

**MINUTES**  
**BOARD OF PUBLIC WORKS MEETING**  
**July 20, 2009**  
**New Berlin City Hall Common Council Chambers**  
**3805 S Casper Drive**

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

The meeting was called to order at 8:01 AM.

Members Present: Alderman Ament, John Graber, Alderman Wysocki and Alderman Seidl; Mayor Jack Chiovatero was excused.

Staff Present: J. P. Walker, City Engineer, Ron Schildt, Division Engineer Transportation, Greg Kessler, Director of Community Development.

Privilege of the Floor: No participants so the meeting was called to order.

**OLD BUSINESS**

**ITEM 01-09 Approval of Minutes from June 15<sup>th</sup>, 2009 meeting.**

**Motion by Alderman Seidl**  
**2<sup>nd</sup> by Alderman Wysocki**

**Upon voting the motion passed 4-0.**

**ITEM 20-09 Approval of Roadway Rehabilitation LRIP Contract for Calhoun Road south of Beloit Road**

**Motion by John Graber to remove this item from the table.**  
**Alderman Wysocki 2<sup>nd</sup> the motion.**

**Upon voting the motion passed 4-0.**

Ron Schildt stated that we received bids from 4 contractors. The project is the 2009 Local Road Improvement Program (LRIP) for Calhoun Road from Beloit Road to Small Road. He asked the Board to recommend to the Common Council awarding a construction contract to the lowest responsible bidder Musson Brothers, Inc for the 2009 LRIP Roadway Rehabilitation project in an amount of \$533,119.25 with inspection and contingencies not to exceed Total Project cost of \$602,155. New Berlin is approved to receive the LRIP grant in the amount of \$105,173 which we are reimbursed for after the project is completed. The remaining funds will come from account 14251100 59040 C2009 which is the Roadway Rehabilitation CIP account number. The lowest responsible quoter for inspection services was Crispel-Snyder with a quote of \$21,600. That costs is included in the total project costs. Two quotes were received. The work will include pulverizing the existing surface, re-grading to create a wider roadway that meets our current design standards and improving the shoulder width in some of the areas where there is no shoulder. We will be re-grading the ditch line on both sides. Cathy Schwalbach and I met with some of the residents and they informed us of some of the problems they had with the water from the storms back in June and we are going to be taking a look at that and probably modifying the contract slightly to improve the ditch line on the east side of the road just south of Beres Road to help improve that area as well. Right now WE Energies is looking at some power poles that they are going to have to move. There is going to be some tree removal that is part of the project for them to get the poles in the correct location

and there are some other trees and a rock wall that is next to a farm field that is causing the ditch line to be too close to the roadway that the City will be removing as part of the ditch relocation and widening of the roadway.

Alderman Seidl asked you said that you have to modify the contract to include the ditch line work; will that still keep it on budget?

Ron Schildt responded that we have contingencies that will cover these modifications. The modifications will include some grading in one area that we didn't take into account. There is a 30" diameter culvert that is coming off of I-43 that's actually flowing back through the farmer's field. During the June storms that was overtopping the road.

John Graber stated in the discussion about capital rehab projects, those having a service life of greater than 10 years, is that standard for all other CIP projects through out the City.

JP Walker responded yes.

Ron Schildt stated that with the LRIP Grant we have to have an affidavit that is filed with the State to get the reimbursement back that says that this project will last for longer than 10 years.

John Graber asked is there no right-of-way purchase required?

Ron Schildt responded everything is in the right-of-way.

Alderman Wysocki asked is GlasGrid going to be installed in this project?

Ron Schildt responded no, this one is a complete pulverization due to the condition of the roadway.

JP Walker added that this is what we call a full rehabilitation; one of the other streets that is in the regular rehab project will not have GlasGrid because we are pulverization the entire pavement and putting down 5 inches of new pavement, not just an overlay.

Alderman Ament asked on the front of the letter for Bloom Companies it says "not accepted" is that something that we put on there?

JP Walker answered if you look at the sheet that has the listing of the quotes for inspection the one from Bloom Companies was the higher one so I wrote on their quote so there is no misunderstanding that we received it but we do not accept it because it wasn't the lowest quote.

Alderman Ament stated on the front page of the Staff report it says "DCD Recommendation. And then it has a cost of \$602,155" but on the third page it says "recommendation not to exceed total project cost of \$601,155" is that a typo?

