sup>, 2023.

## **Contract Documents - Section 3 (Bid Proposal)**

1. Quantity of item C10 (TieRod Anchors) has been revised to 277 Each.

## **Contract Documents - Section 11.3**

1. Section 11.3 has been revised per final HAP Grant document. See attached revised Bid Document and Contract Volume, Section 11.3 for revised version.

## **Contract Documents - Section 11.9**

2. Milestone Completion Date for the Completion of the full length of dock wall has been added. This Milestone Date is March 25<sup>th</sup>, 2024.
3. Clarification has been added to the definition of “Substantial Completion”. Substantial Completion shall include completion of the Pond, Rail, Buildings, and Scales.
4. The date for Substantial Completion has been revised to June 30<sup>th</sup>, 2024.
5. The date for Final Completion has been revised to November 1<sup>st</sup>, 2024.

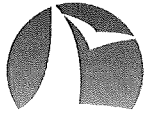
## **Contract Documents – Attachment B (Wage Rates)**

1. The wage rates included have been updated to reflect most up to date release.

## **Attachments:**

1. PreBid Agenda and Sign-In Sheet
2. Revised Bid Document and Contract Volume (Front End Contract Document)
3. PDF containing photos of the Bolt pattern/spacing atop the existing concrete rail cap
4. “2021 MARAD Port Infrastructure Development Program Grant Application – PROJECT NARRATIVE”
5. “Attachment D – Changes from Application”
6. Electronic File Sharing Disclaimer Form (For requests of Existing and proposed dwg files)

END OF ADDENDUM TEXT



# SUPERIOR

WISCONSIN

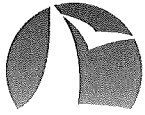
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## SIGN-IN

PROJECT: \_\_\_\_\_

DATE/TIME: \_\_\_\_\_

Name	Company	E-mail & Phone Number
CHANDLER SCHREIBER	SHEET PILING SERVICES	cschreiber@sheetpilingservices.com 715-556-8058
Eric Lepke	Sheet Piling Services	Elopho@SheetPilingServices.com 715-347-2792
JOSH SIMONSON	LUNDA CONSTRUCTION	JSIMONSON@LUNDACONSTRUCTION.COM 715-299-0461
Don Renne	Northland Cont	don.renne@northlandcontractor.com 218-606-2260
JEFF CHALICH	Northern Plains	701 331 4798 jeffrey_chalich@nprail.com
Brett Ballavane	STANTAC	218-393-4085 brett.ballavane@stantac.com
Desmond Reijo	Michels	715-292-1432 dreijo@michels.us
Jon Bischoff	Michels	920-344-9412 jbischoff@michels.us
Jon LABYAK	Michels	906-287-5827 JLABYAK@MICHEL.S.US
MIKE Friend	Rachel Contracting	mfriend@rachelcontracting.com 218/355-8487
Dustin Waldo	Ulland	dwaldo@ulland.com 218-391-5626
SCOTT KYROLA	"	SKyrola@Ulland.com 218 451-6507
MIKE McCOSHEN	C. REISS McCOSHEN LOGISTICS	218 393 4755 MIKE@MCCOSHENLS.COM



# SUPERIOR

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## SIGN-IN

PROJECT: \_\_\_\_\_

DATE/TIME: \_\_\_\_\_

Name	Company	E-mail & Phone Number
ALLEN Bingham	IUCOE 49,139,150,324 Marine Agent	abingham@local150.org 219-510-3198
Casey Aronson	IUCOE 139	caronson@iucol139.org 715-416-3893
Charlie Bell	Northland Constructors	charlie.bell@northlandconstructors.us (218) 625-2287
Tyler Watson	Northern Plains Rail	Tyler.Watson@NPRail.com 218-466-0398
RICK NEVA	J.F. BRENNAN	RNEVA@JFBRENNAN.COM 608-797-8863
Book Bases	wren works	
Nick Patterson	J.F. Brennan	NPatterson@jfbrennan.com 218-349-5237
Tom Machacek	North Shore Track	tom@northshoretrack.com 651-491-9835
Kyle Morberg	Stantec	Kyle.morberg@stantec.com 218-591-0790
SCOTT STENPITAR	KRECH OJARD	218-390-7730
Patricia Hahn	Monarch Penning	715-579-1169 Patricia.hahn@monarchpenning.com
Kellen McLochen	Northern Interstate	Kellen@northerninterstate.com 218-590-3365
Bjorn Ojard	North Shore Track	bjorn@northshoretrack.com 218-393-4119



### 1. Summary

Meeting title C Reiss project Pre-Bid meeting

Attended participants 15  
Start time "4/11/23, 9:37:21 AM"  
End time "4/11/23, 11:07:41 AM"  
Meeting duration 1h 30m 19s  
Average attendance time 1h 5m 43s

### 2. Participants

Name ID (UPN)	First Join Role	Last Leave	In-Meeting Duration	Email	Participant
"Darwin, Jane"	"4/11/23, 9:37:42 AM"	"4/11/23, 11:07:25 AM"	1h 29m 43s	darwinj@ci.superior.wi.us	Organizer
"Serck, Jason"	"4/11/23, 9:39:48 AM"	"4/11/23, 9:41:41 AM"	1m 52s	serckj@ci.superior.wi.us	Presenter
Elizabeth Kadinger	"4/11/23, 9:51:26 AM"	"4/11/23, 11:06:30 AM"	1h 15m 3s	ekadinger@midwestmarinecontractors.com	Presenter
Kokosing Industrial	"4/11/23, 9:53:37 AM"	"4/11/23, 11:06:40 AM"	1h 13m 2s		Presenter
18155211645	"4/11/23, 9:57:04 AM"	"4/11/23, 11:06:30 AM"	1h 9m 26s		Attendee
"Lennie, Brian"	"4/11/23, 9:57:19 AM"	"4/11/23, 11:06:27 AM"	1h 9m 8s	Brian.Lennie@stantec.com	Presenter
Andy Dammer	"4/11/23, 9:57:25 AM"	"4/11/23, 11:06:26 AM"	1h 9m 1s	Andy.Dammer@veitusa.com	Presenter
Bradley Jones	"4/11/23, 9:58:33 AM"	"4/11/23, 11:06:55 AM"	1h 8m 21s	bjones@lakeheadconstructors.com	Presenter
Eric Justman	"4/11/23, 9:58:34 AM"	"4/11/23, 11:07:41 AM"	1h 9m 6s	ejustman@michels.us	Presenter
Ryan Ulland	"4/11/23, 9:58:39 AM"	"4/11/23, 11:07:29 AM"	1h 8m 49s	rulland@nprail.com	Presenter
Mike Quicksell	"4/11/23, 9:58:48 AM"	"4/11/23, 11:06:22 AM"	1h 7m 34s	mike.quicksell@veitusa.com	Presenter
Dave Horvath	"4/11/23, 9:58:52 AM"	"4/11/23, 11:06:24 AM"	1h 7m 32s	dave@becotm.com	Presenter
"Moring, Christian"	"4/11/23, 9:59:03 AM"	"4/11/23, 11:06:24 AM"	1h 7m 21s	Christian.Moring@stantec.com	Presenter
Peter Huber	"4/11/23, 9:59:53 AM"	"4/11/23, 11:06:53 AM"	1h 7m	huber@roensalvage.com	Presenter
Andrew Hardyniec	"4/11/23, 10:03:31 AM"	"4/11/23, 11:06:20 AM"	1h 2m 48s	andrew.hardyniec@krechojard.com	Presenter

### 3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
"Darwin, Jane"	"4/11/23, 9:37:42 AM"	"4/11/23, 11:07:25 AM"	1h 29m 43s	darwinj@ci.superior.wi.us	Organizer
"Serck, Jason"	"4/11/23, 9:39:48 AM"	"4/11/23, 9:41:41 AM"	1m 52s	serckj@ci.superior.wi.us	Presenter

Elizabeth Kadinger "4/11/23, 9:51:26 AM" "4/11/23, 11:06:30 AM" 1h 15m 3s  
ekadinger@midwestmarinecontractors.com Presenter

Kokosing Industrial "4/11/23, 9:53:37 AM" "4/11/23, 11:06:40 AM" 1h 13m 2s  
Presenter  
18155211645 "4/11/23, 9:57:04 AM" "4/11/23, 11:06:30 AM" 1h 9m 26s  
Attendee

"Lennie, Brian" "4/11/23, 9:57:19 AM" "4/11/23, 11:06:27 AM" 1h 9m 8s  
Brian.Lennie@stantec.com Presenter

Andy Dammer "4/11/23, 9:57:25 AM" "4/11/23, 11:06:26 AM" 1h 9m 1s  
Andy.Dammer@veitusa.com Presenter

Bradley Jones "4/11/23, 9:58:33 AM" "4/11/23, 11:06:55 AM" 1h 8m 21s  
bjones@lakeheadconstructors.com Presenter

Eric Justman "4/11/23, 9:58:34 AM" "4/11/23, 11:07:41 AM" 1h 9m 6s  
ejustman@michels.us Presenter

Ryan Ulland "4/11/23, 9:58:39 AM" "4/11/23, 11:07:29 AM" 1h 8m 49s  
rulland@nprail.com Presenter

Mike Quicksell "4/11/23, 9:58:48 AM" "4/11/23, 11:06:22 AM" 1h 7m 34s  
mike.quicksell@veitusa.com Presenter

Dave Horvath "4/11/23, 9:58:52 AM" "4/11/23, 11:06:24 AM" 1h 7m 32s  
dave@becotm.com Presenter

"Moring, Christian" "4/11/23, 9:59:03 AM" "4/11/23, 11:06:24 AM" 1h 7m 21s  
Christian.Moring@stantec.com Presenter

Peter Huber "4/11/23, 9:59:53 AM" "4/11/23, 11:06:53 AM" 1h 7m  
huber@roensalvage.com Presenter

Andrew Hardyniec "4/11/23, 10:03:31 AM" "4/11/23, 11:06:20 AM" 1h 2m 48s  
andrew.hardyniec@krechojard.com Presenter



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## PRE-BID MEETING

Date/Time: Tuesday, April 11, 2023 at 10:00 AM

Project Name: C. Reiss Dock

City Bid Number: 23-17-PL

Location: In person: City of Superior, 1316 14<sup>th</sup> Ave, Superior, WI Room 270  
Virtual: Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 257 378 424 137

Passcode: a4wPrh

[Download Teams](#) | [Join on the web](#)

**Or call in (audio only)**

[+1 872-242-8028,,523137621#](#) United States, Chicago

Phone Conference ID: 523 137 621#

[Find a local number](#) | [Reset PIN](#)

### 1. Sign-In

### 2. Introductions and project overview

2.1 Project Team – City of Superior, C. Reiss, Stantec, Krech Ojard

2.2 Project Overview – Stantec / Krech Ojard

2.2.1 Locations: Schedule A, B, and C

2.2.1.a Contractor responsibilities & staging

2.2.1.b Erosion control (Contractor responsibility)

2.2.1.c Invoicing per work area

2.3 Bid Schedule

2.3.1 Communications during Bid Period – as listed in 2.1.

2.3.2 Last day to submit written questions: April 17, 2023

2.3.3 Final addendum to be issued by April 21, 2023

2.3.3 Receive bids: Tuesday, April 25, 2023 at 2:00PM at 1316 North 14<sup>th</sup> Street, ATTN: Contract Analyst, City Government Center

2.3.4 Bids shall be good for 90 days

2.4 Construction Schedule

2.4.1 Anticipated Notice of Award of Contract –

2.4.2 Start of construction –

2.4.3 Final completion –



## 2.5 Bidding Procedures and Requirements

2.5.1 Tax Exempt project

2.5.2 Bid security is 5%

2.5.3 Forms required with bid: Subcontractors & Suppliers, Addenda

Acknowledgment, Bidder's Proof of Responsibility, Affidavit of Organization & Authority, Affidavit of Compliance

## 2.6 General Conditions

2.6.1 Performance and Payment Bonds 100% of contract value

2.6.2 Prevailing Wage IS required. All requirements of the Davis-Bacon Act will be followed.

2.6.3 Buy American Act 41 U.S.C. Chapter 83 IS required

2.6.4 Permits are the responsibility of the contractor; no fee for City issued permits. Other permits anticipated to be required: (All anticipated state permits required for this project have been acquired and can be viewed in the "site related documents" link on page 2 of the RFP.)

2.6.5 Temporary Facilities

2.6.6 Use of Site

2.6.7 Work Restrictions.

2.6.9 Payments – monthly with 5% retainage

## 2.7 Questions

## 2.8 Optional tour of project area led by C. Reiss



# ELECTRONIC DOCUMENT TRANSFER AGREEMENT

Project: C. Reiss Dock Date: 04/05/2023  
 Client: C. Reiss Company / City of Superior Project No. City: 23-17-PL / Stantec: 193707141

Location: Superior, Wisconsin Page 1 of 1

Company Requesting Files:

Person Requesting Files:

Description of Files: Existing and Proposed Surfaces (dwg files)

Reason for Requesting Files: Analysis / Estimating Purposes prior to submittal of potential project bid.

1. The requested electronic file(s) (the "Files") remain the property of Stantec.
2. No warranties or guarantees are made that the Files represent or reflect the complete scope of work and/or as-built condition.
3. Stantec assumes no responsibility for data files supplied in electronic format. Such data is being provided as a courtesy only.
4. Company receiving the Files and users thereof accept full responsibility for verifying the accuracy and completeness of the Files and shall indemnify and hold Stantec, its officers, employees, consultants and agents harmless from any claims or damages arising from the use of the Files.
5. The use of Files to alter or revise the scope of work is not permitted unless authorized by change orders.
6. In the event that drawing Files transferred electronically contain electronic copies of permits or professional seals, the Files shall be immediately returned to Stantec and all copies thereof destroyed.
7. No use shall be made of the Files for any purpose other than that for which they were originally intended without the express written consent of Stantec.
8. No retransmission of the Files in any form to any third party is permitted unless authorized in writing by Stantec.
9. In the event that the electronic file has information that differs from the signed original plans, then the information in the original certified drawings is to be used.

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Having read and understood the above, and in consideration of Stantec providing e-copies, the undersigned agrees to be bound by the terms hereof.

---

Print Name and Title

---

Signature of Company's Authorized Representative

---

Date

---

Signature of Stantec Project Manager Authorizing Release

---

Date

The above requested files will only be released upon receipt by Stantec of an original of this agreement signed by a duly authorized representative of the company requesting the files. Stantec reserves the right to deny any request for copies of electronic files.

Bolt Patterns/Spacing atop the existing concrete rail cap shown below:









**C. REISS**

**2021 MARAD Port  
Infrastructure  
Development Program  
Grant Application –  
PROJECT NARRATIVE**

**Prepared by:**

Port of Superior and C. Reiss  
Coal Company Infrastructure  
Improvements

July 29, 2021

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## **Attachments**

**Cost Benefit Analysis & Worksheet**

**Letter of Commitment for Non-Federal Funds – C. Reiss  
Harbor Assistance Program Grant Award Notice – Wis. DOT**

**Figure 1      Proposed Concept  
Figure 2      Bulkhead Wall Improvements**

### **Permits**

- **Wisconsin Department of Natural Resources (WDNR)  
Submerged Land Lease**
- **Wetland Delineation / Exemption**
- **Army Corps of Engineers/WDNR Permit Requests**
- **City of Superior Special Area Wetland Fill**
- **Endangered Resources & Cultural Resources Review**
- **Section 7, Endangered Species Act**

### **Resumes**

- **Jason Serck, Project Director**
- **Brian Lennie, Project Manager**
- **Michael Bach, Civil Engineer**
- **Heidi Peper, Funding Specialists**



## **PROJECT NARRATIVE**

**Project Name:** C. Reiss, Port of Superior, Infrastructure Improvements Project

### **1.0 Project Description**

The City of Superior, Wisconsin, is a local government and therefore an eligible applicant for PIPD, as described in the NOFO. For this project, the City of Superior is partnering with the C. Reiss Company, LLC, to support the expansion of business and shipping activity at the Port of Superior. C. Reiss owns docks in both Port of Duluth and Port of Superior. They have currently only operated out of the Duluth Seaway Port. However, due to increasing switching fees and, more significantly, increasing water levels that cause annual flooding at the Duluth Port, C. Reiss needs to relocate its operations from Port of Duluth to Port of Superior. The facility in Superior has been unused for the last 30 years; the dock wall is stable but in poor condition and needs to be rehabilitated and landward improvements are also needed. Improvements include rail and track improvements, stormwater, utilities, road, shop/office building, and dredging and dock wall repairs.

C. Reiss, with more than 140 years of operation, handles two million tons of bulk materials annually out of its four docks, including coal, limestone, petroleum coke, and salt. Of the two million tons, 650,000 tons of material is shipped out of Duluth. The move to Port of Superior will allow them to double their productivity due to the increased rail capacity at the Superior location, providing them twice the space for rail unloading and vessel loading.

The Duluth / Port of Superior is the largest and busiest port on the Great Lakes and is ranked by cargo tonnage among the top 20 ports in the U.S.<sup>1</sup> Further, the port is one of North America's major links to the world markets. Overall, the Port is a significant component of the region's economy and supports a significant number of well-paying and technical jobs.

### **CHALLENGES**

The current situation at the Duluth Port is hindering C. Reiss' growth. The most recent development is an increase in fees of which C. Reiss is facing an additional \$500,000 in switching and merging fees. The increasing costs of operations will force them to pass those costs onto their customers. The concern then becomes whether their customers determine that trucking becomes a more viable and cost-effective option for material transportation.

In addition to increased costs, C. Reiss is hampered by flooding issues at the Duluth Port. For the last four years their terminal area has flooded. They are seeing increasing lake levels of 12 – 15 inches per year, causing up to a week's delay in their shipping. This is incongruent with the need for just-in-time delivery by many manufacturers. In the past, manufacturers maintained large inventories in warehouses. Today, goods are produced based on consumer demand and delivered just in time for the next phase of production or consumption. As a result, trucks, railcars and ship containers, as well as our nation's transportation system, have become the new warehouses. The just-in-time shipping practices have created a greater reliance on a transportation system that provides predictable travel times. Thus for C. Reiss to have their terminal closed for up to a week negatively impacts their customers.

The increase in costs along with the delays during flooding events could cause customers to consider other delivery options such as trucking. This is a very real threat along with potential shipments from Canadian sources (Winnipeg and west). This would put additional pressure

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<sup>1</sup> *Sustainable Choices 2045*, the 2020-2045 update to the Metropolitan Interstate Council's Long-Range Transportation Plan, [Chapter 5](#), pages 5-15.

on an already stressed national highway system. They estimate 19,000 truckloads, or 63 trucks per day to five plants (located in North Dakota and Minnesota) at 300 days per week to replace what is currently being shipped by vessel. This will just exacerbate congestion issues on our interstate highway system.

Space is an additional issue that is hampering C. Reiss's growth. At the Duluth facility they only have one set of rails while the Superior location has five sets of rails. This would provide the needed space for rail unloading and vessel loading for the company to achieve their long-term business goals. They estimate they could move an additional one million tons of bulk material annually.

In order for C. Reiss to relocate their operations to Port of Superior, however, substantial improvements are needed at the site, which has been vacant for the last 30 years. Improvements include approximately 2,500 feet of dock wall repair, dredging, construction of a building, and improvements to road, rail and site. This project will alleviate all challenges mentioned – flooding and fees at Duluth location and more room for loading and unloading.

Proposed relocation site at Port of Superior:



Dock wall and slip dredge area, approx. view looking northeast.

This project aligns with Wisconsin Department of Transportation's *2030 Connections*, Wisconsin's long-range transportation plan and the specific policy: "Partner with stakeholders to ensure that freight movements are safe and reliable and provide positive environmental and community impacts<sup>2</sup>." This project is an example of local stakeholders – private business and the City of Superior – taking a lead role in insuring freight movement is safe and reliable in and out of the Port of Superior and the environmental review process will ensure positive environmental and community impacts.

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<sup>2</sup> Wisconsin DOT *2030 Connections*, [Chapter 7](#), page 7-7

The project also aligns with the Duluth-Superior Metropolitan Interstate Council’s (MIC) Long-Range Transportation Plan<sup>1</sup> that identifies dock walls as a challenge. This project proposes to rehabilitate a dock wall in Port of Superior that has been vacant for thirty years and is in poor condition.

Furthermore, MIC published *CONNECTIONS 2040: The Duluth - Superior Long-Range Transportation Plan*<sup>3</sup> that specifically calls to: “Identify opportunities for private, public or public/private partnerships to rehabilitate and reuse under-utilized dock structures for additional maritime commerce uses. This proposed project does exactly that – rehabilitates an unused dock structure to increase maritime commerce through a public-private partnership.

## **PROPOSED IMPROVEMENTS**

The objective of the project is to restore the dock by installation of driven steel sheet piles outboard of the existing cap, install tremie concrete behind the upper section of sheet piles, and to complete restoration and resurfacing of the concrete cap. The dock wall repair will include 3,500 square feet of fill behind the new repaired dock wall sections. The dredge area is approximately 75 feet wide and 1,500 feet long. The dredge sediment dewatering area will be on the existing north end of the dock and will have a sand berm surrounding the dredge material to confine the disposal area and allow for effective dewatering of the material. Please see attached Figures 1 and 2 for the preliminary concepts and drawings.

Based on existing sediment sample testing on the other half of the existing slip, Hallett Dock #8 Dredge Material Testing Report, the dredge material should be suitable for land spreading. However, samples will be taken from the project site and tested to be certain. If satisfactory, once fully dry, the dredge material will be disposed of onsite in the form of a landscape berm in the upland portion of the site south of future proposed site improvements, or as landfill cover for the City of Superior landfill closure project as needed. C. Reiss is working with the US Environmental Protection Agency for the dredging and disposal. They have an application pending with their Great Lakes Legacy Act that will utilize the US Army Corps of Engineers to assist in the planning, design and implementation of the dredging and disposal.

Specific components of the C. Reiss, Port of Superior, Infrastructure Improvements Project include:

Permitting:	Obtaining and documenting all construction and environmental permitting that are required to construct and operate the system.
Dock Wall Repair/Replacement:	Complete restoration and resurfacing of 2,525 lineal feet of dock wall.
Dredging	48,000 cubic yards of material to be dredged.
Rail Service & Storage Tracks	Installation of five switches and repair and extension of track for a total of 7,060 lineal feet.
Stormwater Storage/Control	Collection and settling pond.

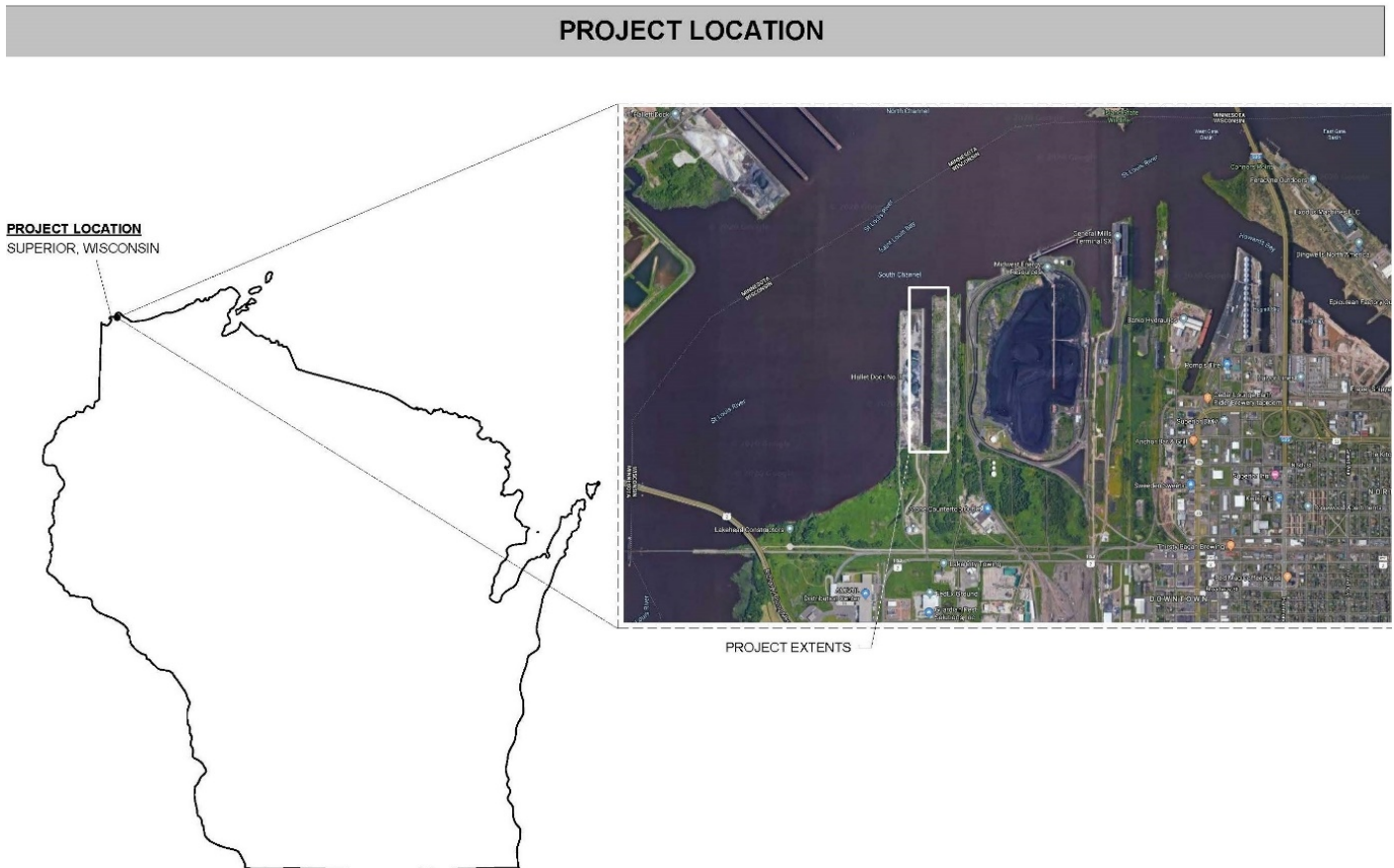
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<sup>3</sup> MIC *CONNECTIONS 2040: The Duluth - Superior Long Range Transportation Plan*, [Chapter 4](#), page 4-70.

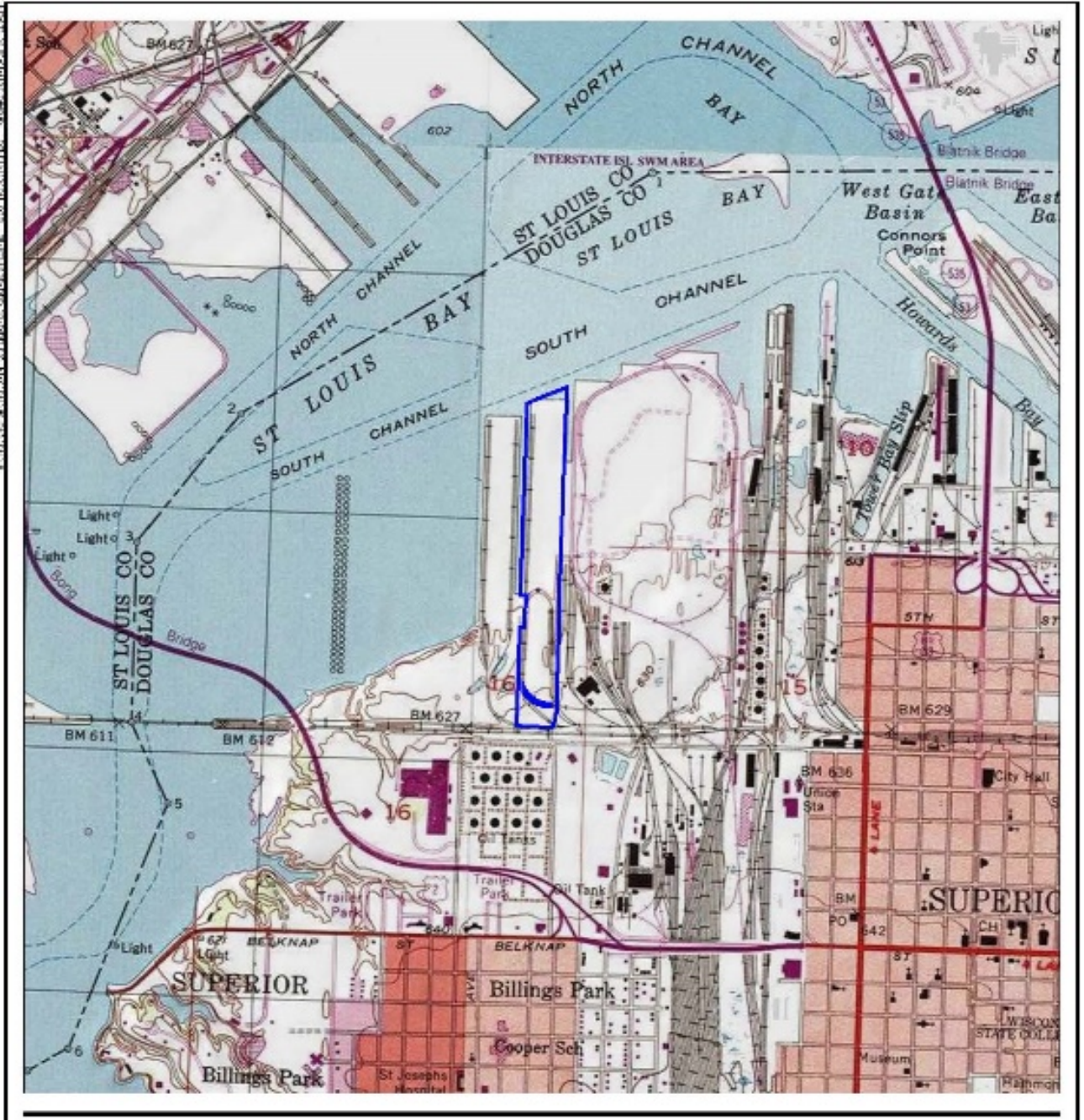
Electrical	Primary feeder, feeders to building and dock equipment, site lighting.
Roads & Other Utilities	Natural gas line, gravel side roads, concrete road crossing, sewer, storm sewer and two storm outfalls.
Building	5,000 square foot office, repair shop and storage space.
Equipment	Truck scale, rail scale, stacking conveyor and telescoping loading conveyor.
Miscellaneous	Dust control, erosion control and mobilization.