JP Walker answered that's a typo it should be \$602,155. If you look at the second page of the Staff Report about the middle page, it shows how we arrived at that number.

Alderman Ament stated the other two projects that we will be discussing later, Items 23-09 & 24-09 it's using the same numbers from the roadway rehabilitation account. My question is – total available right now is about \$1.8 million before these are approved and once all three of these are completed and approved what will be the balance in there, I came up with around \$55,000.

JP Walker responded that it will be \$20,000 and \$50,000. We are going to use what we need, I didn't list it as contingencies but it actually would be used as contingencies to cover the streets that are listed in our program for this year. If there are funds left over they will be carried over into next years project similar to when we

received the LRIP Grant, that's a reimbursement after the fact. Our projects will already be done by the time we receive that so it will be carried over and be used next year.

Alderman Ament asked for the most part is this going to be the end of roadway rehab for this year that we are going to see in today's meeting?

JP Walker answered that is correct.

**Motion by Alderman Wysocki to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Musson Brothers, Inc.*, for the 2009 LRIP Roadway Rehabilitation Project in an amount of \$533,119.25 with inspection and contingencies, the not to exceed Total Project Costs are \$602,155. John Graber 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

#### **ITEM 21-09 Correction of Board Action on the Approval of Amendment No. 3 to the Glendale Drive Design Contract**

JP Walker stated that at our last meeting the question was brought up about the \$2,450 that was spent to develop a proposal for stimulus plan. The Board took that out of the amendment. We all missed the one word that says "non-billed". For some reason Ruekert-Mielke wanted to show us that they had done some extra work but they never billed us for it. It's not part of the funding that they are asking for in the amendment. The total amount of the amendment should have been \$46,415 as noted in the bottom line. We should not have taken that \$2,450 out, so the correction is to correct the amount of the amendment and then re-approve it.

**Motion by John Graber to rescind the Board's June 15, 2009 motion to approve Amendment No. 3. Alderman Wysocki 2<sup>nd</sup> the motion. Upon voting the motion passed unanimously.**

Alderman Wysocki stated that he wanted to make it clear you indicated that the approval of Amendment No. 3 included the submission of necessary work for Federal funds?

JP Walker responded no, they had done some analysis looking at federal funds, to see if there was anything available prior to when the Council made the decision that we will not go after Federal funds. They were working ahead anticipating that there might be some opportunities for work on their behalf. They took an opportunity to indicate to us that they were doing work on their own at their own risk. I wouldn't have asked them to put that in their amendment but they did and then I had to call them for the explanation. It's not part of the amendment; they were just illustrating that they did some work that they aren't billing us for. The work that has to be done is \$46,415 and they broke it down into two areas. The transportation plat and the remaining tasks.

Alderman Ament stated in the area below that in the breakdown it says "remaining tasks and includes fee to complete remaining tasks to reach final completion." He then asked what are those remaining tasks?

JP Walker responded that if you look at page 4 of the Ruekert-Mielke letter where it has the modifications, Paragraph A-2 indicates that the remaining tasks include additional design and drawing modifications to incorporate terrace swales and yard drains for \$23,660 and complete a Transportation Project Plat for 15 parcels at a cost of \$22,755, totaling \$46,415.

John Graber stated that he noticed going to the last item on the agenda under new business is your 5-year program. This construction is listed in 2012 and this will come up on the other item that is remaining also. Are we going to run into difficulties or added costs in getting these projects basically ready to bid, the PS&E is all done and then it sits on a shelf for two years and then something changes and the consultant comes back and then says, "we have to do some additional survey work and this land was re-divided" and things like that. I'm just looking at the timing issue of some of that stuff in general.

JP Walker responded that when a project design is completed and the project is shelved, waiting to be completed, there is no other design work that is authorized, that phase of the project is completed. If there is survey work associated with construction, that's a construction phase cost which is a different phase of the project with different funding.

Alderman Ament asked why didn't they put that in there when this was first designed by them?

JP Walker answered that we were looking at bio-swales and there were determinations that in some of the areas for this project bio-swales just would not work. Thus design changes needed to be made.

Alderman Ament asked when we were originally looking at cost estimates for the consultants were we assuming bio-swales throughout?