## 2.0 Project Location

Port of Superior is located in Superior, Douglas County in northwest Wisconsin, directly across the St. Louis River from Duluth, MN. It is an urban area, located in a federally designated Opportunity Zone and is a Great Lakes port project.



Project location in context of the State of Wisconsin.



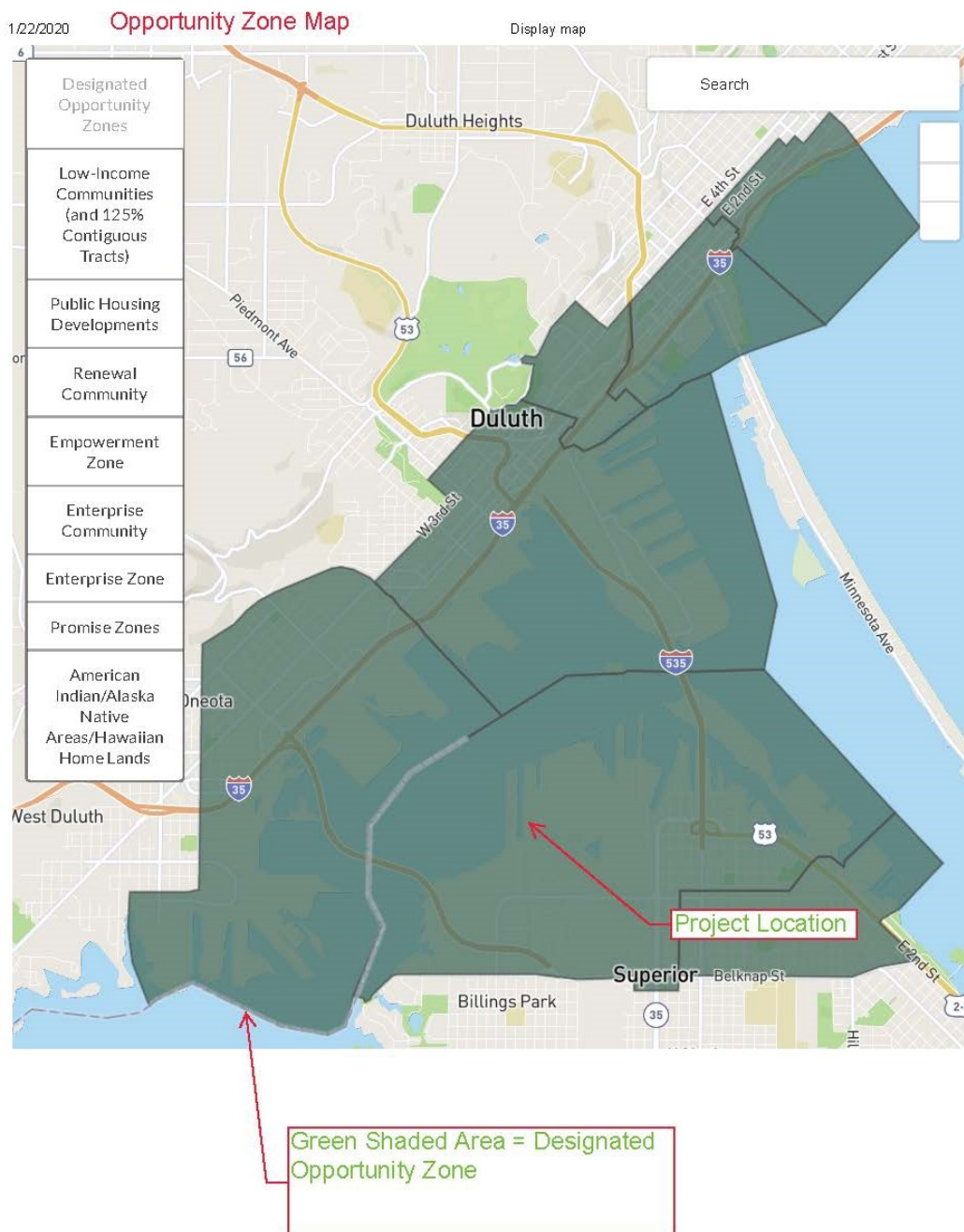
Topo of site and surrounding areas.

The Site has been used as a dock for shipping purposes from the 1910s through the early 1990s and is currently vacant. It is located in the South Channel of Saint Louis Bay of the St. Louis River. GPS coordinates: Latitude: 46.7393607459312 Longitude: 92.1239927197266, located just east of Hallett Dock No. 8, 3200 Winter St, Superior, WI 54880.

The C. Reiss, Port of Superior, Infrastructure Improvements Project site is on an approximately 53-acre tract of land, located within the W-1 Water-Front Harbor Zoning of the City of Superior Zoning Code, which allows for waterfront-associated commercial, industrial, recreational and institutional land uses. Adjacent land uses are other industrial port businesses, including Hallett Dock Company and Amoco Oil Company.

The current environment on and near the site includes existing dock, railroad spur, fallow field, hardwood forest, hardwood swamp, shrub-carr, sedge meadow, and wet meadow communities (field delineated 2019). The landscape slopes generally from south to north from topographic highs of approximately 632 feet mean sea level (msl) to topographic lows of approximately 602 feet msl. The Study Area is bordered by a railroad right of way to the south, Lake Superior to the north, and unnamed access roads and Lake Superior to the east and west. C. Reiss is currently going through all required permitting and environmental review processes, as described in further detail in 5.2 Environmental Approvals.

Port of Superior is a Great Lakes port project (Lake Superior) and is part of the Marine Highway system, M-90. It is also located within a federally designated Opportunity Zone, as illustrated in the picture below.



### 3.0 Grant Funds, Sources and Uses of all Project Funding

#### a) Project Costs & b) Sources of Funds

The total project costs for the C. Reiss, Port of Superior, Infrastructure Improvements Project is estimated at \$17,347,000.

#### Budget – Sources and Uses:

ITEM	FUNDING SOURCES				TOTAL EST. COST
	NON-FEDERAL C. RIESS	NON-FEDERAL WISCONSIN HARBOR ASSISTANCE PROGRAM (HAP)	PIDP REQUEST	FEDERAL EPA / USACE	
Dredging & Dock Wall	-	\$3,000,000	\$2,977,000	\$2,016,000	\$7,993,000
Rail Service & Storage Track	\$2,463,000	-	-	-	\$2,463,000
Stormwater Storage and Control	-	-	\$750,000	-	\$750,000
Site Electrical	-	-	\$430,000	-	\$430,000
Roads and Other Utilities	-	-	\$567,000	-	\$567,000
Building	-	-	\$500,000	-	\$500,000
Equipment	\$1,500,000	-	\$90,000	-	\$1,590,000
Miscellaneous	-	-	\$376,000	-	\$376,000
Engineering	-	-	\$536,000	-	\$536,000
Contingency	-	-	\$2,142,000	-	\$2,142,000
<b>TOTALS</b>	<b>\$3,963,000</b>	<b>\$3,000,000</b>	<b>\$8,368,000</b>	<b>\$2,016,000</b>	<b>\$17,347,000</b>

#### c) Documentation of funding commitments for non-Federal funds

The breakdown of the non-PIDP sources is as follows, with the highest non-federal sources listed first:

Non-federal, C. Reiss:	\$3,963,000 (22.85%)
Non-federal, WI State HAP:	\$3,000,000 (17.3%)
<b>Total non-federal</b>	<b>\$6,963,000 (40.15%)</b>
Federal EPA/USACE:	\$2,016,000 (11.62%)

This is 40% of non-federal sources, more than the required 20%. Of the \$6,963,000 non-federal sources, \$5,463,000 is committed, as described below, and \$1,500,000 is pending.

Please see attached Letter of Commitment from C. Reiss committing their match as described in the table above. C. Reiss's funding is unrestricted and will be available following an award from the PIDP. \$1.5 million of Wisconsin's HAP was awarded in December 2020 (see attached award notice) and the City of Superior is submitting another \$1.5 million grant request on July 30, 2021. C. Reiss' application to EPA/USACE is split into two phases – phase one is planning and phase two is construction. C. Reiss is currently in negotiations with EPA/USACE for phase one, planning. If all of the grant applications are not awarded, or are

less than the requested amount, C. Reiss has a phasing plan – up to three phases – to accommodate lesser awards.

## **4.0 Merit Criteria**

### **4.1 Effective Movement of Goods**

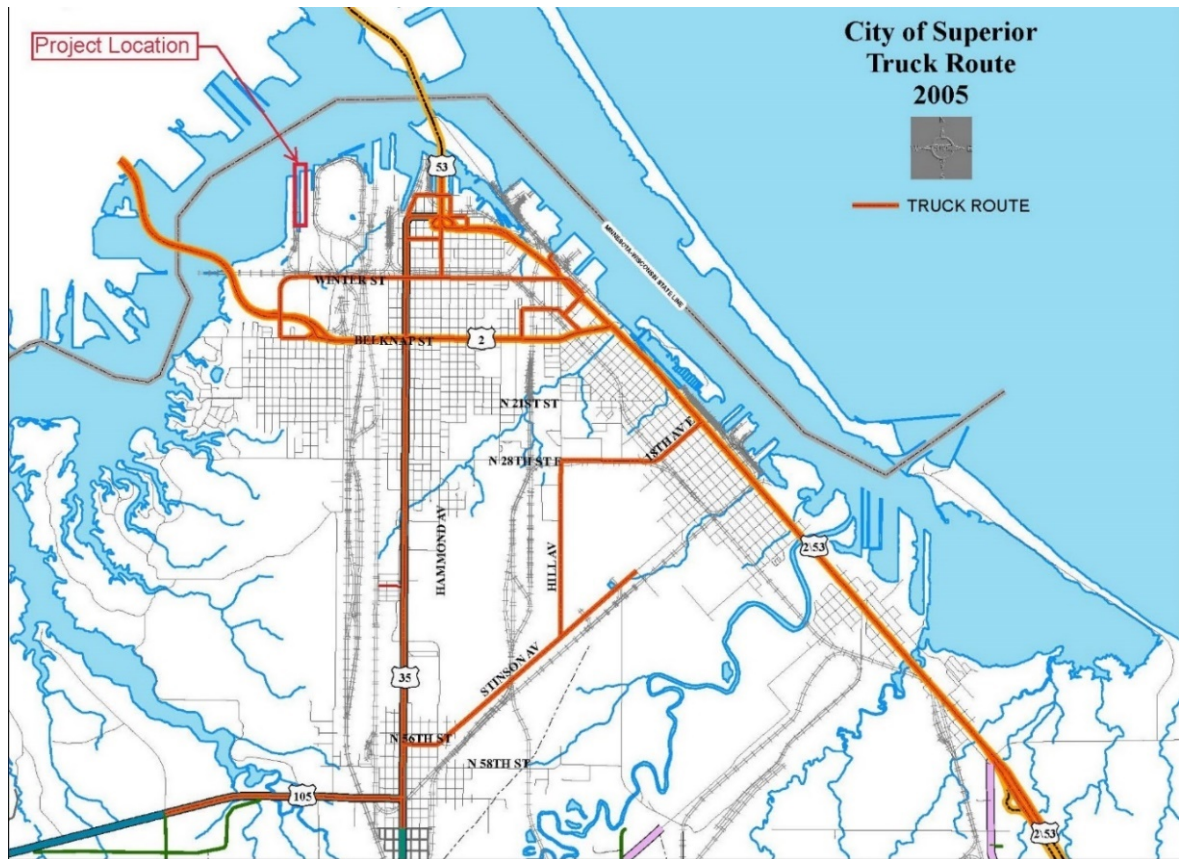
The relocation of their shipping business from Duluth to Superior will positively impact the movement of goods. As mentioned earlier, C. Reiss is hampered by flooding issues at the Duluth Port. For the last four years their terminal area has flooded. They are seeing increasing lake levels of 12 – 15 inches per year, causing up to a week's delay in their shipping. This is incongruent with the need for just-in-time delivery required by their customers.

The new location in Superior accommodates more and larger ships and increases the rail capacity for C. Reiss, providing more room for rail unloading and vessel loading. This will allow the company to more than double their capacity, allowing them to move, on an annual basis, an additional 1 million tons of material, including coal, limestone, petroleum coke, and salt. Their terminal at Port of Superior would then become the largest of C. Reiss's active five ports.

Another increase in efficiency is realized because Port of Superior is located at the mouth of the St. Louis River and the ships have less distance to travel than going in through to the Duluth Port. Once at the Port, there is an effective network of rail and truck routes serving the Port.

One final point under effective movement of goods is the reuse of an existing dock facility and bringing it back to its days of active shipping, after being dormant for thirty years.





*Illustration of project site and its connection to existing transportation infrastructure (rail and truck routes).*

## 4.2 Economic Vitality

The U.S. has a multipurpose and extensive network of navigable waterways including rivers, bays, channels, coasts, the Great Lakes, open-ocean routes and the Saint Lawrence Seaway System. These maritime “expressways” have as many benefits, if not more, than our nation’s highway system. The benefits of using our marine waterways – such as reducing landside congestion and reducing system wear and tear – are not perceived on an individual level. Using our waterways more consistently would create more public benefits.