JP Walker answered that they did the design work and determined through their design efforts that bio-swales wouldn't work out in certain areas so they had to make modifications. The terrace swales and yard drains is our "Gatewood Technique" that we refer to.

Alderman Ament stated on the fifth page, Ruckert-Mielke, it's their third page. It says "summary of remaining tasks as of May 28<sup>th</sup>, 2009." No. 2 says "meeting 90% PSE and Waukesha County Highway." I assume that means where it would be merging into Moorland Road.

Ron Schildt responded that there will be a meeting with the County to make sure that we coordinate with them for all the permits or anything that we need to do any work in their right-of-way.

Alderman Ament stated that this whole project is going to be shifted back to October; it won't be completed until October 31<sup>st</sup>. Is that what I got out of that letter? When would they be starting the project?

JP Walker answered that they will be completing the design once we get approval of this amendment. Basically we are talking a three month effort to complete the design.

Alderman Ament stated that he assumes that for this project there is no right-of-way acquisition and so would construction start next year?

Ron Schildt responded that there is right-of-way acquisition. The second item on that page that JP was talking about it talks about the transportation plat that has to be done. That was never included in the original design project, so that \$22,755 we did not include right-of-way acquisition because we assumed that all those bio-swales that they were designing would fit in the right-of-way. We are finding out that if the bio-swales work we usually need more area than the current right-of-way is accommodating, that's why this plat is needed.

Alderman Ament asked would we be looking at construction in 2011?

JP Walker responded in 2012. If you look at the spread sheet that is included in the last item on the agenda, we are making the assumption of one construction project per year. If the Board desires that the schedule be updated then the budget requests would be updated accordingly. Right now it's looking at one construction project per year and that's why this is earmarked to follow Calhoun Road.

**Motion by John Graber to recommend to the Common Council the approval of Amendment No. 3 to the Design Contract with Ruckert-Mielke for Glendale Drive to include additional changes to the scope of work as listed in the Amendment in the amount of \$46,415.00. Funds to come from Glendale Drive CIP Account 04251100 63013 C2007. Alderman Seidl 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

## NEW BUSINESS

### **ITEM 23-09 Approval of the 2009 Roadway Rehabilitation Paving Contract**

JP Walker indicated that there is a correction in the DCD Recommendation to the amount of the modified project. Instead of \$713,600 it should be \$798,621.39. This is the second prong of our three prong roadway rehabilitation project this year. We just had the action on the first prong, which is the LRIP construction on Calhoun Road, south of Beloit Road. This is the paving contract for 15 roadways totaling about 5.1 miles, located mostly in District 1 this year and a few in District 3 on the west side. This is where we overlay and install GlasGrid. GlasGrid installation is a separate contract and that is the next issue on the agenda. We received three bids with Stark Asphalt being the lowest bid. You will notice that their bid was \$1,074,660.41. Because of the amount of the LRIP contract we had to reduce the scope of the regular rehab paving contract by about 28% reduction to fit within budget. So the revised amount is \$798,621.39 and that's supported by a spreadsheet that is in your packets. You can see the streets that we will be working on and the work that needs to be done. Overland Drive is a street that will be a full pulverization and there will no GlasGrid installation on that road because we are adding 5 inches of new pavement once all the pulverization and grading is done to correct base issues. The rest of the streets will have GlasGrid installed through a separate contract. Similarly to the LRIP contract we also received quotes from two consultants for inspection services. Bloom Companies was the low quoter with a quote of \$19,920 which I have reviewed and selected. You will note that I wrote on the Crispel-Snyder quote "not accepted" just so it's clear that we are not accepting that one.

Alderman Ament asked does the amount \$798,621.39 change the \$861,642.00 or was that just a typo?

JP Walker responded that page 2 of the Staff Report shows the construction contract, inspection and contingencies totaling \$861,642.00, so that is a not-to-exceed project cost.

**Motion by Alderman Wysocki to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Stark Asphalt A Division of Northwest Asphalt Products, Inc.*, for the 2009 Roadway Rehabilitation Project in an amount of \$798,621.39 with inspection and contingencies, the not to exceed Total Project Costs are \$861,642.00 Alderman Seidl 2<sup>nd</sup> the motion.**

John Graber stated that the first page of the Staff Report talks about culvert removal and replacement. Are those part of the contractor's functions?

JP Walker answered that it is part of the contractor's responsibilities.

John Graber asked has there been any comparison to see what the cost would be if the Streets Department either A) had the time to do it or B) what the cost would be to do it?

JP Walker responded that the Streets Department is replacing some culverts; these are ones that they cannot fit in their time schedule to get completed so we are including them in the project.

**Upon voting the motion passed unanimously.**

**Alderman Seidl left the meeting at 8:32 AM.**

### **ITEM 24-09 Approval of the 2009 Roadway Rehabilitation GlasGrid Installation Contract**

JP Walker stated that this is the third prong of the rehabilitation program for this year. This is the contract for the GlasGrid installation. It's the same 15 roadways, 5.1 miles; the lowest responsive, responsible bidder is Road Fabrics, Inc., the same contractor that installed GlasGrid under last year's program. We received two quotes. The original quote from Road Fabrics was \$469,060.00 and as with the reduction in the paving contract

an equivalent reduction in the GlasGrid installation contract for is required to stay within budget. The not-to-exceed total project cost is \$335,100.00.

John Graber stated when we discussed the previous item on the agenda it was stated that Overland Drive from Moorland to 162<sup>nd</sup> Street was going to be pulverized and overlaid with 5 inches, yet the description of the project for this one includes that as having GlasGrid installed.

JP Walker responded that's my mistake, it will not receive GlasGrid.

Alderman Wysocki asked is the GlasGrid as good as we thought it would be in terms of our former projects?

JP Walker responded that we have no indication that it isn't as good as advertised; I'm sold on it. I believe it's making a difference out there, but it will be some time before we actually see that difference. It's guaranteed in writing that the using GlasGrid will double the life expectancy of a road that is overlaid. In time we will get that proof.

John Graber stated that this contract for GlasGrid indicates that the paving contractor is required to provide traffic control, not the GlasGrid installer. Has that been done in the past?

JP Walker responded that the coordination is the responsibility of both contractors and it's something that we go over in our pre-construction meetings and is also something that was discussed at the time that we sent out the request for bids. It has worked very well in the past. The nice thing about GlasGrid is you can actually drive over it with no damage. I'm less concerned about traffic control coordination when GlasGrid is installed. They put down the leveling layer, then the GlasGrid, and then go over it with the asphalt. It could happen in one day or two sequential days.

Alderman Ament asked are we going to have any issues with getting this completed this year?

JP Walker responded absolutely, no issues. If it takes more than 30 days to do 5.1 miles I would be very surprised.

John Graber stated that the packet of information there is a quote by Road Fabrics, Inc. and a quote from Tensar. GlasGrid has two different prices. Is there some explanation why if they were doing \$94,000 worth of work that one quote is for \$5.35 a square yard and on the other quote it's \$4.99 a square yard? Why are there two separate numbers? These were done by public bids or quotes?

JP Walker responded that there are two different companies bidding on the project. There are only two distributors for GlasGrid in the mid-central area of the United States. That's Road Fabrics and Tensar. For your convenience I have included the GlasGrid technical manual in your packet just so you have that for information.

**Motion by Alderman Wysocki to recommend to the Common Council the approval of the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Road Fabrics, Inc.*, for the 2009 Roadway Rehabilitation Project – GlasGrid Installation in an amount of \$318,362.00 with inspection and contingencies, the not to exceed Total Project Costs are \$335,100.00. John Graber 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

#### **ITEM 25-09 2009 Pavement Evaluation Report**

Ron Schildt gave a presentation on the Pavement Surface Evaluation Rating (PASER) Program for 2009. He indicated that Tammy Simonson did the field evaluation and we have compiled most of the information now.

Alderman Wysocki stated that this gives us a City-wide view of the conditions of our roads. I've had a recent experience of walking the roads in the City and I am concerned about the road situation in the City. It does impact the value of the homes. If the roads continue to deteriorate as some of them have, that has an impact on the value of the home. I believe the citizens of our community not only appreciate good safe roadways, they also have a significant value with regards to our housing values, so I would like for our Board to take a very aggressive look at the need to get us at least up to that level 6 and even to do that from the report analysis that you did for us would be a considerable amount of funds that I think are CIP projects not just rehab projects. Do you coordinate with our Streets Department with regards to every day work? Do they get an opportunity to see these reports and make some suggestions to you?