Public benefits, on a holistic level of maritime commerce include<sup>4</sup>:

- Create and sustain jobs in U.S. vessels, ports and shipyards.
- Relieve landside congestion.
- Reduce maintenance costs and improve the U.S. transportation system's overall state-of-repair (wear and tear on roads and bridges).
- Drive the mandatory use of emerging engine technologies.
- Improve U.S. economic competitiveness by adding new cost-effective freight and passenger transportation capacities.
- Improve environmental sustainability of the U.S. transportation system by using less energy and reducing air emissions per passenger or ton-mile of freight moved.

<sup>4</sup> [America's Marine Highway System](#) website, April 15, 2020

- Improve public safety and security by providing alternatives for the movement of hazardous materials outside heavily populated areas.
- Improve transportation system resiliency and redundancy by providing transportation alternatives during times of disaster or national emergency.
- Improve national security by adding to the nation’s strategic sealift resources.

Please see the attached Benefit-Cost Analysis (BCA), which followed the USDOT Benefit-Cost Analysis guidance document from February 2021<sup>5</sup>, for detailed benefits related to the C. Reiss, Port of Superior, Infrastructure Improvements Project. The objective of the Benefit-Cost Analysis was to account for all benefits and costs from the relocation of the C. Reiss shipping operations accruing over an analysis period of 20-years (2023 to 2042). The net present value and benefit-cost ratio were calculated to determine whether relocating shipping operations would balance competing needs and whether it would be economically viable. In summary, two alternatives were explored in the Benefit-Cost Analysis, including a Baseline Alternative in which the existing facility remains at its current location. No improvements will be made over the 20-year analysis period other than routine operation and maintenance costs to maintain serviceability of the existing facility. The Build Alternative consists of rehabilitating the proposed dock site and moving shipping operations to the new location. The main benefit and cost components analyzed included:

- a. Shipping Travel Savings
  - i. Shipping Travel Time Savings
  - ii. Shipping Emissions Reduction Benefits
- b. Locomotive Travel Distance Savings
- c. Truck Travel Reduction Benefits
- d. Initial Capital Costs and Residual Capital Value
- e. Maintenance Project Cost Savings

Other benefits that will be realized but not quantified in the analysis per guidance document included:

- a. Building climate resilient infrastructure unaffected by flooding
- b. Removal of contaminated underwater sediment
- c. Unquantified truck travel reduction benefits
- d. Rehabilitating and operating in a formerly vacant dock.

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<sup>5</sup> *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, U.S. Department of Transportation, 2021



**Location Map, Superior WI/Duluth MN**

The conclusion of the BCA was a benefit-cost ratio equal to 2.02. The benefit-cost ratio for the Build Alternative was calculated by dividing the sum of discounted benefits by the sum of discounted costs. The total benefits included a combination of shipping travel savings benefits, switching fee reduction benefits, and locomotive travel savings benefits. USDOT guidance dictates that if funding from a discretionary grant program is used, costs that are not initial capital costs are included in the numerator as an addition/subtraction to the benefits. This includes residual capital value and annual operation and maintenance costs. The total costs in the denominator only accounted for initial capital costs. See the benefit-cost ratio calculation below.

**Build Alternative**

Shipping Travel Time Savings Benefits	=	\$ 2,648,504
Shipping Emissions Reduction Benefits	=	\$19,257,259
Locomotive Travel Savings Benefits	=	\$ 276,911
Truck Travel Reduction Benefits	=	\$ 3,822,098
Residual Capital Cost (Benefit)	=	\$ 2,689,677
<u>Maintenance Project Cost Savings</u>	=	<u>\$ 6,316,507</u>
<b>Total Benefits</b>	=	<b>\$35,010,956</b>

**Project Cost Estimate**

Total Costs	=	\$17,347,000
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**Benefit-Cost Ratio** = **\$35,010,956/\$17,347,000 = 2.02**

This suggests that rehabilitating the proposed facility and relocating C. Reiss shipping operations is cost-effective and is economically justified.

### 4.3 Climate Change and Environmental Justice Impacts

The Duluth Seaway Port Authority (DSPA) participates in the Green Marine Program, which offers a framework for maritime companies to establish best practices to reduce negative aspects of their environmental footprint. Additionally, the 2020-2045 update to the Duluth-Superior Metropolitan Interstate Council's (MIC) (area's Metropolitan Planning Organization) Long-Range Transportation Plan, Chapter 5 discusses the **climate change impacts in this region and its challenges, including bigger and more frequent storm events, impacting culverts, bridges, and waterfront infrastructure**<sup>6</sup>. The Plan sets a path *for multi-modal transportation system that not only supports the diverse needs of people and commerce but is also economically, socially, and environmentally sustainable over time.*"

The city is currently updating its [Hazard Mitigation Plan](#). Relevant to this proposed project is Mitigation Strategies for Objective 3: Support/Implement research and restoration activities for impacted natural resources and strategy number 3.2 "Participate in the Metropolitan Interstate Council Harbor Technical Advisory Committee and other harbor and port related organizations. The Harbor Technical Advisory Committee (HTAC) is a stakeholder group with a growing list of successful planning and policy initiatives. Current topics include dredged material management, environmental restoration and enhancement activities, and land use development activities in the St. Louis River area."

The movement of freight by water is the most environmentally friendly way of moving bulk commodities. Of the Challenges & Opportunities listed, this project addresses five of them:

- Placement/beneficial re-use of dredged materials.
- Water level fluctuation and long-term sustainability.
- Dock wall replacement.
- Legacy pollution clean-up.
- Land use redevelopment pressure for non-maritime and non-industrial use.

The proposed facility will be dredged deeper than the existing facility and will be able to accommodate vessels with 2 feet of additional draft. This allows for an increase of 3,000 tons of capacity on each ship, thus reducing the number of Great Lakes Fleet vessels required to sustain American Crystal Sugar (major customer of C. Reiss) cargo needs. Reducing the number of vessels required for existing operations also reduces the emissions produced from shipping. The 3,000 ton increase in capacity will reduce the vessels required for American Crystal Sugar by two per year. Additionally, the 27 remaining ships that travel to the proposed facility will travel 2.5 fewer miles from the entrance of the port each trip, further reducing emissions (details in the aforementioned BCA).

Additionally, passing along the \$500,000 annual switching fee (Duluth facility) to customers at the existing facility has the potential to steer them away from using the port as a means of shipping stone. The alternative shipping method to port and rail would be using trucks. C. Reiss estimates that if American Crystal Sugar were to shift shipping operations to trucks, they would add approximately 20,400 truck trips per year to the highway system. Over a 300-

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<sup>6</sup> *Sustainable Choices 2045*, the 2020-2045 update to the Metropolitan Interstate Council's Long-Range Transportation Plan, [Chapter 5](#), pages 6-11.

day working year, that equates to 68 truck trips per day. The economic benefit of reducing this magnitude of truck travel on highways is decreased vehicle-miles traveled leading to less wear on public infrastructure.

C. Reiss’ Duluth port is experiencing seeming effects of climate change with the increasing flooding events, as discussed earlier in section 1.0. Shipping operations at the existing facility are suspended for up to seven days in a year due to an increase in flooding events on the Saint Louis River. Climate change has brought in the question of whether shoreline flooding on Lake Superior will become more prevalent in the future. Many past studies indicate that as climate change continues to worsen over time and temperatures in the region increase, Lake Superior will experience an overall decrease in water levels due to increased evaporation but will still experience periodic higher than average levels<sup>7</sup>. More recent studies propose that precipitation increases have a significant chance of outpacing evaporation increases, leading to an increase in water levels<sup>8</sup>. The proposed facility infrastructure will be more climate resilient than the existing facility. Relocating to the proposed facility will allow for operations during the present-day flooding events and will withstand the potential increase in flooding frequency due to climate change.

The proposed harbor improvement project **will not negatively impact Environmental Justice (EJ) populations**. It will actually assist these populations as it will remove contaminated sediment from the harbor, utilize a harbor that’s been vacant for 30+ years and provide job opportunities for EJ populations.

Demographics for the City of Superior are reflected in the below table, from the US Census Bureau’s American Community Survey. The city has lower than other jurisdictions when it comes to non-white populations; however, it has higher than the county, state and the US for families below the poverty line, median household income, and persons with disabilities.

<b>KEY DEMOGRAPHICS<sup>9</sup></b>				
	<b>City of Superior (26,223 pop.)</b>	<b>Douglas County</b>	<b>Wisconsin</b>	<b>US</b>
Under 5	4.8%	4.9%	5.8%	6.1%
65+	16.2%	18.0%	16.5%	15.6%
Non-white	8.6%	7.1%	14.6%	27.5%
<b>Families Below the Poverty Level, Past 12 Months</b>	<b>11.4%</b>	8.9%	7.2%	9.5%
<b>Median Household Income</b>	<b>\$46,957</b>	\$53,986	\$61,747	\$62,843
<b>Population with a Disability</b>	<b>15.7%</b>	14.8%	11.7%	12.6%

<sup>7</sup> *Lake Superior Climate Change Impacts and Adaptation*, Huff and Thomas, 2014

<sup>8</sup> *Physically Plausible Methods for Projecting Changes in Great Lakes Water Levels under Climate Change Scenarios*, Lofgren and Rouhana, 2016

<sup>9</sup> US Census Bureau, [2019 American Community Survey](#)

#### **4.4 Advancing Racial Equity and Reducing Barriers to Opportunity**

As mentioned, this project will open up opportunities for employment for all persons, including disadvantaged populations including the areas minority populations. The dock site of the proposed facility has been vacant and non-functioning for at least 30 years. Plans for occupancy were absent and the site would otherwise remain vacant. Rehabilitating and relocating operations to the proposed facility would give the site a new purpose. This revitalizes the port infrastructure and may help revitalize surrounding communities in Superior. This also has the potential to create new economic opportunity and business for the community.

#### **4.5 Leveraging Non-Federal Funds**

The City of Superior and C. Reiss realize that federal funding is limited and that there are far more needs than funds available. For that reason, C. Reiss is over-matching the required 20% of non-federal funding by providing a match of 23% and C. Reiss and the City worked collaboratively to secure a \$1.5 M state HAP and are pursuing another \$1.5M HAP grant to decrease the amount of PIDP funding to 48%. A PIDP grant couldn't come at a better time. The pandemic had negative effects on C. Reiss and its customers. The company estimates they are down approximately 35% of volume in their shipping, mainly steel and lime. This makes outside federal assistance even more important to make this project happen.

#### **5.0 Project Readiness**

The C. Reiss, Port of Superior, Infrastructure Improvements Project is ready to proceed upon grant award and execution of a grant agreement with the Maritime Administration. As illustrated below, C. Reiss has the technical team in place and is well on their way with permits and environmental approvals. The expertise of each lead member is summarized below, and their resumes are included in the attachments section of the application.

#### **5.1 Technical Capacity**

The City of Superior is well-versed in delivering federally funded projects as a recipient of many federal dollars through various programs, chiefly among them the Federal Highway Administration and the Department of Housing and Urban Development.

**Project Director** – Jason Serck, Economic Development, Planning & Port Director for City of Superior will serve as Project Director for this project if awarded a PIDP grant. Jason is exceptionally qualified for this role as he directs the administration and management of community development programs, oversees the administration and management of multiple state and federally funded programs, and has direct oversight of regulatory aspects of Port of Superior. Jason is the current chair of the Harbor Technical Advisory Committee (committee of the Duluth-Superior Metropolitan Interstate Council) and is on its Dredge Subcommittee, which reviews dredging policies and practices, including reuse of dredge material. Jason is also a member of the Wisconsin Commercial Ports Association and the American Great Lakes Ports Association.

The Port, under Jason's direction, has successfully secured and administered more than \$30 million in grant dollars from Wisconsin Department of Transportation's (WisDOT) Harbor Assistance program in the last 10 years.

Jason's division receives an annual, direct allocation from the US Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) program to support programs such as neighborhood revitalization, public works, and social service activities. As a direct recipient of these federal dollars, the city needs to lay out specific strategies to achieve goals of the program with Five Year and Annual Plans that are reviewed and approved by HUD. In addition, the City needs to ensure compliance with the federal requirements placed on these dollars, including Federal Davis Bacon and related acts and multiple policies and procedures that are common with federal funding.

C. Reiss, the ultimate benefactor and partner to the City in this project, will utilize expertise of its consultant base. Chief among them, to ensure compliance with federal funding, includes:

#### **Technical Team:**

**Project Manager** – Brian Lennie, C.W.S. is a senior scientist and project manager with 27 years of experience. Brian's responsibilities include conducting resource management studies, lake studies, and wetland reviews, studies, policy and ordinances; and preparing designs for stormwater ponds, streambank stabilization, landscape plans, wetland creations and mitigation, and wetland and waterway permitting. He also plans and completes field investigations such as wetland delineations, erosion control plans, waterway and natural resource inventories, and manages the construction of natural resource related projects. As can be seen in his attached resume, Brian has substantial experience in working on projects that were federally funded. This includes funding from the American Reinvestment and Recovery Act (ARRA), WisDOT federal funding (US DOT/FHWA), Federal Emergency Management Agency (FEMA), Army Corps of Engineers (ACOE), and the Environmental Protection Agency (EPA). Brian is also well-versed in environmental assessments, waterway and natural resource inventories, permitting and wetland delineation.

**Civil Engineer** – Michael Bach, P.E. is a senior engineer with more than 14 years of experience in environmental and civil engineering, site assessments, site developments, entitlements, due diligence, and overall project management. Mike has substantial experience with public and private developments including, to name just a few, the CN Peninsula Planning and Engineering project in Manitowoc, WI; The Shipyard project in Green Bay, WI; and Walker Ranger Station in Walker, MN, which was a LEED Silver development for the United States Fish & Wildlife Service in Minnesota.

**Grant Administrator** – Heidi Peper is a senior funding specialist with 26 years of experience in community and economic development. Heidi has worked on solving complex funding problems on numerous significant projects, ranging from pedestrian trails to highways and outdoor recreation to drinking water projects. Once funding is secured, Heidi is well-versed in the requirements of Federal funding sources and can assist with compliance, i.e. Federal Davis-Bacon and Related Acts and Buy American Iron & Steel. She works closely with engineers and architects to ensure required documents are included in all bidding documents for successful implementation of federally funded projects. Heidi also assists with reporting requirements for all funded projects. Her administration with federal agencies includes US Department of Transportation / Federal Highway Administration, US Department of Housing and Urban Development, and US Environmental Protection Agency.

The project is feasible, constructible, and the schedule of events is as follows:

<b>TASK</b>	<b>COMPLETION DATE</b>
Environmental Review	September 2021
Permitting & Compliance	November 2021
Design	June 2022
Construction Start	July 2022
Construction Complete	May 2023
Occupancy by C. Reiss	May 2023

As mentioned above, the technical team has experience with Federal requirements, such as Federal Davis-Bacon and related acts and Buy American Act and will ensure the project will comply with all associated federal requirements.