Ron Schildt responded that we typically send the reports down to them; we just completed this one and haven't sent it down there yet. A lot of times they will tell us about the condition of a road and we will go out and look at it. One from last year that wasn't on our list was Pleasant Drive. They continually asked us when are we going to do something with that road. We added it to the rehabilitation project last year because of the condition it was in. There is a lot of coordination between us and them. If we have some extra money at the end of the year they ask if they can use it to buy some asphalt so they can do some patching, if their budget is tapped out.

Alderman Wysocki stated that he thinks the value of this report should be a benchmark to say that we need to have this on our agenda.

JP Walker stated that he has been asked at public meetings, what would it take to get us up to a rating of 6? The answer would be \$4,000,000.00 a year for a number of years and that number of years would be five years. He indicated that ne would be more than happy to present that to the Board at the next meeting.

Alderman Wysocki stated that he thinks JP should do that. We need to recognize that our roads are assets in this business of government. It's not just an issue of making it look nice. It's safety, because some of these roads as they deteriorate do create safety hazards and it's also a value to our citizens and the City.

JP Walker added that we also coordinate with our Utility Department. One of the examples is rehabilitation of the streets in the Parkland Green Subdivision. As you're well aware there is utility work that has to be done there first and this may be an opportunity if that utility work can be done next year that road work can be done as part of the same project. It would be our rehab funds that would pay for the road portion of the combined project.

Alderman Ament stated that he appreciates that you do coordinate that. There is nothing more irritating than driving down a road that was paved two or three years earlier and it's being torn up for some utility work. Maybe we could come up with some kind of guarantee that a contractor would give when they cut into a road that there is a certain amount of time that the patch has to be consistent with the roadway surface.

JP Walker stated that our current agreement for developers requires a two year period to guarantee for workmanship and materials. I don't see it as any stretch at all to require the two year guarantee of workmanship and materials. If a guarantee is needed beyond the two year period then the City Attorney would have to see what type of legal rights we have to require a longer guarantee. Without GlasGrid cracks start forming within a couple of years.

Alderman Ament asked would it be possible to e-mail the power point that was presented and maybe the PASER data?

Ron Schildt responded that he will be putting a copy of this on the web site and create a PDF.

Alderman Ament asked could you put it on CD's and combine it with the list of the roads?

Ron Schildt responded that he would do so.

Alderman Ament asked when some of the roads get that washboard effect is that more likely to continue to occur because of that? How badly does that affect the subsurface of that road?

Ron Schildt responded that the roadway actually deteriorates from the bottom up. When a crack is formed, you will see a small crack at the top but as the crack goes down it expands. That's why the GlasGrid gives you that extra protection. Because if a crack starts forming from the bottom it hits the GlasGrid and it spreads out and you won't get the crack going up to the surface. As soon as it goes to the surface you get water and the worst thing for a road is water.

Alderman Ament stated that he thinks that's why when we first looked at some of these roads where we wanted to do a full re-construction we leaned more towards some of them doing rehabilitation with GlasGrid and get to the other ones faster and not spend a lot of money on a small section or just one road.

**ITEM 26-09 Amend the Approved Design Contract for the Redesign of Ryerson Road with Strand Associates to Include Changes to the Scope of Work listed in Change Order #1**

Ron Schildt stated that we have this road under a design contract with Strand Associates. They are asking for a change in the scope of work for Amendment No. 1 in the amount of \$102,500. It will come from the Ryerson Road CIP account that has \$263,694.59 still in the available budget. They looked at originally doing some storm water work on Ryerson and looked at constructing a pond on the west side of Calhoun Road. That was our first attempt with trying to take care of drainage problems down there. It is turning out that the pond isn't going to be the solution. They are going to have to look at some other alternatives so a portion of the work is to look at those alternatives and then the remainder of it is for the right-of-way plat, which again was not included in the original project. Like most of the other ones we thought we would be able to fit in the bio-swales in the current right-of-way but found out we couldn't. With this amendment the total cost will be \$302,250.

John Graber asked what was the original contract dollar amount and the original completion date?

Ron Schildt responded it was \$198,750.00 with a completion date of April 2008.

John Graber stated so it's been sitting there for over a year.

Ron Schildt stated that because of the changes with the storm water improvements and questions on what we should use for a cross section for the roadway there are a number of different items that were outstanding that have delayed the project to this point.

John Graber stated that this is another example of something sitting on the table for a long period of time and now we are looking at an additional \$15,000 in wage adjustments, because it wasn't done at the time it was originally contemplated.

Ron Schildt responded that the \$15,000 for wage adjustments is only for that stormwater alternative analysis portion of the contract because that hasn't been completed yet. The right-of-way plat is a whole new section so that's including their new rates.

Alderman Wysocki stated that he shares Mr. Graber's concerns. I guess I would ask now with what our previous actions are, are we comfortable with all the design work that is related to this industrial park area, if this goes through? Are we set with all those three major projects?

JP Walker responded that the designs are approaching the 90% level. At that level I can say that I am comfortable with what I have seen in the designs and what we have reviewed.

Alderman Wysocki stated that he sees the one common element is storm water. I really acknowledge the work that you are doing with that in coordination with the utility people because storm water is a major issue. I think it's a component that even though we were one of the first communities in 2001 to start doing that kind of work it still is relatively new in the various varieties of storm water facilities that can be incorporated in these kinds of projects. I can understand at this point that there needed to be some scope of services expanded in this design. I just want to make sure that all of these major projects in this particular area with the additions that we have done to the contracts that you are comfortable that we are pretty much there. Is our scope of services complete enough now that when these professional engineering services are completed we can actually go into our improvement construction plans?

JP Walker responded that he believes our understanding and the consultants understanding of what is needed to complete the designs are thorough and total. Now it is just a matter of getting the designs completed. You were right the biggest component that was an unknown was the impact of the storm water management that was going to be needed. We had the concept of the bio-retention swales and we found out early on that it sounded good and in some areas they work fine and in some they won't.

Alderman Ament stated that he thinks it's also important that when we look at these things to recognize that as we look at these projects as compared to 10 or 15 years ago when we rehabbed the road, we just rehabbed the road, maybe did some minor repairs on a culvert or replacement or cleaned out a ditch. Those projects aren't that simple anymore. One of the questions I did have was the storm water effects. Once this entire Industrial Project including Calhoun Road is completed, how much do we think a positive impact is this going to have on the downstream neighborhoods for example Buena Park and anybody that's downstream of this Industrial Park, because that was one of the big issues we had years ago and still do.

JP Walker responded that it is a storm water question. When you look at the original concept with bio-retention swales if those were going to work the way we originally thought where it was all bio-retention swales then I think you would have seen a reduction in flow downstream. The fact that we aren't able to put in all the bio-retention swales that we thought I'm not sure we are going to see that much of a reduction of flow downstream because we are installing storm sewers which means the water is going to get to Deer Creek quicker.

Alderman Ament asked if this isn't going to have as big of a positive impact are we better off looking at spending that kind of money that we are spending in addition to the road itself in different areas to improve that part of the storm water issues? Are we better off starting to rethink whether the bio-retention swales are the route to go and are we better off directing those funds to something that would have a more positive effect?

JP Walker responded that he thinks that is something that the Water Resources Management Committee would have to discuss. One of the issues that we have had in the Industrial Park is there really isn't land available to retain water, and if there is land available it's at a very high price. That is an area that almost doesn't exist in the Industrial Park area, short of that I'm not sure what another alternative would be able to hold back the flows to Deer Creek.

**Motion by John Graber to recommend to the Common Council the approval of the amendment of the Design Contract with Strand Associates for Ryerson Road to include additional changes to the scope of work listed in Change Order #1 in the amount of \$102,500.00. Funds to come from Ryerson Road CIP Account 04251100 63012 C2007. Alderman Wysocki 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

#### **ITEM 27-09 Review, Discussion and Possible Recommendation on the 5-Year Roadway CIP Budget**

JP Walker stated that Alderman Ament requested that we include this in the amended agenda. I sent each of you a copy of the five-year roadway plan that will be submitted with the CIP budget requests. It is a spreadsheet that lists the top 10 priorities starting in 2010 going out to the year 2014. You will note that we

have three STP projects listed for construction in 2010 along with the roadway rehab at \$2,000,000 for each year. In 2011 we are earmarking Calhoun Road construction, 2012 Glendale construction, 2013 Ryerson construction, 2014 Rogers construction and possibly Coffee Road west of Calhoun in the same time frame.