## **5.2 Environmental Risk**

The anticipated NEPA level of review for this project is Categorical Exclusion, based on items #4 and #7 of Appendix 1 of the Maritime Administration Manual of Orders MAO 600-1; or potentially an Environmental Assessment/Finding of No Significant Impact. We anticipate having a final determination by calendar year end 2021. If it is an Environmental Assessment, it would take approximately three months (on the long end) to complete. This can be done early in 2022 prior to design being complete. Many permits are already in hand as shown below and attached.

We are working with the US Army Corps of Engineers (USACE) with the dredging and disposing of material. We are in close communication with them and the US Environmental Protection Agency (EPA) as it relates to this task and our pending application to the EPA. We expect to hear in August regarding our planning grant application and then we would submit an implementation application shortly thereafter, as suggested by the EPA. We provided the schedule to the EPA and USACE and both concur on the reasonableness of the schedule.

We are also working closely with the Wisconsin Department of Natural Resources related to the dredge material and utilizing data from sampling they conducted. Samples at the site have identified high levels of polycyclic aromatic hydrocarbons in sediments that are impacting beneficial use impairments (BUI) at the site, including the restrictions on dredging activity BUI. Given the historical, industrial use of the slip and elevated contaminant results in the available sediment data set, the WDNR is requiring the collection and analysis of additional sediment samples prior to approving the proposed dredging work. Additionally, based on the levels of contaminants present in available samples the WDNR is requiring confined disposal of any dredged sediments from this site.

Working through the Great Lakes Legacy Act program, outcomes for the proposed project:

1. Remove contaminated sediment from St. Louis River AOC to help benthic invertebrates, fish and wildlife populations, make fish safer for human consumption, make the water safer for human and wildlife activity, make dredging activities safer, keep contaminated sediment from making its way into Lake Superior, and help get the St. Louis River closer to being delisted as an AOC.



2. Design plans and permitting will allow for the removal and capping of hazardous sediment to be performed in a manner that leaves the site in a safe condition. The removal and capping of sediment must include the repair of the dock wall to maintain its stability as dredging more than 4 feet of sediment cannot be done without damage to the wall. The stability of the dock is integral to the remediation portion of the project.

Once designed, the safe removal and onsite capping of 48,000 cubic yards of contaminated sediment will provide environmental remediation and restoration of beneficial uses to this site located within the St. Louis River Area of Concern (AOC). This will help contribute to the removal of the BUIs of Degradation of Benthos and Restrictions on Dredging Activities, which will ultimately help lead to the delisting of the St. Louis River as an AOC as more of these types of projects take place.

<b>TASK</b>	<b>STATUS</b>
Wisconsin Department of Natural Resources (DNR) Submerged Land Lease	Complete & Attached
Assured Wetland Delineation	Complete & Attached
NR 216 Permit	March 2022
Site SWPPP and Air Quality Permitting	Fall 2022
Army Corps of Engineers / DNR Wetland and Waterway – Dredging and Wall Permits	Complete & Attached
Amendment for City Superior Special Area Wetland Fill Permit	Complete & Attached
Wetland Exemption	Complete & Attached
DNR Stormwater Pond	March 2022
Environmental and Cultural Resources Review	Complete & Attached
National Environmental Policy Act (NEPA) – Anticipate Categorical Exclusion, based on items #4 and #7 of Appendix 1 of the MARAD’s Manual of Orders MAO 600-1; or potentially an Environmental Assessment/Finding of No Significant Impact	Final NEPA Determination by March 2022
Section 106 of the National Historical Preservation Act	March 2022
Section 7 of the Endangered Species Act	Complete & Attached
Railroad Agreement	By December 2021

### **5.3 Assessment of Project Readiness Risks and Mitigation Strategies**

There are no known or perceived delays in approvals or obtaining the needed permits that would result in project delays. The land is owned by C. Reiss so there are no concerns with acquisition delays. The site has been used since the early 1900s for shipping purposes so there are no foreseen issues with local zoning. Environmental concerns are further lowered by already having completed the Environmental and Cultural Resources review along with the other permits and approvals noted above which are either completed or in process.

The largest risk to the project is funding. As noted above, C. Reiss and its consultant team have a phasing plan that they can use if not all funding comes in as planned. If needed, phase one would delay some of the electrical, roads, some utilities, truck scale and the building to phase two and would trim approximately \$6.5 million off project costs and would still allow for C. Reiss to occupy and start using their Superior slip.

## 6.0 Domestic Preference

Buy American provisions will be included in the front-end bid documentation including instructions to bidders, plans and specifications. All materials and equipment are available domestically and a waiver for the Buy American Act provisions will not be required.

## 7.0 Additional Considerations

This project is located in a federally designated Opportunity Zone (OZ) as illustrated in the attached Figure 3, Opportunity Zone Map. This indicates a concentration of lower income persons, disadvantaged persons, and lack of private investment. Per the United States Census Bureau QuickFacts, the median household income for Superior, WI, is \$44,916, compared to \$59,209 for the State of Wisconsin. Additionally, Superior has 15.0% persons living in poverty, compared to 11.0% for the state.

## 8.0 Determinations

<p><b>The project improves the safety, efficiency or reliability of the movement of goods through a port or intermodal connection to a port.</b></p>	<p>Shipping operations at the existing facility are suspended for up to seven days in a year due to an increase in flooding events; the proposed facility infrastructure will be more climate resilient than the existing facility. Relocating to the proposed facility will allow for operations during the present-day flooding events. Also C. Reiss customer ships that travel to the proposed facility will travel 2.5 fewer miles from the entrance of the port each trip.</p>																														
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Total Costs	=	\$17,347,000																													
<b>Benefit-Cost Ratio</b>	<b>=</b>	<b>\$35,010,956/\$17,347,000 = 2.02</b>																													
<p><b>The eligible applicant has the authority to carry out the project.</b></p>	<p>The applicant – City of Superior – was incorporated as a city in 1889. The authority to carry out the infrastructure project is granted in Wis. Stats. § 62.15.</p>																														
<p><b>The eligible applicant has sufficient funding available to meet the matching requirements.</b></p>	<p>Please see the budget on page 8 that shows how the following sources will be used: Wisconsin HAP: \$3 million (\$1.5 committed, \$1.5 pending); C. Reiss \$3,963,000 (committed); EPA/USACE \$2,016,000 (pending).</p>																														
<p><b>The project will be completed without unreasonable delay.</b></p>	<p>We anticipate being able to start construction in July 2022.</p>																														
<p><b>The project cannot be easily and efficiently completed without Federal funding or financial assistance.</b></p>	<p>A phasing schedule has been developed to account for potential of less than requested funding from HAP (\$1.5M) or EPA (\$2M) but not to the extent of the PIDP grant request (\$8.3) and PIDP funds are needed to advance the project. Waiting additional years will put the first HAP grant in jeopardy.</p>																														

**ATTACHMENT D  
CHANGES FROM APPLICATION**

**INSTRUCTIONS FOR COMPLETING ATTACHMENT D:** Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in article 3 and attachments A–B. The purpose of this attachment D is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. See section 10.1.

**Scope:**

<b>Item</b>	<b>Application</b>	<b>Revision</b>
Permitting	Obtaining and documenting all construction and environmental permitting that are required to construct and operate the system.	None
Subsurface Pilings	Providing materials and installation of necessary piling to support an engineered platform to construct above grade infrastructure.	Added tiebacks
Concrete Structural Foundation	Providing materials and installation of reinforced concrete foundations to establish an engineered platform to construct above grade infrastructure.	None
Marine Bollards	Installation of new mooring bollards and concrete foundations.	November 2022
Wall Repair	Complete restoration and resurfacing of the concrete cap.	None
Dredging	48,000 cubic yards of material to be dredged.	28,000 CY
Rail Service & Storage Tracks	Installation of five switches and repair and extension of track for a total of 7,060 lineal feet	Added rail scale
Stormwater Storage/Control	Collection and settling pond	None
Electrical	Primary feeder, feeders to building and dock equipment, site lighting	None
Roads & Other Utilities	Natural gas line, gravel side roads, concrete road crossing, sewer, storm sewer, two storm outfalls	Added parking areas, sewer collection tank, public roadway repairs for the installation of track, 2,000 ft waterline installation, dry hydrant assemblies and associated piping.
Building	5,000 square foot office, repair shop and storage space	None
Equipment	Truck scale, rail scale, stacking conveyor and telescoping loading conveyor	None
Miscellaneous	Dust control, erosion control, mobilization	Added site fencing and asphalt salt pad

**Schedule:** Due to length of time to clear NEPA, the schedule has been delayed from what was submitted in the application.

Adjusted timeline of bidding and award:

Item	Application	Revision
Environmental Review	September 2021	September 2022
Permitting & Compliance	November 2021	September 2022
Design	June 2022	September 2022
Start Construction	July 2022	November 2022
End Construction	May 2023	Oct. 31, 2023
Occupancy by C. Reiss	May 2023	November 2023

**Budget:**

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3 and Attachment B	
	\$	%	\$	%
<b>Previously Incurred Costs</b>				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
<b>Future Eligible Project Costs</b>				
PIDP Funds	\$8,368,000	48.2%	\$8,368,000	43.3%
Other Federal Funds	\$2,016,000	11.6%	\$1,052,000	5.4%
Non-Federal Funds	\$6,963,000	40.1%	\$9,900,204	51.2%
Total Future Eligible Project Costs	<b>\$17,347,000</b>	100.0%	\$19,320,204	100.0%
Total Project Costs	<b>\$17,347,000</b>	100.0%	\$19,320,204	100.0%

	Component 1 Site Civil Work	Component 2 Rail Track Work	Component 3 Dock Wall Work	Total
<b>PIDP Funds:</b>	\$2,713,000	\$953,248	\$4,701,752	<b>\$8,368,000</b>
<b>Other Federal Funds (EPA):</b>			\$1,052,000	<b>\$1,052,000</b>
<b>State Funds (WisDOT):</b>			\$3,000,000	<b>\$3,000,000</b>
<b>Local Funds:</b>				

<b>Other Funds (C Reiss):</b>	\$2,969,276	\$3,930,928		<b>\$6,900,204</b>
<b>Total:</b>	<b>\$5,682,276</b>	<b>\$4,884,176</b>	<b>\$8,753,752</b>	<b>\$19,320,204</b>

<b>Cost Classification</b>	<b>PIDP Eligible Costs</b>
Site work	<b>\$5,155,361</b>
Construction	<b>\$12,408,460</b>
Contingency	<b>\$1,756,383</b>
<b>Project Total</b>	<b>\$19,320,204</b>

**Detailed Descriptions of What Work Will Be Completed for Each Project Component**

Site Civil Work to include:

Mobilization
Traffic Control
Silt Fence
Inlet Protection
Erosion Mat Class 1 Type B
Stone Tracking Pad (Maintained)
Temporary Diversion Berm
Interim Manufactured Perimeter Control
Removing Structure (Retaining Wall)
Remove Asphaltic Surface
Remove Curb & Gutter
Clearing And Grubbing
Site Dredging
Excavation Below Subgrade
Excavation Common
5 Mil. Polyliner With 6" Crushed Washed Stone
Geogrid Type Sr
Base Aggregate Dense, 1 1/4-Inch
Tack Coat
Hma Pavement, 3 Mt 58-34 S
Hma Pavement, 4 Mt 58-34 S
Hma Pavement, 3 Mt 58-34 V
Concrete Strip, 5-Foot Wide
Concrete Curb & Gutter
Fence Chain Link 6-Ft
Topsoil
Seed, Fertilizer, And Mulch
Dry Hydrant Assembly
6" Dip Watermain

Water Service, Hdpe, 2-Inch
Sanitary Holding Tank
Flared End Section With Trash Guard, 30-Inch
Storm Sewer Pipe, Reinforced Concrete Class Iii, 30-Inch
Medium Rip Rap
Site Electrical
Buildings
Truck Scale

**Rail Track Work to include:**

Removing Structure (Retaining Wall)
Excavation Common
Base Aggregate Dense 3/4 - Inch
Base Aggregate Dense 1-1/4 - Inch
Breaker Run
Tack Coat
Hma Pavement 3 Mt 58-34 S
Hma Pavement 4 Mt 58-34 S
Culvert Pipe Corrugated Steel 24-Inch
Adjusting Manhole Covers
POSTS WOOD 4x6 INCH X 14-FOOT
Signs Type Ii Reflective H
Traffic Control
Geotextile Fabric Type Sas
Turnout (No. 9)
Turnout (No. 11)
Casing Pipe Steel 12-Inch
Culvert Pipe Steel 15-Inch
Sanitary Sewer Main 8-Inch
Rail Scale
Derail Sliding With Wheel Crowder
Construct Track
Crossing Timber

**Dock Wall Work to include:**

Excavate For Tie Rod Installation
Excavate behind upland wall for anchor
Sheet Pile
Sheet Pile Coating
Anchor Rod Thrd Reinforcement
Bollard Conc
Bollard Piles
Fill Upland Aggregate
Wale Assembly and Upland
Soil Anchor System
Sheet Pile Wall Cap
Select Crushed Agg

Drainage System
Erosion Control
Safety Ladders

\*\* Revised Bid Form

ITEM #	ITEM NAME	UNITS	QUANTITY	\$/UNIT	EXTENSION
<b>SCHEDULE A - SITE CIVIL WORK</b>					
A1	MOBILIZATION	LS	1		
A2	TRAFFIC CONTROL	LS	1		
A3	SILT FENCE	LF	5000		
A4	SILT CURTAIN	LF	310		
A5	INLET PROTECTION	EACH	3		
A6	EROSION MAT CLASS 1 TYPE B	SY	25000		
A7	STRAW BALE DITCH CHECK	EACH	42		
A8	STONE TRACKING PAD	EACH	1		
A9	TEMPORARY DIVERSION BERM	LF	2700		
A10	INTERIM MANUFACTURED PERIMETER CONTROL	LF	2500		
A11	5 MIL. POLYLINER WITH 6" CRUSHED WASHED STONE	SY	1100		
A12	REMOVE RETAINING WALL	LF	475		
A13	REMOVE ABANDONED PETROLEUM LINE, 8-INCH	LF	680		
A14	REMOVE ASPHALTIC SURFACE	SY	135		
A15	REMOVE CONCRETE CURB & GUTTER	LF	24		
A16	CLEARING AND GRUBBING	AC	20		
A17	EXCAVATION COMMON - ONSITE DISPOSAL	CY	37060		
A18	GEOGRID TYPE SR	SY	24400		
A19	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	10400		
A20	TACK COAT	GAL	1500		
A21	HMA PAVEMENT, 3 MT 58-34 S	TON	12		
A22	HMA PAVEMENT, 4 MT 58-34 S	TON	16		
A23	HMA PAVEMENT, 3 MT 58-34 V	TON	6400		
A24	CONCRETE STRIP, 5-FEET WIDE	SY	1260		
A25	CONCRETE PAVEMENT, 8-INCH	SY	100		
A26	CONCRETE CURB & GUTTER	LF	24		
A27	CHAIN LINK FENCE, 6-FEET	LF	3500		
A28	TOPSOIL	TON	4300		
A29	SEED, FERTILIZER, AND MULCH	SY	50000		
A30	STEEL CASING PIPE, 4-INCH	LF	161		
A31	DRY HYDRANT ASSEMBLY	EACH	1		
A32	WATER SERVICE, HDPE, 2-INCH	LF	1620		
A33	SEPTIC TANK	LS	1		
A34	FLARED END SECTION WITH TRASH GUARD, 30-INCH	EACH	2		