John Graber stated that he thinks it's a good idea to have a five-year plan that's put forward so the Council will know what is coming up in future years. One thing that I did notice on here, you said this was already submitted to the Council or will be?

JP Walker responded that it was submitted to the Mayor last week.

John Graber stated that since he is not an elected official it won't affect him directly but perhaps it would some of the other Council members. For example Item #6, Glendale Drive, you have construction in 2012 and you have a construction figure of \$2.75 million dollars. There obviously have been right-of-way costs that have been estimated, design costs that I think should be in a different color should be shown on this to indicate what has already been approved.

JP Walker responded that you are at a disadvantage from the elected officials. Each year's five-year plan spread sheet shows that sequence over time. We only show five-years on this spread sheet, could we have a larger sheet and show when the actual expenditure of funds started on a given project, sure we could do that. This was put together at the last minute and I used what was being submitted to the Mayor.

Alderman Ament stated what might be helpful then, for example take 124<sup>th</sup> Street where it shows design and right-of-way, if there was some way of noting that it's completed.

Alderman Wysocki stated if I could suggest in the activity box we already have design expenditure, would it be possible in that activity box where it says design, actually put the dollar amount that was expended and maybe just indicate funds expended. Activity is on the left, funds expended. For 124<sup>th</sup> Street in activity box, designs already completed so you have the amount in there. So we know that the total for the total project is not just for construction but the right-of-way and design.

Alderman Ament stated that this is pretty neat and simple, it doesn't take a lot of time to look this over and evaluate what you have and then if you need any more details you have that in finer detail when you go through the project. When we look at Martin Road there is nothing there for design and right-of-way, I assume that has not yet been done.

JP Walker answered that is correct. We will be doing that design in-house, so there should be no design costs. We are having that road surveyed this year so that we have that information available to do the design in house.

Alderman Ament asked are you expecting any right-of-way acquisition.

JP Walker responded not at this point.

John Graber stated that he would be amazed if you don't find several areas where right-of-way is going to be required.

JP Walker responded that would be a budget request in a future year as Alderman Ament just indicated. What is the difference in priority between Martin Road and Coffee Road? The work needs to be done, which one precedes the other, to me they have equal priority. It's just do we want to apply LRIP Grant application in 2011 or do we want it in 2013?

Alderman Ament asked when you get that grant is it always the same amount?

Ron Schildt responded yes, it actually has gone up a little bit; it used to be around \$102,000. It goes up a slight amount every couple of years.

Alderman Wysocki stated that you haven't changed any of the dates for Coffee Road. In the 2009 projection it was to have design work done in 2011. The only thing that has changed is the actual year of construction from 2013 to 2014. What was the reason to push it out another year for construction?

JP Walker responded the amount of right-of-way acquisition that is going to be required. That is a significant amount, we are talking the entire stretch because that is a location for a trail that's called for in the Alternative Transportation Plan and I believe it's still going to be listed in the Comprehensive Plan update. We have that whole issue to deal with on Coffee Road and that's why I moved it back because it may take us 18 months or so to get that all completed.

Alderman Ament asked is it much of an issue to move the design works up to 2010?

JP Walker responded that you would have to ask the Board and then the Council. We would have to send out a request for proposal like we have done on other roadway projects because I don't believe this is one that we would be able to do in-house.

Alderman Ament stated that he thinks we need to do this. He doesn't see Coffee Road lasting for five more years and not being a major safety issue.

JP Walker asked are you suggesting that we move all three phases up a year?

Alderman Ament responded yes, at least for now we can look at it. Either that or we are going to need to look at just the GlasGrid or something to bide some time, because I can't see this lasting another five years or maybe more.

**Motion by Alderman Wysocki to adjust the five year plan for Roadway Capitol Improvements on Item #10 Coffee Road to move the design component to 2010, right-of-way acquisition to 2011 and construction 2012. Seconded by John Graber.**

**Upon voting the motion passed unanimously**

**Motion by Alderman Wysocki to recommend to the Common Council adoption of the recommended minimum 5-Year Roadway CIP Budget as amended by the Board of Public Works. John Graber 2<sup>nd</sup>**

**Upon voting the motion passed unanimously.**

**Motion by Alderman Wysocki to adjourn.  
John Graber 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

**Meeting was adjourned at 10:00 AM.**