A35	STORM SEWER PIPE, REINFORCED CONCRETE CLASS III, 30-INCH	LF	110		
A36	BENTONITE COLLAR	EACH	2		
A37	TURF REINFORCEMENT MATTING, CLASS III, TYPE B	SY	260		
A38	SITE ELECTRICAL	LS	1		
A39	BUILDINGS	LS	1		
A40	TRUCK SCALE	LS	1		
<b>SCHEDULE B - RAIL TRACK WORK</b>					
B1	SELECT BORROW	TON	31878		
B2	EXCAVATION COMMON - OFFSITE DISPOSAL	CY	27720		
B3	EXCAVATION COMMON - ONSITE DISPOSAL	CY	47940		
B4	BASE AGGREGATE DENSE 3/4 - INCH	TON	82		
B5	BASE AGGREGATE DENSE 1-1/4 - INCH	TON	26,965		
B6	BREAKER RUN	TON	700		
B7	TACK COAT	GAL	75		
B8	HMA PAVEMENT 3 MT 58-34 S	TON	150		
B9	HMA PAVEMENT 4 MT 58-34 S	TON	150		
B10	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	50		
B11	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	50		
B12	ADJUSTING MANHOLE FRAME AND RING CASTING	EACH	1		
B13	POSTS WOOD 4x6 INCH x 14-FOOT	EACH	4		
B14	SIGNS TYPE II REFLECTIVE H	SF	33		
B15	MARKING STOP LINE EPOXY, 24-INCH	LF	24		
B16	TRAFFIC CONTROL	LS	1		
B17	GEOTEXTILE FABIC TYPE SAS	SY	34,100		
B18	TURNOUT (No. 9)	EACH	6		
B19	STEEL CASING PIPE, 15-INCH	LF	110		
B20	CULVERT PIPE STEEL 15-INCH	LF	65		
B21	CULVERT PIPE STEEL 18-INCH	LF	105		
B22	FLARED END SECTION, 18-INCH	EACH	2		
B23	FLARED END SECTION, 24-INCH	EACH	2		
B24	SANITARY SEWER, 8-INCH	LF	130		
B25	RAILROAD CAR SCALE	LS	1		
B26	DERAIL SLIDING WITH WHEEL CROWDER	EACH	1		
B27	CONSTRUCT TRACK	TF	7,828		

B28	CROSSING TIMBER	TF	147		
<b>SCHEDULE C - DOCK WALL WORK</b>					
C1	SOIL ANCHOR ENGINEERING	LS	1		
C2	BASE AGGREGATE OPEN-GRADED	TON	4000		
C3	UNDERWATER DRIVELINE CLEARING	LF	1000		
C4	STEEL SHEET PILES	SF	130500		
C5	STEEL H-PILES	LF	4550		
C6	TIMBER FENDERS	LF	2610		
C7	CAST STEEL BOLLARDS	EACH	13		
C8	WALE AND ANCHOR HARDWARE ASSEMBLIES	LF	2610		
C9	SOIL ANCHORS	EACH	140		
C10	TIEROD ANCHORS	EACH	277		
C11	PILE WALL CAP	LF	2610		
C12	WEEP DRAINS	EACH	44		
C13	SAFETY LADDERS	EACH	12		

### 11.3 INSURANCE

The Contractor shall not commence work on contract until proof of insurance required has been provided to the applicable department before the contract or purchase order is considered for approval by the City.

It is hereby agreed and understood that the insurance required by the City is primary coverage and that any insurance or self-insurance maintained by the City, its officers, council members, agents, employees or authorized volunteers will not contribute to a loss. All insurance shall be in full force prior to commencing work and remain in force until the entire job is completed and the length of time that is specified, if any, in the contract or listed below whichever is longer.

#### CONTRACTOR—LIABILITY

A. Commercial General Liability coverage at least as broad as Insurance Services Office Commercial General Liability Form, including coverage for Products Liability, Completed Operations, Contractual Liability, and Explosion, Collapse, Underground coverage with the following minimum limits and coverage:

- |   |             |
|---|-------------|
| 1. Each Occurrence limit  | \$2,000,000 |
| 2. Personal and Advertising Injury limit  | \$1,000,000 |
| 3. General aggregate limit (other than Products-Completed Operations) <b>per project</b>                      | \$2,000,000 |
| 4. Products-Completed Operations aggregate  | \$2,000,000 |
| 5. Fire Damage limit — any one fire   | \$50,000    |
| 6. Medical Expense limit — any one person   | \$5,000     |
| 7. Products - Completed Operations coverage must be carried for two years after acceptance of completed work. |             |

B. Automobile Liability coverage at least as broad as Insurance Services Office Business Automobile Form, with minimum limits of \$1,000,000 combined single limit per accident for Bodily Injury and Property Damage, provided on a Symbol #1- "Any Auto" basis.

C. Workers' Compensation as required by the State of Wisconsin and Employers Liability insurance with sufficient limits to meet underlying Umbrella Liability insurance requirements. If applicable for the work coverage must include Maritime (Jones Act) or Longshoremen's and Harbor Workers Act coverage.

D. Umbrella Liability providing coverage at least as broad as the underlying Commercial General Liability, Automobile Liability and Employers Liability, with a minimum limit of \$2,000,000 each occurrence and \$2,000,000 aggregate, and a maximum self-insured retention of \$10,000. The umbrella must be primary and non-contributory to any insurance or self-insurance carried by the City.

F. Builder's Risk / Contractor's Equipment or Property - The contractor is responsible for loss and coverage for these exposures. City will not assume responsibility for loss, including loss of use, for damage to property, materials, tools, equipment, and items of a similar nature which are being either used in the work being performed by the contractor or its subcontractors or are to be built, installed, or erected by the contractor or its subcontractors.

G. Longshoreman's and Harbor Worker's Compensation (as applicable under 33 U.S.C. 901, et seq.) Statutory

H. Merchant Marine Compensation (ass applicable under 46 U.S.C. 30104) Statory

I. Contractor's Pollution Liability \$1,000,000 each occurrence

J. Truckers/Hauler Commercial Auto Liability Endorsed for Pollution \$1,000,000 each occurrence.

#### **INSURANCE REQUIREMENTS FOR SUBCONTRACTOR**

All subcontractors shall be required to obtain Commercial General Liability (if applicable Watercraft liability), Automobile Liability, Workers' Compensation and Employers Liability, (if applicable Aircraft liability) insurance. This insurance shall be as broad and with the same limits as those required per Contractor requirements, excluding Umbrella Liability, contained in Section 1 above.

#### **APPLICABLE TO CONTRACTORS / SUBCONTRACTORS / SUB-SUB CONTRACTORS**

- A. Primary and Non-contributory requirement - all insurance must be primary and non-contributory to any insurance or self-insurance carried by City.
- B. Acceptability of Insurers - Insurance is to be placed with insurers who have an **A.M. Best** rating of no less than A- and a Financial Size Category of no less than Class VII, and who are authorized as an admitted insurance company in the state of Wisconsin.
- C. **Additional Insured Requirements - The following must be named as additional insureds on all Liability Policies for liability arising out of project work – City of Superior, and its officers, council members, agents, employees and authorized volunteers, C. Reiss and Wisconsin Department of Transportation (WisDOT).** On the Commercial General Liability Policy, the additional insured coverage must be ISO form CG 20 10 07 04 and also include Products - Completed Operations additional insured coverage per ISO form CG 20 37 07 04 for a minimum of 2 years after acceptance of work. This does not apply to Workers Compensation Policies.
- D. Deductibles and Self-Insured Retentions - Any deductible or self-insured retention must be declared to and approved by the City.
- E. Evidences of Insurance - Prior to execution of the agreement, the Contractor shall file with the City a certificate of insurance (Accord Form 25-S or equivalent) signed by the insurer's representative evidencing the coverage required by this agreement. In addition, form CG 20 10 07 04 for ongoing work exposure and form CG 20 37 07 04 for products-completed operations exposure must also be provided or its equivalent.

Such liability policies shall contain a provision or endorsement covering any contingent liability of the City of Superior. **The City, C. Reiss and WisDOT are to be shown as “additionally insured” and the project is to be listed on the certificate.** The naming of said entities as Certificate Holders will not be acceptable. Certificates of worker's compensation and personal and public liabilities, along with the provision indemnifying the City of Superior must be submitted by the successful bidder.

## 11.9 PROSECUTION AND PROGRESS

Prosecution and Progress shall be accomplished in accordance with WisDOT Standard Specifications 2023, Section 108, unless otherwise set forth in the Special Provisions.

Unless otherwise set forth in the Special Specifications, upon receipt of "Notice to Proceed" from the Owner, work under this contract shall commence immediately and be substantially completed by **June 30, 2024**, and final completion shall be required by **November 1, 2024**.

**A Milestone Completion Date shall be met for the full completion of the Dock Wall. This Milestone shall be met by March 25, 2024 and shall be complete, in accordance with the Contract Documents, so that the Work can be utilized for the purposes of which it is intended.**

**The Work included within Substantial Completion shall include the completion of the Stormwater Pond, Rail, Buildings, and Scales.**

Substantial completion shall mean: The time at which the Work (or a specified part thereof) has progressed to the point where, in the opinion of the Engineer, the Work (or a specified part thereof) is sufficiently complete, in accordance with the Contract Documents, so that the Work (or a specified part thereof) can be utilized for the purposes for which it is intended. The terms "substantially complete" and "substantially completed" as applied to all or part of the Work refer to Substantial Completion of such Work.

"General Decision Number: WI20230015 04/07/2023

Superseded General Decision Number: WI20220015

State: Wisconsin

Construction Type: Heavy

Counties: Wisconsin Statewide.

HEAVY CONSTRUCTION PROJECTS (Excluding Tunnel, Sewer, and Water Lines).

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

<p>If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:</p>	<ul style="list-style-type: none"> <li>. Executive Order 14026 generally applies to the contract.</li> <li>. The contractor must pay all covered workers at least \$16.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2023.</li> </ul>
<p>If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:</p>	<ul style="list-style-type: none"> <li>. Executive Order 13658 generally applies to the contract.</li> <li>. The contractor must pay all covered workers at least \$12.15 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2023.</li> </ul>

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/06/2023
1	01/13/2023

2	01/20/2023
3	03/31/2023
4	04/07/2023

BOIL0107-001 01/01/2021

	Rates	Fringes
BOILERMAKER		
Boilermaker.....	\$ 39.52	31.50
Small Boiler Repair (under 25,000 lbs/hr).....	\$ 26.91	16.00

BRWI0001-002 06/01/2022

CRAWFORD, JACKSON, JUNEAU, LA CROSSE, MONROE, TREMPLEAU, AND VERNON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 37.96	25.13

BRWI0002-002 06/01/2022

ASHLAND, BAYFIELD, DOUGLAS, AND IRON COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 45.87	23.91

BRWI0002-005 06/01/2022

ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	\$ 38.81	23.94

BRWI0003-002 06/01/2021

BROWN, DOOR, FLORENCE, KEWAUNEE, MARINETTE, AND OCONTO COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 37.03	24.95

BRWI0004-002 06/01/2022

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 42.53	26.01

BRWI0006-002 06/01/2022

ADAMS, CLARK, FOREST, LANGLADE, LINCOLN, MARATHON, MENOMINEE,



ONEIDA, PORTAGE, PRICE, TAYLOR, VILAS AND WOOD COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 38.26	24.83
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BRWI0007-002 06/01/2022		

GREEN, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 39.26	25.52
-----		
BRWI0008-002 06/01/2022		

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 44.08	24.42
-----		
BRWI0009-001 06/01/2022		

GREEN LAKE, MARQUETTE, OUTAGAMIE, SHAWANO, WAUPACA, WASHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 38.00	25.09
-----		
BRWI0011-002 06/01/2022		

CALUMET, FOND DU LAC, MANITOWOC, AND SHEBOYGAN COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 38.00	25.09
-----		
BRWI0013-002 06/01/2022		

DANE, GRANT, IOWA, AND RICHLAND COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 39.56	25.22
-----		
BRWI0019-002 06/01/2022		

BARRON, BUFFALO, BURNETT, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, ST. CROIX, SAWYER AND WASHBURN COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 37.36	25.73
-----		
BRWI0021-002 06/01/2022		

DODGE AND JEFFERSON COUNTIES

Rates	Fringes
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BRICKLAYER.....\$ 38.49 26.27

BRWI0034-002 06/01/2022

COLUMBIA AND SAUK COUNTIES

Rates Fringes

BRICKLAYER.....\$ 39.56 25.22

CARP0068-011 05/02/2022

BURNETT (W. of Hwy 48), PIERCE (W. of Hwy 29), POLK (W. of Hwys 35, 48 & 65), AND ST. CROIX (W. of Hwy 65) COUNTIES

Rates Fringes

Carpenter & Piledrivermen.....\$ 41.19 27.05

CARP0264-003 06/01/2016

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WAUKESHA, AND WASHINGTON COUNTIES

Rates Fringes

CARPENTER.....\$ 35.78 22.11

CARP0310-002 06/05/2022

Ashland, Bayfield, Forest, Iron, Langlade, Lincoln, Marathon, Oneida, Shawano, Taylor and Vilas

Rates Fringes

CARPENTER.....\$ 36.80 26.12
Piledriver.....\$ 37.37 25.96

CARP0314-001 06/05/2022

Columbia, Dane, Dodge, Grant, Green, Iowa, Jefferson, Lafayette, Richland, Rock, Sauk and Walworth

Rates Fringes

CARPENTER.....\$ 36.80 26.12
Piledriver.....\$ 37.37 25.96

CARP0361-004 05/01/2018

BAYFIELD (West of Hwy 63) AND DOUGLAS COUNTIES

Rates Fringes

CARPENTER.....\$ 36.15 20.43

CARP0731-002 06/05/2022

Calumet (Eastern portion of the County), Fond Du Lac, Manitowoc and Sheboygan

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
Piledriver.....	\$ 37.37	25.96

-----  
CARP0804-001 06/05/2022

Adams, Juneau, Portage and Wood

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
Piledriver.....	\$ 37.37	25.96

-----  
CARP0955-002 06/01/2022

Calumet (western portion of County), Fond Du Lac, Green Lake, Marquette, Outagamie and Winnebago

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
PILEDRIVER.....	\$ 37.37	25.96

-----  
CARP1056-002 06/05/2022

	Rates	Fringes
MILLWRIGHT.....	\$ 38.00	26.78

-----  
CARP1074-002 06/01/2022

Barron, Burnett, Chippewa, Clark, Dunn, Eau Claire, Pepin, Pierce, Polk, Rusk, Sawyer, St. Croix and Washburn

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
PILEDRIVER.....	\$ 37.37	25.96

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CARP1143-002 06/01/2022

Crawford, Jackson, La Crosse, Monroe, Trempealeau and Vernon

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
PILEDRIVER.....	\$ 37.37	25.96

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CARP1146-002 06/01/2022

Brown, Door, Florence, Kewaunee, Marinette, Menominee and Shawano

	Rates	Fringes
CARPENTER.....	\$ 36.80	26.12
PILEDRIVER.....	\$ 37.37	25.96

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CARP2337-001 06/01/2016

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON

ZONE B: KENOSHA & RACINE

	Rates	Fringes
PILEDRIVERMAN		
Zone A.....	\$ 31.03	22.69
Zone B.....	\$ 31.03	22.69

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CARP2337-003 06/01/2019

	Rates	Fringes
MILLWRIGHT		
Zone A.....	\$ 33.58	21.53
Zone B.....	\$ 33.58	21.53

ZONE DEFINITIONS

ZONE A: MILWAUKEE, OZAUKEE, WAUKESHA AND WASHINGTON COUNTIES

ZONE B: KENOSHA & RACINE COUNTIES

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ELEC0014-002 12/25/2022

ASHLAND, BARRON, BAYFIELD, BUFFALO, BURNETT, CHIPPEWA, CLARK (except Maryville, Colby, Unity, Sherman, Fremont, Lynn & Sherwood), CRAWFORD, DUNN, EAU CLAIRE, GRANT, IRON, JACKSON, LA CROSSE, MONROE, PEPIN, PIERCE, POLK, PRICE, RICHLAND, RUSK, ST CROIX, SAWYER, TAYLOR, TREMPLEAU, VERNON, AND WASHBURN COUNTIES

	Rates	Fringes
Electricians:.....	\$ 39.25	22.34

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ELEC0014-007 05/29/2022

REMAINING COUNTIES

	Rates	Fringes
Teledata System Installer		
Installer/Technician.....	\$ 29.63	3%+16.18

Low voltage construction, installation, maintenance and removal of teledata facilities (voice, data, and video) including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated systems digital network).

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ELEC0127-002 06/01/2021

KENOSHA COUNTY

	Rates	Fringes
Electricians:.....	\$ 43.16	30%+12.70

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ELEC0158-002 05/30/2021

BROWN, DOOR, KEWAUNEE, MANITOWOC (except Schleswig),  
MARINETTE(Wausaukee and area South thereof), OCONTO, MENOMINEE  
(East of a line 6 miles West of the West boundary of Oconto  
County), SHAWANO (Except Area North of Townships of Aniwa and  
Hutchins) COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 36.14	29.75%+10.26

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ELEC0159-003 05/30/2021

COLUMBIA, DANE, DODGE (Area West of Hwy 26, except Chester and  
Emmet Townships), GREEN, LAKE (except Townships of Berlin,  
Seneca, and St. Marie), IOWA, MARQUETTE (except Townships of  
Neshkoka, Crystal Lake, Newton, and Springfield), and SAUK  
COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 43.38	23.13

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ELEC0219-004 06/01/2019

FLORENCE COUNTY (Townships of Aurora, Commonwealth, Fern,  
Florence and Homestead) AND MARINETTE COUNTY (Township of  
Niagara)

	Rates	Fringes
Electricians:		
Electrical contracts over \$180,000.....	\$ 33.94	21.80
Electrical contracts under \$180,000.....	\$ 31.75	21.73

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ELEC0242-005 05/30/2021

DOUGLAS COUNTY

	Rates	Fringes
Electricians:.....	\$ 41.37	69.25%

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ELEC0388-002 05/30/2021

ADAMS, CLARK (Colby, Fremont, Lynn, Mayville, Sherman,  
Sherwood, Unity), FOREST, JUNEAU, LANGLADE, LINCOLN, MARATHON,  
MARINETTE (Beecher, Dunbar, Goodman & Pembine), MENOMINEE (Area  
West of a line 6 miles West of the West boundary of Oconto  
County), ONEIDA, PORTAGE, SHAWANO (Aniwa and Hutchins), VILAS  
AND WOOD COUNTIES

	Rates	Fringes
Electricians:.....	\$ 36.22	26%+11.24

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ELEC0430-002 06/01/2022

RACINE COUNTY (Except Burlington Township)

	Rates	Fringes
Electricians:.....	\$ 45.02	24.35
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ELEC0494-005 06/01/2022		

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Electricians:.....	\$ 46.38	25.86
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ELEC0494-006 06/01/2021		

CALUMET (Township of New Holstein), DODGE (East of Hwy 26 including Chester Township), FOND DU LAC, MANITOWOC (Schleswig), and SHEBOYGAN COUNTIES

	Rates	Fringes
Electricians:.....	\$ 37.91	22.74
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ELEC0494-013 05/29/2022		

DODGE (East of Hwy 26 including Chester Twp, excluding Emmet Twp), FOND DU LAC (Except Waupun), MILWAUKEE, OZAUKEE, MANITOWOC (Schleswig), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Sound & Communications		
Installer.....	\$ 22.39	18.80
Technician.....	\$ 33.19	21.12

Installation, testing, maintenance, operation and servicing of all sound, intercom, telephone interconnect, closed circuit TV systems, radio systems, background music systems, language laboratories, electronic carillon, antenna distribution systems, clock and program systems and low-voltage systems such as visual nurse call, audio/visual nurse call systems, doctors entrance register systems. Includes all wire and cable carrying audio, visual, data, light and radio frequency signals. Includes the installation of conduit, wiremold, or raceways in existing structures that have been occupied for six months or more where required for the protection of the wire or cable, but does not mean a complete conduit or raceway system. work covered does not include the installation of conduit, wiremold or any raceways in any new construction, or the installation of power supply outlets by means of which external electric power is supplied to any of the foregoing equipment or products

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\* ELEC0577-003 06/01/2022

CALUMET (except Township of New Holstein), GREEN LAKE (N. part including Townships of Berlin, St Marie, and Seneca), MARQUETTE (N. part including Townships of Crystal Lake, Neshkoro, Newton, and Springfield), OUTAGAMIE, WAUPACA, WAUSHARA, AND WINNEBAGO

COUNTIES

	Rates	Fringes
Electricians:.....	\$ 37.41	29.50%+10.00
-----		
ELEC0890-003 06/01/2022		

DODGE (Emmet Township only), GREEN, JEFFERSON, LAFAYETTE, RACINE (Burlington Township), ROCK AND WALWORTH COUNTIES

	Rates	Fringes
Electricians:.....	\$ 40.70	25.95%+11.26
-----		
ELEC0953-001 06/02/2019		

	Rates	Fringes
Line Construction:		
(1) Lineman.....	\$ 47.53	21.43
(2) Heavy Equipment Operator.....	\$ 42.78	19.80
(3) Equipment Operator.....	\$ 38.02	18.40
(4) Heavy Groundman Driver..	\$ 33.27	16.88
(5) Light Groundman Driver..	\$ 30.89	16.11
(6) Groundsman.....	\$ 26.14	14.60
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ENGI0139-001 06/01/2022		

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
Power Equipment Operator		
Group 1.....	\$ 49.01	25.30
Group 2.....	\$ 48.51	25.30
Group 3.....	\$ 48.01	25.30
Group 4.....	\$ 47.17	25.30
Group 5.....	\$ 43.39	25.30
Group 6.....	\$ 38.24	25.30

HAZARDOUS WASTE PREMIUMS:  
 EPA Level "A" Protection: \$3.00 per hour  
 EPA Level "B" Protection: \$2.00 per hour  
 EPA Level "C" Protection: \$1.00 per hour

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, Tower Cranes, Pedestal Tower Cranes and Derricks with or w/o attachments with a lifting capacity of over 100 tons; or Cranes, Tower Cranes, Pedestal Tower Cranes and Derricks with boom, leads, and/or jib lengths measuring 176 feet or longer; Self-Erecting Tower Cranes over 4000 lbs lifting capacity; All Cranes with Boom Dollies; Boring Machines (directional); Master Mechanic. \$0.50 additional per hour per 100 tons or 100 ft of boom over 200 ft or lifting capacity of crane over 200 tons to a maximum of 300 tons or 300 ft. Thereafter an increase of \$0.01 per ft or ton, whichever is greater.

GROUP 2: Cranes, Tower Cranes, Pedestal Tower Cranes and Derricks with or without attachments with a lifting capacity of 100 tons or less; or Cranes, Tower Cranes Portable Tower Cranes, Pedestal Tower Cranes and Derricks with boom, leadsand/or jib lengths measuring 175 feet or less; Backhoes (excavators) 130,000 lbs and over; Caisson Rigs; Pile Drivers; Boring Machines (vertical or horizontal), Versi-Lift, Tri-Lift, Gantry 20,000 lbs & over.

GROUP 3: Backhoe (excavator) under 130,000 lbs; Self-erecting Tower Crane 4000 lbs & under lifting capacity; Traveling Crane (bridge type); Skid Rigs; Dredge Operator; Mechanic; Concrete Paver (over 27E); Concrete Spreader and Distributor; Forklift/ Telehandler (machinery- moving / steel erection); Hydro Blaster, 10,000 psi and over

GROUP 4: Material Hoists; Stack Hoists; Hydraulic Backhoe (tractor or truck mounted); Hydraulic Crane, 5 tons or under (tractor or truck mounted); Hoist (tuggers 5 tons & over); Hydro-Excavators/Daylighters; Concrete Pumps Rotec type Conveyors; Tractor/Bulldozer/End Loader (over 40 hp); Motor Patrol; Scraper Operator; Sideboom; Straddle Carrier; Welder; Bituminous Plant and Paver Operator; Roller over 5 tons; Rail Leveling Machine (Railroad); Tie Placer; Tie Extractor; Tie Tamper; Stone Leveler; Rotary Drill Operator and Blaster; Percussion Drill Operator; Air Track Drill and/or Hammers; Gantry (under 20,000 lbs); Tencher (wheel type or chain type having 8 inch or larger bucket); Milling Machine; Off-Road Material Haulers.

GROUP 5: Backfiller; Concrete Auto Breaker (large); Concrete Finishing Machines (road type); Rubber Tired Roller; Concrete Batch Hopper; Concrete Conveyor Systems; Grout Pumps; Concrete Mixers (14S or over); Screw Type Pumps and Gypsum Pumps; Tractor, Bulldozer, End Loader (under 40 hp); Trencher (chain type, bucket under 8 inch); Industrial Locomotives; Rollers under 5 tons; Stump Grinder/Chipper (Large); Timber Equipment; Firemen (pile drivers and derricks); Personnel Hoist, Telehandler over 8000 lbs; Robotic Tool Carrier with or without attachments

GROUP 6: Tampers - Compactors (riding type); Assistant Engineer; A-Frames and Winch Trucks; Concrete Auto Breaker; Hydrohammers (small); Brooms and Sweepers; Hoist (tuggers under 5 tons); Boats (Tug, Safety, Work Barges, Launch); Shouldering Machine Operator; Prestress Machines; Screed Operator; Stone Crushers and Screening Plants; Screed Operators (milling machine), Farm or Industrial Tractor Mounted Equipment; Post Hole Digger; Fireman (asphalt plants); Air Compressors over 400 CFM; Generators, over 150 KW; Augers (vertical and horizontal); Air, Electric, Hydraulic Jacks (slipform); Skid Steer Loaders (with or without attachments); Boiler Operators (temporary heat); Refrigeration Plant/Freeze Machines; Power Pack Vibratory/Ultra Sound Drivers and Extractors; Welding Machines; Heaters (mechanical); Pumps; Winches (small electric); Oiler and Greaser; Rotary Drill Tender; Conveyor; Forklifts/Telehandler 8000 lbs & under; Elevators: Automatic Hoists; Pumps (well points); Combination Small Equipment Operators

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ENGI0139-003 06/06/2022

REMAINING COUNTIES



	Rates	Fringes
Power Equipment Operator		
Group 1.....	\$ 45.22	24.85
Group 2.....	\$ 43.97	24.85
Group 3.....	\$ 41.57	24.85
Group 4.....	\$ 41.04	24.85
Group 5.....	\$ 38.97	24.85
Group 6.....	\$ 37.44	24.85

## HAZARDOUS WASTE PREMIUMS:

EPA Level "A" Protection: \$3.00 per hour

EPA Level "B" Protection: \$2.00 per hour

EPA Level "C" Protection: \$1.00 per hour

## POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, Tower Cranes and Derricks with or without attachments with a lifting capacity of over 100 tons; Cranes, Tower Cranes, and Derricks with boom, leads and/or jib lengths 176 ft or longer.

GROUP 2: Backhoes (Excavators) weighing 130,00 lbs and over; Cranes, Tower Cranes and Derricks with or without attachments with a lifting capacity of 100 tons or less; Cranes, Tower Cranes, and Derricks with boom, leads, and/or jib lengths 175 ft or less; Caisson Rigs; Pile Driver

GROUP 3: Backhoes (Excavators) weighing under 130,000 lbs; Travelling Crane (bridge type); Milling Machine; Concrete Paver over 27 E; Concrete Spreader and Distributor; Concrete Laser Screed; Concrete Grinder and Planing Machine; Slipform Curb and Gutter Machine; Boring Machine (Directional); Dredge Operator; Skid Rigs; over 46 meter Concrete Pump.

GROUP 4: Hydraulic Backhoe (tractor or truck mounted); Hydraulic Crane, 10 tons or less; Tractor, Bulldozer, or End Loader (over 40 hp); Motor Patrol; Scraper Operator; Bituminous Plant and Paver Operator; Screed-Milling Machine; Roller over 5 tons; Concrete pumps 46 meter and under; Grout Pumps; Rotec type machine; Hydro Blaster, 10,000 psi and over; Rotary Drill Operator; Percussion Drilling Machine; Air Track Drill with or without integral hammer; Blaster; Boring Machine (vertical or horizontal); Side Boom; Trencher, wheel type or chain type having 8 inch or larger bucket; Rail Leveling Machine (Railroad); Tie Placer; Tie Extractor; Tie Tamper; Stone Leveler; Straddle Carrier; Material Hoists; Stack Hoist; Man Hoists; Mechanic and Welder; Off Road Material Haulers.

GROUP 5: Tractor, Bulldozer, or Endloader (under 40 hp); Tampers -Compactors, riding type; Stump Chipper, large; Roller, Rubber Tire; Backfiller; Trencher, chain type (bucket under 8 inch); Concrete Auto Breaker, large; Concrete Finishing Machine (road type); Concrete Batch Hopper; Concrete Conveyor Systems; Concrete Mixers, 14S or over; Pumps, Screw Type and Gypsum); Hydrohammers, small; Brooms and Sweepers; Lift Slab Machine; Roller under 5 tons; Industrial Locomotives; Fireman (Pile Drivers and Derricks); Pumps (well points); Hoists, automatic; A-Frames and Winch Trucks; Hoists (tuggers); Boats (Tug, Safety, Work Barges and Launches); Assistant Engineer

GROUP 6: Shouldering Machine Operator; Farm or Industrial Tractor mounted equipment; Post Hole Digger; Auger (vertical and horizontal); Skid Steer Loader with or without attachments; Robotic Tool Carrier with or without attachments; Power Pack Vibratory/Ultra Sound Driver and Extractor; Fireman (Asphalt Plants); Screed Operator; Stone Crushers and Screening Plants; Air, Electric, Hydraulic Jacks (Slip Form); Prestress Machines; Air Compressor, 400 CFM or over; Refrigeration Plant/Freeze Machine; Boiler Operators (temporary heat); Forklifts; Welding Machines; Generators; Pumps over 3"; Heaters, Mechanical; Combination small equipment operator; Winches, small electric; Oiler; Greaser; Rotary Drill Tender; Conveyor; Elevator Operator

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 IRON0008-002 06/13/2022

BROWN, CALUMET, DOOR, FOND DU LAC, KEWAUNEE, MANITOWOC, MARINETTE, OCONTO, OUTAGAMI, SHAWANO, SHEBOYGAN, AND WINNEBAGO COUNTIES:

	Rates	Fringes
IRONWORKER.....	\$ 41.00	28.95

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

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 IRON0008-003 06/01/2021

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH (N.E. 2/3), WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 40.57	28.40

Paid Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day & Christmas Day.

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 IRON0383-001 06/05/2022

ADAMS, COLUMBIA, CRAWFORD, DANE, DODGE, FLORENCE, FOREST, GRANT, GREENE, (Excluding S.E. tip), GREEN LAKE, IOWA, JEFFERSON, JUNEAU, LA CROSSE, LAFAYETTE, LANGLADE, MARATHON, MARQUETTE, MENOMINEE, MONROE, PORTAGE, RICHLAND, ROCK (Northern area, vicinity of Edgerton and Milton), SAUK, VERNON, WAUPACA, WAUSHARA, AND WOOD COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 39.00	28.58

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 IRON0512-008 05/01/2022

BARRON, BUFFALO, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, JACKSON, PEPIN, PIERCE, POLK, RUSK, ST CROIX, TAYLOR, AND TREMPLEAU COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 41.00	33.11
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IRON0512-021 05/01/2022		

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, LINCOLN, ONEIDA, PRICE, SAWYER, VILAS AND WASHBURN COUNTIES

	Rates	Fringes
IRONWORKER.....	\$ 36.94	33.11
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LAB00113-002 06/01/2022		

MILWAUKEE AND WAUKESHA COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 32.65	23.09
Group 2.....	\$ 32.80	23.09
Group 3.....	\$ 33.00	23.09
Group 4.....	\$ 33.15	23.09
Group 5.....	\$ 33.30	23.09
Group 6.....	\$ 29.14	23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagperson; traffic control person

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LAB00113-003 06/01/2022		

OZAUKEE AND WASHINGTON COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 31.90	23.09
Group 2.....	\$ 32.00	23.09
Group 3.....	\$ 32.05	23.09
Group 4.....	\$ 32.25	23.09
Group 5.....	\$ 32.10	23.09

Group 6.....\$ 28.99 23.09

LABORERS CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated);

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson and Traffic Control Person

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LAB00113-011 06/01/2022

KENOSHA AND RACINE COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 31.71	23.09
Group 2.....	\$ 31.86	23.09
Group 3.....	\$ 32.06	23.09
Group 4.....	\$ 32.03	23.09
Group 5.....	\$ 32.36	23.09
Group 6.....	\$ 28.85	23.09

LABORERS CLASSIFICATIONS:

GROUP 1: General laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster and Powderman

GROUP 6: Flagman; traffic control person

LAB00140-002 06/01/2022

ADAMS, ASHLAND, BARRON, BAYFIELD, BROWN, BUFFALO, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, CRAWFORD, DODGE, DOOR, DOUGLAS, DUNN, EAU CLAIRE, FLORENCE, FOND DU LAC, FOREST, GRANT, GREEN, GREEN LAKE, IRON, JACKSON, JUNEAU, IOWA, JEFFERSON, KEWAUNEE, LA CROSSE, LAFAYETTE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, MONROE, OCONTO, ONEIDA, OUTAGAMIE, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RICHLAND, ROCK, RUSK, SAUK, SAWYER, SHAWANO, SHEBOYGAN, ST. CROIX, TAYLOR, TREMPLEAU, VERNON, VILLAS, WALWORTH, WASHBURN, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

	Rates	Fringes
LABORER		
Group 1.....	\$ 36.42	18.68
Group 2.....	\$ 36.52	18.68
Group 3.....	\$ 36.57	18.68
Group 4.....	\$ 36.77	18.68
Group 5.....	\$ 36.62	18.68
Group 6.....	\$ 33.05	18.68

LABORER CLASSIFICATIONS

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator, Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; powderman

GROUP 6: Flagperson; Traffic Control

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LAB00464-003 06/01/2022

DANE COUNTY

	Rates	Fringes
LABORER		
Group 1.....	\$ 36.70	18.68
Group 2.....	\$ 36.80	18.68
Group 3.....	\$ 36.85	18.68
Group 4.....	\$ 37.05	18.68
Group 5.....	\$ 36.90	18.68
Group 6.....	\$ 33.05	18.68

LABORERS CLASSIFICATIONS:

GROUP 1: General Laborer; Tree Trimmer; Conduit Layer; Demolition and Wrecking Laborer; Guard Rail, Fence, and Bridge Builder; Landscaper; Multiplate Culvert Assembler; Stone Handler; Bituminous Worker (Shoveler, Loader, and Utility Man); Batch Truck Dumper or Cement Handler; Bituminous Worker (Dumper, Ironer, Smoother, and Tamper); Concrete Handler

GROUP 2: Air Tool Operator; Joint Sawyer and Filler (Pavement); Vibrator or Tamper Operator (Mechanical Hand Operated); Chain Saw Operator; Demolition Burning Torch Laborer

GROUP 3: Bituminous Worker (Raker and Luteman); Formsetter (Curb, Sidewalk, and Pavement); Strike Off Man

GROUP 4: Line and Grade Specialist

GROUP 5: Blaster; Powderman

GROUP 6: Flagperson and Traffic Control Person

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PAIN0106-008 05/01/2022

ASHLAND, BAYFIELD, BURNETT, AND DOUGLAS COUNTIES

Rates Fringes

Painters:

New:

Brush, Roller.....\$ 33.99 22.70  
Spray, Sandblast, Steel....\$ 34.59 22.70

Repaint:

Brush, Roller.....\$ 33.09 22.70  
Spray, Sandblast, Steel....\$ 32.49 22.70

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PAIN0108-002 06/01/2022

RACINE COUNTY

Rates Fringes

Painters:

Brush, Roller.....\$ 39.60 21.79  
Spray & Sandblast.....\$ 40.60 21.79

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PAIN0259-002 05/01/2008

BARRON, CHIPPEWA, DUNN, EAU CLAIRE, PEPIN, PIERCE, POLK, RUSK, SAWYER, ST. CROIX, AND WASHBURN COUNTIES

Rates Fringes

PAINTER.....\$ 24.11 12.15

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PAIN0259-004 05/01/2015

BUFFALO, CRAWFORD, JACKSON, LA CROSSE, MONROE, TREMPLEAU, AND VERNON COUNTIES

Rates Fringes

PAINTER.....\$ 22.03 12.45

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PAIN0781-002 06/01/2022

JEFFERSON, MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

Rates Fringes

Painters:

Bridge.....\$ 38.15 24.80  
Brush.....\$ 37.40 24.80  
Spray & Sandblast.....\$ 38.15 24.80

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PAIN0802-002 06/01/2021

COLUMBIA, DANE, DODGE, GRANT, GREEN, IOWA, LAFAYETTE, RICHLAND,  
ROCK, AND SAUK COUNTIES

Rates Fringes

PAINTER

Brush.....\$ 29.98 18.78

PREMIUM PAY:

Structural Steel, Spray, Bridges = \$1.00 additional per  
hour.

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PAIN0802-003 06/01/2022

ADAMS, BROWN, CALUMET, CLARK, DOOR, FOND DU LAC, FOREST, GREEN  
LAKE, IRON, JUNEAU, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC,  
MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA,  
OUTAGAMIE, PORTAGE, PRICE, SHAWANO, SHEBOYGAN, TAYLOR, VILAS,  
WAUSHARA, WAUPACA, WINNEBAGO, AND WOOD COUNTIES

Rates Fringes

PAINTER.....\$ 34.68 18.94

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PAIN0934-001 06/01/2022

KENOSHA AND WALWORTH COUNTIES

Rates Fringes

Painters:

Brush.....\$ 36.70 24.69  
Spray.....\$ 37.70 24.69  
Structural Steel.....\$ 36.85 24.69

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PAIN1011-002 06/06/2021

FLORENCE COUNTY

Rates Fringes

Painters:.....\$ 26.71 14.38

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PLAS0599-010 06/01/2021

Rates Fringes

CEMENT MASON/CONCRETE FINISHER

Area 1.....	\$ 42.06	20.87
Area 2 (BAC).....	\$ 37.73	23.80
Area 3.....	\$ 38.74	22.46
Area 4.....	\$ 38.59	22.66
Area 5.....	\$ 38.16	22.98
Area 6.....	\$ 34.94	26.36

AREA DESCRIPTIONS

AREA 1: BAYFIELD, DOUGLAS, PRICE, SAWYER, AND WASHBURN COUNTIES

AREA 2: ADAMS, ASHLAND, BARRON, BROWN, BURNETT, CALUMET, CHIPPEWA, CLARK, COLUMBIA, DODGE, DOOR, DUNN, FLORENCE, FOND DU LAC, FOREST, GREEN LAKE, IRON, JEFFERSON, KEWAUNEE, LANGLADE, LINCOLN, MANITOWOC, MARATHON, MARINETTE, MARQUETTE, MENOMINEE, OCONTO, ONEIDA, OUTAGAMIE, POLK, PORTAGE, RUSK, ST CROIX, SAUK, SHAWANO, SHEBOYGAN, TAYLOR, VILAS, WALWORTH, WAUPACA, WAUSHARA, WINNEBAGO, AND WOOD COUNTIES

AREA 3: BUFFALO, CRAWFORD, EAU CLAIRE, JACKSON, JUNEAU, LA CROSSE MONROE, PEPIN, PIERCE, RICHLAND, TREMPLEAU, AND VERNON COUNTIES

AREA 4: MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

AREA 5: DANE, GRANT, GREEN, IOWA, LAFAYETTE, AND ROCK COUNTIES

AREA 6: KENOSHA AND RACINE COUNTIES

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 PLUM0011-003 05/07/2018

ASHLAND, BAYFIELD, BURNETT, DOUGLAS, IRON, SAWYER, AND WASHBURN COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 40.63	20.72

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 PLUM0075-002 06/01/2016

MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 40.27	21.47

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 PLUM0075-004 06/01/2016

DODGE (Watertown), GREEN, JEFFERSON, LAFAYETTE, AND ROCK COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 40.52	21.47

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 PLUM0075-009 06/01/2016



COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 38.82	20.12
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PLUM0111-007 05/28/2018		

MARINETTE COUNTY (Niagara only)

	Rates	Fringes
PLUMBER/PIPEFITTER.....	\$ 33.33	24.48
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PLUM0118-002 06/01/2022		

KENOSHA, RACINE, AND WALWORTH COUNTIES

	Rates	Fringes
Plumber and Steamfitter.....	\$ 47.50	25.92
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PLUM0400-003 05/29/2022		

ADAMS,BROWN, CALUMET, DODGE (except Watertown), DOOR, FOND DU LAC, GREEN LAKE,KEWAUNEE, MANITOWOC, MARINETTE (except Niagara), MENOMINEE, OCONTO, OUTAGAMIE, SHAWANO, SHEBOYGAN, WAUPACA, WAUSHARA, AND WINNEBAGO COUNTIES

	Rates	Fringes
PLUMBER/PIPEFITTER.....	\$ 46.37	20.96
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PLUM0434-002 05/30/2021		

BARON, BUFFALO, CHIPPEWA, CLARK, CRAWFORD, DUNN, EAU CLAIRE, FLORENCE, FOREST, GRANT, JACKSON, JUNEAU, LA CROSSE, LANGLADE, LINCOLN, MARATHON, MONROE, ONEIDA, PEPIN, PIERCE, POLK, PORTAGE, PRICE, RUSK, ST. CROIX, TAYLOR, TREMPPEALEAU, VERNON, VILAS, AND WOOD COUNTIES

	Rates	Fringes
PIPEFITTER.....	\$ 44.65	20.72
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PLUM0601-003 06/01/2022		

DODGE (Watertown), GREEN, JEFFERSON, LAFAYETTE, MILWAUKEE, OZAUKEE, ROCK, WASHINGTON AND WAUKESHA COUNTIES

	Rates	Fringes
PIPEFITTER.....	\$ 50.00	28.93
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PLUM0601-009 06/01/2022		

COLUMBIA, DANE, IOWA, MARQUETTE, RICHLAND AND SAUK COUNTIES

	Rates	Fringes
PIPEFITTER.....	\$ 52.06	26.86
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TEAM0039-002 06/01/2021

Rates Fringes

TRUCK DRIVER

1 & 2 Axle Trucks.....	\$ 32.57	23.81
3 or more axles; Euclids or Dumptor, Articulated Truck, Mechanic.....	\$ 32.72	23.81

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SUWI2011-001 11/16/2011

Rates Fringes

WELL DRILLER.....\$ 16.52  
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WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

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The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example:

PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

#### Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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#### WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISIO"