

**MINUTES**  
**BOARD OF PUBLIC WORKS MEETING**  
**October 19, 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 8:03 AM.

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

Staff Present: J. P. Walker, City Engineer, Ron Schildt, Division Engineer Transportation, Tammy Simonson, Senior Civil Engineer and Don Ullman, Streets Department

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

**OLD BUSINESS**

**ITEM 01-09 Approval of Minutes from the September 21, 2009 meeting.**

**Motion by Alderman Seidl.**

**2<sup>nd</sup> by Mayor Chiovatero.**

**Upon voting the motion passed unanimously with Alderman Wysocki voting present.**

**ITEM 22-09 Update, Discussion & Possible Action on Calhoun Road Alternative 2009-A**

No discussion.

**NEW BUSINESS**

**ITEM 34-09 Discussion about the “Road Projects” listed on the 10/7/09 Memo from the Finance Department entitled “2009 3<sup>rd</sup> Quarter CIP and Stormwater CIP Project Reports.”**

JP Walker stated that Staff had reviewed the memo and makes the following status updates:

1. 2009 CIP Accounts:
  - a. The Roadway Rehabilitation work is wrapping up and invoices are being processed.
  - b. The Greenfield Avenue “Bottleneck Area” payments have been made to the WisDOT and the City has met it’s obligations.
  - c. Staff and the consultants are still waiting for WDNR approvals of the environmental documents for the Coffee Road and Lincoln Avenue STP projects. Without those approvals right-of-way acquisition cannot start according to the WisDOT.
  
2. 2008 CIP Accounts:
  - a. The Roadway Rehabilitation work was completed last year. Funds that were left over from that project were used this year and have been applied to the invoices that we have received on the project. Invoices for GlasGrid installation also have been processed.
  - b. The Wall Street Connection has punch list items that still need to be completed by the contractor. There has been no schedule submitted by the contractor regarding that work, but staff is in

communication with them and is trying to get that work scheduled and completed before the snow flies.

- c. As was stated for the 2009 CIP the Coffee Road and 124<sup>th</sup> Street STP projects right-of-way acquisition work cannot start until the environmental documents are approved by WDNR.
- d. The Rogers Drive design is progressing and on schedule.

3. 2007 CIP Accounts:

- a. There were carry over funds of \$19,812.00 from the 2007 Roadway Rehabilitation project that have also been applied to this year's rehabilitation project.
- b. The consultants are preparing the Ryerson Road and Glendale Drive designs. They are designing water main relays due to multiple conflicts with the proposed large diameter storm sewers. We have had a number of communications with the Utility Department and when the number of conflicts exceeds two or three, they are requiring relays of the water mains. That is what the consultants are working on now, verifying where the water mains are, what the actual conflicts are and designing relays accordingly.

4. 2006 CIP Accounts

- a. Work on the Greenfield Avenue project has been completed. The remaining \$30,693.00 is available for other CIP projects or may be used to pay down the debt at the Common Council's discretion.

5. 2003 CIP Accounts

- a. The Calhoun Road design account is still active. The Board has taken action to close the original project and activate the design of Alternative 2009-A. A Public Informational Meeting was held on October 6<sup>th</sup>. The Board discussed the information that came out of the PIM on October 15<sup>th</sup> and consideration is being given to moving the rehabilitation of Calhoun Road up to 2010.

Mayor Chiovatero asked in the 2006 CIP the Greenfield Avenue funds are those the discretionary funds?

JP Walker responded that those are the non-participating funds. Originally the non-participating funds totalled \$25,000. We only used \$14,793 adjust manholes and valve boxes that are in the eastern portion of the project west of Calhoun Road.

Alderman Ament asked in the 2006 CIP, Item 1D, the remaining \$10,207, is that money is just sitting out there?

JP Walker responded yes.

Alderman Ament stated that it gives us a choice at maybe making a recommendation to the Council one way or the other on using those available funds. Do you have any suggested projects that this could go to? My inclination is to pay down the debt, unless we have something else we can use that money for.

JP Walker replied that the funds can be used in the roadway rehabilitation projects. Paying down the debt if Common Council or the Board prefers to go that route, I don't have anything against that either.

Mayor Chiovatero stated that in order to not have to continue to have this on the books and the arbitrage issue, I don't have problem moving it into a CIP project or paying down the debt. If we do transfer it into the CIP can we make sure we use those funds as soon as possible? Like when you write an invoice use those funds so it gets wiped out, so Mike can get it off the books.

Alderman Seidl asked the total was \$10,207.00?

JP Walker responded yes.

Alderman Seidl asked do we have any projects that would stay within that or are we just going to juggle the money?

JP Walker responded that we have invoices from this year's roadway rehabilitation project that are coming in that it could be applied to immediately as was suggested.

Mayor Chiovero suggested paying the invoices from the latest CIP because we could probably knock out the Item 1C for 2007 also.

JP Walker replied that has already been taken care of.

Mayor Chiovero stated in 2008 I would suggest the same thing.

JP Walker replied that has already been taken care of.

**Alderman Ament made the motion to recommend to Council that the \$30,693 from Account 04251100 63002 C2006 in the 2006 CIP be applied to Roadway Rehabilitation projects for 2009.**

**Alderman Seidl 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

Alderman Ament asked that in the 2003 CIP money it says Calhoun Road design account is still active there is nothing we need to do with it at this point correct?

JP Walker responded correct.

Alderman Ament indicated that under C-3 it says Staff is still awaiting WDNR approval of environmental documents for Lincoln and 124<sup>th</sup> Street. Are we going to be running into arbitrage problems with that?

JP Walker responded that there are funds that were approved for right-of-way acquisition, that phase will kick in next year in 2010. We are anticipating getting the environmental documents approvals around the first of the year according to the latest communication from the WisDOT representative. Once we have the environmental documents approved we are going to be transitioning into the right-of-way acquisition phase wherever it's needed on those three projects. I don't think there is anything we need to do with the funds; we are going to be using them as soon as we are able to.

Alderman Ament asked that doesn't have any effect with the State as far as spending that money for the STP funds does it?

JP Walker responded no, because that's all local funds. The STP funds only apply to the construction phase.

Alderman Ament indicated that he understands that on Lincoln Avenue there is a tenth of an acre that the WDNR was concerned with.

JP Walker replied that that was just wetlands; the consultant has narrowed it down to a tenth of an acre. We are expecting the approval within 6 to 8 weeks, which is about the end of the year. Once we have that then we are talking about land acquisition that has to do with temporary easements and those types of things associated with bio-swales, so there is quite a bit of that that has to be taken care of.

Alderman Ament added that is why you were talking about that needing to be moved back to 2011.

JP Walker replied that is correct.

Alderman Ament stated that on 124<sup>th</sup> Street, I didn't know that we were doing any major changes there, but those are related to stormwater again, I assume?

JP Walker replied no, the hold up on the environmental documents for 124<sup>th</sup> Street has to do with the way the project was designated. There was an area of the project that we had termed to be a rehabilitation and because of the amount and type of work that had to be done it had to be switched over to reconstruction terminology which kicked in some environmental requirements. So the environmental documents were submitted and are being reviewed. That is still part of that 6 to 8 week process.

Alderman Ament asked this is also a project that we are working with two other communities on?

JP Walker indicated that we have a meeting scheduled with all the parties on October 28th. We will be discussing not only that issue but combining all three STP projects into one construction contract which has been suggested by DAAR Engineering who are the representatives that are reviewing the documents for WisDOT.

Alderman Ament asked is there a timeline on this agreement with the other communities as far as the agreement itself?

JP Walker replied that right now the only agreement with the other communities is for completing the design work. We still will have to enter into another inter-municipal agreement with the other two communities for the construction phase. For that we have had a discussion about how we should cost share the local funds.

Alderman Wysocki stated that in the 2008 CIP Accounts, the Wall Street Connection, if you are in the process of the punch list items it appears that we have over \$183,000.00 left over, in other words we budgeted \$520,000, we spent \$338,583. Is that the total expenditures to this point or are there more that are going to be coming?

Tammy Simonson answered that she believes that is the total that has been paid thus far; we still have one very large payment that we want to pay out to the contractor. We were holding that final payment to try and make sure that they got that punch list work done this year and it didn't tie over to next year. So there is still a payment due.

Alderman Wysocki stated that if there are any funds left over we might want to put them into the 2009 CIP budget. So as soon as we can get that done it would be good.

Alderman Seidl stated that on Coffee Road, there was \$220,000 awaiting WDNR approval. Is this something that is going to hold this up, are there still invoices coming out after the DNR approval?

JP Walker responded that there still will be design invoices coming forth; they are not done with preparing all the bidding documents. This project along with 124<sup>th</sup> Street and Lincoln Avenue will be combined into one construction project which will be contracted by WisDOT. Out of the three consultants one will be given the responsibility of combining all the documents from all three projects into one bidding document. Staff has to meet to discuss that and get that figured out. Yes, there will be additional invoices coming yet.

Alderman Ament stated that in the 2008 CIP Accounts it says \$199,837 are left over from the 2008 Roadway Rehabilitation project that were carried over to the 2009 Rehab projects. Where does that end up, is that something that has been resolved?

JP Walker replied that money has already been spent and it's been taken care of.

Alderman Ament asked are you going to get together with Mike Holzinger on this so he will know what is going on?

JP Walker replied that we have been working with the Accounting Staff when we prepare the purchase orders to make sure that we are using the accounts that we can use. The one nice thing about the CIP accounts when it has to do with roadway rehabilitation is we can carry those over and use them the following year without having to put together a resolution by just working with the Accounting Staff. Ron has been doing a good job of staying on top of that.

Alderman Ament stated that in the 2009 CIP Accounts he has a question on Item 3, the last sentence. The right-of-way for Coffee Road, where are the issues there, does that have to do with a big part of that project being the stormwater related? Is this a WDNR or WisDOT approval that is holding this up?

JP Walker answered that it is the environmental documents again. There are requirements because it is an STP project; it's really a combination of the WDNR & WisDOT reviews. A large amount of the expenditure is for the possible relocation of Mrs. Sippy's plus there is the possibility of a storm water pond being located along the north side of Coffee Road, east of where those residential parcels that we are still dealing with the WDNR on and trying to get the necessary approvals.

Alderman Ament asked are we looking at putting a retention or detention facility there?

JP Walker answered yes.

Alderman Ament indicated that he assumed that will require land acquisition.

JP Walker responded yes.

Alderman Ament asked that is not something that we can't deal with by using bio-swales down further where it flattens out is it?

JP Walker answered no it has to do with the amount of flow that is coming from Santa Rosa Boulevard and the contributing areas. There is area south of Coffee Road that travels via cross culverts across Coffee Road to Santa Rosa Boulevard and then goes west. That is part of that huge amount of water that impacts the backyards of those residents further to the west on Coffee Road. We are trying to capture and detain that to reduce the amount of flows that these residents are experiencing.

Alderman Ament asked how far along are you with looking at that as part of the overall design of that project?

Ron Schildt responded that the WDNR looked at the first pass of what we had originally planned, take it to a large storm sewer and get it down to Calhoun Road and then get it to the Poplar Creek. They basically would not allow that kind of a discharge down there so now we have come up with a concept of a storm water pond at the halfway point coming down the hill. They have started to review it, but we have not gotten into the details of the full design, but the rest of the storm water system is pretty much done. It is just a matter of how does the pond work and is that something that they would allow to fulfill their requirements.

Alderman Ament asked do you have an estimated time table on that?

Ron Schildt replied that it is up to the WDNR. He indicated that unfortunately the people that they have there only work two days a week and trying to get them to review the information takes them quite a while. I know we got some information back from the consultant just last week that they had moved a little further with the plans. I'm assuming before the end of the year we will know for sure.

Alderman Wysocki indicated that he noticed that the large parcel along Coffee Road at Calhoun Road is for sale. Might we be interested in acquiring some of that land in there for stormwater purposes, or should we alert somebody in terms of this potential sale that we might have an interest in some of that area for stormwater?

JP Walker responded that if that is something that the Board would instruct Staff to undertake to at least get the appropriate parties involved with investigating what the asking price would be we certainly can do that.

Alderman Wysocki stated that he thought it's important because the parcel is up for sale. Some part of that might help us in terms of a design feature that you might want to look at through the Storm Water Division to get us to that creek. But even if we get to the creek, the WDNR could say no. you stated that we have to have some sort of artificial retention pond. Perhaps the price of that piece or parcel of land that's up for sale might be more advantageous than something that we are locked into, there might be some advantage.

JP Walker indicated that there was internal discussion when Eric Nitschke was here about that parcel. The advantages of it being a "snake bank", because Butler's garter snakes have been seen. Part of that discussion talked about the type of complex it would be, it would not be a pond, it would be similar to a complex that the WDNR was willing to permit on Tess Corner's Creek. Not just a pond but more of a storm water management facility with different levels of wetlands and areas to store water.

Alderman Wysocki indicated that what he liked about that was the cost of acquisition might be substantial but then the ability to use it in terms of storm water management would be less of a cost as far as building a facility. I would suggest that at least we take a look and see what the asking price is, what the possibilities are.

Mayor Chiovarero indicated that he thought it is a good idea. He asked should we also see if that land is divisible? We might not want to buy the whole property. Do we want to direct Staff to look into the use of that land or just want to see if it's just available first?

Alderman Wysocki responded that he thought we should see if it's available first. In the Comprehensive Plan it recognizes that it's almost all wetland in that area.

Alderman Ament asked is there some point that once you get with Finance on this you can give us an update when he redoes the memo that he sends out?

JP Walker replied that the elected officials should be receiving another memo for the end of the fourth quarter which would be just after the end of December, should be a final report for 2009.

Mayor Chiovarero added that that report comes out in February. We can see if we can get Mike to work on CIP portion quicker.

#### **ITEM 35-09 Discussion & Possible Action on Revisions to the 2010 CIP Budget Requests.**

JP Walker reported that due to the fact that the WDNR has not approved the environmental documents on the three STP projects, 124<sup>th</sup> Street, Lincoln Avenue and Coffee Road, the right-of-way acquisition work cannot be started until those approvals are obtained. Since the right-of-way acquisition has not started on either project, it is unlikely that construction will be able to start on those three projects until 2011. We have had that discussion before in order. In order to avoid potential arbitrage charges Staff is recommending that the CIP budget funding for those projects be moved from 2010 back to 2011.

Funding for the Calhoun Road rehabilitation work was earmarked for 2011. Staff does not recommend having Lincoln Avenue, Coffee Road and Calhoun Road under construction at the same time in 2011. As we discussed at the October 15, 2009 Special Board of Public Works meeting, the rehabilitation of Calhoun Road can be moved up to 2010, by eliminating the frontage road construction from the project and adding that work onto the

Glendale Drive, Lincoln Avenue and Rogers Drive Reconstruction Projects, respectively. A spreadsheet summarizing the updated costs (approximately \$2,000,000) for rehabilitation Calhoun Road is included in the Board's packet of information.

By removing the Frontage Roads from the Calhoun Road Rehabilitation Project and adding the work onto the Glendale Drive, Lincoln Avenue and Rogers Drive Reconstruction Projects, ROW acquisition for Glendale Drive could be moved back to 2011 and for Rogers Drive it could be moved back to 2013 but Lincoln Avenue would still have to be funded for 2010 because of the pending construction in 2011. I believe we discussed an alternative last Thursday night that perhaps it makes sense just leaving all of those funds with the Calhoun Road project, but treating it as a separate project where it has no impact on the rehabilitation work where the acquisition of land that's needed can occur simultaneously with the rehab work on Calhoun Road. At the time of construction of the other projects, the land would already be acquired and it would be just a matter of going forward with the construction on those projects.

Alderman Ament asked if you take those three projects 124<sup>th</sup>, Lincoln & Coffee Road out of 2010, that totals about \$10,500,000, am I reading that correctly?

JP Walker indicated yes, and 80% of that would be STP funds, so local share would be about \$2,000,000.

Alderman Ament asked because this is something out of our control do we have issues with the STP funds if we do that?

JP Walker indicated that he does not have a clear answer on that. I believe there are no issues because the WisDOT is the approving body along with WDNR on environmental issues. If they haven't made their approvals they obviously can't authorize the spending of the STP funds. Once they give us those approvals then we are into the construction schedule. The PS&E date has be reset for November 1, 2010 with a Let date of March 8, 2011. That's the latest information that we have from DAAR Engineering who is their reviewing body for WisDOT on those projects. So we are striving to meet those deadlines and so is WisDOT.

Alderman Ament asked so by moving all three of those projects there isn't much likelihood that anything would go quicker where we need that in 2010 is there?

JP Walker answered that he believes not. With a PS&E date of November 1, 2010 and a Let date of March 8, 2011 there will be no construction in 2010.

Alderman Wysocki stated that he would like to refer back to our special meeting on Calhoun Road that you have given us that the cost of construction is estimated to be \$2,000,000. If you recall our discussions last Thursday night we indicated that we would like to move the right-of-way acquisitions for Glendale and Rogers into 2010 under Calhoun Road so that in effect the construction at \$2,000,000 but then there would be right-of-way costs, essentially \$360,000 which is the two right-of-way cost estimates am I correct?

JP Walker indicated that he was correct. He asked do you want to also include Lincoln Avenue and keep it under Calhoun Road funding? It is listed separately in 2010.

Alderman Wysocki indicated that he thought it should be. All of those costs should be moved into the right-of-way costs associated with Calhoun Road. That eliminates any potential future issues of as soon as we can get the funding on some of those projects assuming that we have then already purchased the needed lands. We could start right away with ROW acquisition through our consultant as we talked with Thursday night. I want to make sure that we make that adjustment to this amended five year plan as we take it to Council. Just so I'm clear on it again, we will then be putting in the right-of-way costs for Lincoln Avenue, for Glendale Drive and for Rogers Drive, all three of those projects into the 2010 costs for Calhoun Road. In addition we talked about the fact that you indicated to us the return on the investments for the costs of the bio-swales would not be a good investment. And you talked about the fact that therefore on Calhoun Road you want to go with the

Gatewood technique and that resulted in a construction cost increase, is that right or does that stay within the \$2,000,000?

JP Walker answered that is part of the \$2 million.

Alderman Wysocki wanted to make it clear that if we have the opportunity and the majority votes this way we could begin construction in 2010 on Calhoun Road under the 2009-A design, is that right?.

JP Walker indicated correct.

**Alderman Wysocki made the motion to amend the five-year plan for roadway capitol improvements in Item #5, Calhoun Road, shifting the right-of-way acquisition costs for Lincoln (\$190,000), Glendale Drive (\$180,000), Rogers Drive (\$180,000) into the right-of-way costs for 2010 Calhoun Road.**

**Alderman Seidl 2<sup>nd</sup> the motion.**

Alderman Seidl asked for Lincoln Avenue the right-of-way acquisition was already in the 2010 budget, is that correct?

JP Walker responded that for Lincoln Avenue itself, the right-of-way acquisition funding for the original project is part of the 2009 CIP budget. But this portion has to do with the frontage road realignment and connection coming from the north to connect to Lincoln Avenue. We are separating it out from the Calhoun Road project.

Alderman Ament asked what would be the total amount then that we have for Calhoun Road then in 2010?

Alderman Wysocki indicated that for Item #5 Calhoun Road 2010 it would be right-of-way acquisition \$550,000 and construction \$2 million.

Alderman Ament indicated that the only concern he has is if we don't put enough funds in there and we need to put it in separate, what if things went well with land acquisition and we could still do the service roads with the rest of the project there, or is that just not going to happen?

JP Walker indicated that ROW acquisition even for just this relatively small need for acquiring land still could take a year. It will be going on at the same time as the rehabilitation of Calhoun Road as we are laying it out right now. So if it takes a year nothing is lost because construction isn't starting on Lincoln Avenue until 2011, so he sees no negatives to it.

Alderman Wysocki indicated that during our discussion on Thursday Alderman Ament brought up an issue that he thought that there should be an extra \$1 million in the construction. But I think he was talking about that in terms of including right-of-way, am I correct?

Alderman Ament responded yes, and the service road part of the project which we were originally talking \$4.3 million.

Alderman Wysocki indicated as he hears it now from JP let's move ahead on the ROW acquisition. When we actually get to the point of constructing Lincoln Avenue, Glendale drive and Rogers Drive that would be a good time to link it into Calhoun Road and make the adjustments to the frontage road. If things work out according to our plan that could be done in 2011 to start with assuming we get that right-of-way through the year of 2010.

JP Walker indicated that looking at the previous cost estimate that was put together that included service road work for about \$325,000. Alderman Ament brings up a good point, what if there is a higher price tag then we are anticipating should we include more. I would recommend or suggest that you consider including that \$325,000, adding it to the \$2 million if you think that there might be the possibility that there might be an issue.

Alderman Ament stated that part of the issue with trucks having to be on Calhoun Road is a significant amount of those trucks that are servicing the businesses along the service road are coming from Lincoln or Rogers and to get onto the service roads they end up going out onto Calhoun Road for short stretches. I don't have a problem with separating it, but I don't want to separate so far in years that if for some reason a land acquisition went well, that might be one that we could do. Anything we can do to keep those trucks off of Calhoun Road is going to be a benefit to Calhoun Road, both traffic-wise and roadway-wise, seeing as it is just a rehab and not a total reconstruction of that surface. That is why I mentioned the \$3 million, meaning that we are kind of rounding things out and giving us a little bit of flexibility if things go well.

JP Walker stated that with the timing of Lincoln Avenue being constructed in 2011 which would include now that connection to the frontage road I think once the drivers of the semis see that Lincoln Avenue and that connection is improved that they will change their driving habits and utilize the new connection, but that will only be part of the equation. Obviously you have Rogers Drive and Glendale connections being constructed in later years.

Alderman Ament indicated that far as Glendale goes from the standpoint of movement of the trucks, the southern section is not really going to change a lot, because the service road comes out on Glendale to the south, and at the north it will still be coming out to Calhoun Road. The significant change would be in the northern leg where the northern part of that would come out on Rogers Drive and the southern part on Lincoln Avenue. I think that would have a significant effect on the traffic there, at least in that stretch. That's where we are looking to gain as far as keeping the trucks off of Calhoun as much as possible. Right now the motion is for \$2,550,000 with \$550,000 for right-of-way and \$2,000,000. Any desire to adjust that for the \$325,000?

Alderman Wysocki asked is that figure some sort of legitimate number or is that just pulled out of the air?

JP Walker responded no, that's from previous cost estimates that had a line item of frontage road work.

Alderman Wysocki indicated that we aren't sure if it's going to happen that way, we had a good plan in the beginning to do this, and I would be willing to adjust that to \$2,325,000. The right-of-way acquisition still stays at \$550,000. **I would like to suggest that my motion say that the construction costs for item #5 Calhoun Road is \$2,325,000.**

Mayor Chiovarero indicated that he understands the logic, but he is going to vote against this motion because of the Calhoun Road 2009 financing.

**Upon voting the motion passed 3-1 with Mayor Chiovarero opposing.**

Alderman Ament on Coffee Road West we have the right-of-way acquisition in 2011. I'm not trying to pile up the CIP in 2010, but the only thing is this frees up a lot of borrowing and if we are going to go ahead with these projects we may want to look at getting the design work and right-of-way acquisition moved up if possible to 2010 while money is relatively cheap. Looking at Coffee Road West from Calhoun Road to Racine Avenue, if we move the ROW up to 2010 that would potentially move the construction up to 2011 and the problem there would be we are already piling up 2011 by shifting those three projects from 2010 to 2011.

JP Walker stated that you can't do right-of-way acquisition until you have a design put together and relocation order. Staff will be doing the design in 2010, that's why the right-of-way acquisition is shown for 2011. You have to have the relocation order which at the earliest would be probably next fall, before that would come to the Board.

Alderman Ament stated for Martin Road, we have that scheduled for 2011. WisDOT is doing the bridge work, which is still scheduled for 2010 is it not?

JP Walker responded yes.

Alderman Ament asked would it be beneficial then to look at or are we not in the position to do Martin Road in 2010?

JP Walker answered that Martin Road hasn't been designed yet and that's another one that will be done in-house. We have the survey work completed. Now it's a matter of moving into the actual design work.

Alderman Ament stated that another thought that goes along with this, seeing as we are ripping this whole thing down and taking all the blocks out and trying to put them all back where they fit, if we are going to be putting this much into 2011 is there any thought about putting a little bit more into roadway rehab in 2010 and then for 2011 we can look at leaving it at the suggested \$2 million if that's what we come up with or lowering it by that difference and getting some of the rehab done in 2010. I'm not saying we should do that but it's just a thought. I see us pushing a lot out in the future years in 2011 and 2012 primarily and I am a little bit concerned that we are going to fall behind and not be able to make that up.

JP Walker indicated that he completed an analysis following our discussion last Thursday night and looked at the amount of funding that would be required to assure that we completed all the roads that are rated 20. That is an additional \$1.6 million that would be needed. We would have all the 20's taken care of including some of the 30's in the Parkland Green Subdivision which is waiting to follow the approval of the Utility budget for the work they have to do. So there is quite a bit of 30's that could be taken care of, but all of the 20's could be taken care of with an additional \$1.6 million in 2010. It would result in a total of \$3.6 million that would be requested if the Board desires to have all the 20's taken care of as soon as possible.

Alderman Ament asked what is the time table on making a recommendation for the CIP?

JP Walker responded that depends on when the Council is going to be discussing the CIP budget.

Alderman Ament stated that he suspects that there is going to be a strong desire to get the operating budget done first since there are a lot of issues there. It seems like this is something that we will have to think a little longer on. This is something that he was going through this over the weekend and trying to figure out where we were juggling this numbers around from one year to the other especially due to the circumstances. I wouldn't have suggested it had that not changed with those other three projects. But it may be an opportunity instead of looking at it as the glass being half empty we can get some of this stuff done now so that when we get to 2011 and 2012 if the money isn't available then we can maybe lower those rehab costs in 2011 and 2012.

Mayor Chiovaturo indicated that he doesn't think that your thought process is that bad, he thought you have some good points. He indicated that was going to suggest the same thing and maybe we take some of the rehab money and shift it into 2010 if Staff can handle the work. 2011 seems to be getting heavy with the movement of the projects like we are suggesting here. As far as the CIP goes, his memory from the last meeting that was the Council's suggestion that we get to work on the CIP Budget as soon as possible, so he is putting it on the COW agenda for next Tuesday to either discuss then or right after that which is the first week in November.

Alderman Seidl asked for clarification so what was just suggested is that we move money out of the 2011 budget for roadway rehabilitation into the 2010 budget?

JP Walker indicated that he only suggested increasing the money for 2010. Obviously we need to look at 2011 because of the impacts from other projects and maybe it needs to be reduced. We have so much rehab work that has to be done. That's a decision that the Board and Council have to make.

Alderman Ament indicated that he would be a little less concerned about 2011. We can always make those adjustments next year if we need to.

Alderman Seidl asked what is the total design work for Coffee Road, Calhoun to Racine?

JP Walker answered that it has been revised to \$150,000 because we are doing it in-house. If you recall from the last regular Board meeting we laid out that the \$150,000 is to hire a consultant to prepare the relocation order and the right-of-way plat.

Alderman Ament asked is there any chance that the design work would be done by spring so we could start on the right-of-way acquisition?

JP Walker answered no. We still have the issue of completing the survey work, that has to be completed before Tammy can start her design work. I think you are looking at the fall of 2010 before the relocation order comes to the Board.

Alderman Wysocki indicated that he wants to be careful of what we are doing here because he would like to have some consistency to think that maybe 2011 we could jiggle this around again. He doesn't think that helps our financial management aspect very well. As difficult as this may be it's up to us to put this in place, at least a three year plan, if not a 5 year plan. As to the issue of increasing funding in 2010 there are implications in the 2010 budget and more in the 2011 budget relative to that portion of the tax rate that goes for Capitol Improvements. He thinks this is a very good discussion, there are some good ideas out here. He cautioned the Board in trying to act on this issue right now, even if we had to have another special Board meeting to give us time to absorb it, especially from the Mayor's point of view his concerns or observations on the financial impacts. He likes the idea of getting more roads done in 2010 through a rehab program. We have talked about how the borrowing right now is to our advantage, it's less than 2%. Where the needs are this is the best time to address those needs because we get the most bang for the dollars we are investing and the return on that is very substantial, both in terms of borrowing and construction costs. Could we have a little time to think through this because I don't think there has to be that many major adjustments beyond what we have already done? I would ask the Mayor to sit down and think this thing through on a financial management approach what that implication of adding another \$1.6 million in 2010 would be because we are trying to go out at least three years out.

Alderman Ament thought that it may be something that we can think about seeing that there are three Aldermen and the Mayor here between now and the next Council meeting. It would be nice to have a recommendation from the Board.

Mayor Wysocki indicated that there is a lot of good practical financial sense in getting rid of those 20 rated roads. All I'm asking is time for the Mayor to analyze with our Finance Director implications of that major addition as we think through with conjunction with our financial planning as to what's happening.

Alderman Ament indicated that he was looking at a significant shift of funds out of 2010 into 2011 and to offset that maybe we can move some of that rehab from 2011 to 2010.

Alderman Wysocki indicated that he didn't hear JP saying that. He's saying he wants the \$2 million in there. We aren't going to shift \$1.6 million to 2010 and only have \$400,000 in 2011 that doesn't do us any good.

Alderman Ament responded that maybe from a financial standpoint it balances that out.

Alderman Wysocki indicated that's what we need to analyze.

Alderman Ament added that he is not saying that he has any specific suggestion about which one of those would work, but he just thought this is the time to look at it. If we want to get the CIP taken care of at Council a week from Tuesday, it's going to be tough.

Mayor Chiovero indicated that Alderman Wysocki brought up a lot of valid points as to how this relates to the operating budget. He agrees with JP, this is a good chance to get caught up on some of our 20's and some of the 30's. At the same time he is looking at it as a good time to possibly reduce the demand on 2011 and make the CIP a little more digestible too. He thought what Alderman Wysocki brought up is it's going to be a good idea to at least look at this as far as the total 2010 CIP suggestion goes. It might be a good idea to catch up on some of our road rehabs and it definitely would take pressure off the future. It is 2011 that concerns me if we want to stay at \$2 million, which I think is a good idea, but with the way it lays out here it might not be the best as far as the operating budget or future expenditures.

JP Walker stated just so you have the numbers in mind, \$2.875 million has already been discussed for Calhoun Road, if you add the \$2 million you are at \$4.87 million, if you add the \$1.6 million you are \$6.475 million total for 2010.

Mayor Chiovero indicated that is still very steep. Is that with your \$1.6 million?

JP Walker answered yes \$3.6 million plus \$2.875 is \$6.475 million.

Alderman Seidl asked what would that do to 2011 when we adjust all these projects? We are still looking at needing the \$2 million, so would the total be \$7.5 million?

Mayor Chiovero indicated that it would be \$7.2 million.

Alderman Wysocki stated that we have our public hearing November 10<sup>th</sup>. He suggested that if it could be possible to have a Board meeting, the Council will have a chance to adopt or discuss the budget on the 17<sup>th</sup> or 24<sup>th</sup>. He thinks this whole discussion is worthwhile. He would like to see the implications to the changes because I have concerns about the future impacts. He would like to have a consensus from the Board that we all believe at least a three year plan is the best thing to do. It doesn't have to be acted on in terms of the 2010 budget unless the Mayor and Mike Holzinger come up with some other impacts that are of concern to them. So we could still have this recommendation, I don't think the CIP is going to be discussed until after we have our public hearings and adoption of the Operating Budget.

Mayor Chiovero indicated that Council wants to discuss the CIP on October 27<sup>th</sup>.

Alderman Wysocki replied that if we let the Council know that the roadway capitol improvements still needs some looking at maybe we can leave it open. We can discuss all the other issues and leave for recommendation coming from the Board if that's OK with the Mayor.

Mayor Chiovero indicated that he is okay with that. We still have the whole month of December for the CIP. I anticipated that we wouldn't get to the CIP until after the Public Hearing anyway, but Council members mentioned that they wanted to do something on the 27<sup>th</sup> with the CIP, so that's why I'm concerned.

Alderman Wysocki stated that we can have our discussion but we can suggest to the Council that we still have some minor tweaking to do on the roadway funding and certainly need to understand the financial impacts.

Alderman Ament added that we are thinking about some significant changes, we aren't moving \$150,000 or \$200,000 we are talking about shifting millions of dollars from one year to another.

Alderman Wysocki stated let's use this as our starting point. The Mayor will have this as a financial document to look at with Mike Holzinger to see what concerns he may have over a three year period and especially because the operational budget will still be there for a couple more years and that's what he has to wrestle with.

Mayor Chiovero: I could have it done by the next Board meeting.

Alderman Ament asked based on the changes made here today can you update that and e-mail it to us and Mike Holzinger? We made some changes and what we are going to be doing is looking to Mike and the Mayor, whenever that works out, for them to determine what the cost implications will be for changing something in the rehab area. I'm not even sure, at this point, we want to do that but I wanted to bring it up. I thought now would be the time to discuss it.

**ITEM 36-09 Discussion and Possible Action on Temporary Speed Tables on Lincoln Avenue (Referral from the Common Council).**

Alderman Ament stated that at the Common Council there was a RAS from the Safety Committee requesting temporary speed tables be installed on Lincoln Avenue between Moorland Road and Parkside Drive and there were some cost and other issues that were not clear to the Council. The issue was referred to the Board.

Ron Schildt summarized the discussion at the Safety Committee. We had a number of residents along Lincoln Avenue, mainly the stretch between Moorland Road and Parkside Drive that had concerns about the traffic speeds. We conducted one speed study in that area and another one between Sunny Slope and Parkside just to compare speeds. Both locations showed that speeds were higher than the posted speeds limits. The speeds aren't really that terrible but the residents felt that something more had to be done than just having a police officer sitting there. They were very much wanting to have the speed tables or humps put in at least in the stretch between Moorland and Parkside. When that came up about the issues of talking to the other residents and whether that is something they would like to see also the whole thing about snowplowing and other residents driving over them, they felt that there is enough support in their area that they would want them, but not as much support to the eastern end between Sunny Slope and Parkside. We had originally told them that we would want to do the entire one mile stretch. They insisted that we just look at their area alone. The idea came up of looking at the temporary ones as something a little more feasible. We didn't have a cost at the time we first started discussing it. We started looking at what products were out there and what we could actually do putting something down temporarily and picked up without harming the asphalt and they could be used in other areas of the City as problems arise. If the residents agreed with them and liked seeing them we could look at making them permanent some time in the future. That was where the discussion went and they really wanted to see something done as a temporary fix to start out with and see how the rest of the residents reacted to them.

Alderman Seidl asked in essence this is supposed to be a study? How long before the temporary ones would be pulled up and used elsewhere?

Ron Schildt replied that they actually wanted them in for as long as we could put them in. We would normally remove them during the winter months. We had planned that if we could get everything passed through that maybe we could still get them in this year and let them be out there for a month or so and then pick them up before the snow flies. That probably isn't going to happen now this year, but it would still be something that we would put these in and use those at a location and if it was agreeable to use those we would leave them in for as long as possible. If they wanted to keep something in as a more permanent thing then we could install the permit ones sometime down the road when these needed to be used somewhere else?

Alderman Ament stated that we have permanent ones on Wilbur Drive and Cold Spring Road. What kind of feedback have we gotten on these from the Streets Department and the residents in those areas that have to drive those streets on a regular basis?

Ron Schildt replied that the ones on Cold Spring Road are speed tables; those are 22 foot long because they are made for a 30 MPH speed limit. The ones on Wilbur Drive are speed humps which are only 12 feet long and those are made for a 25 MPH speed limit. When the original ones went in on Cold Spring Road many residents called because they use that as a through road to go one way or the other. It was a positive effect, in that way, because it got some of the traffic off of the street.

Don Ullman added that there were several concerns when we first did them on Cold Spring Road. It was slowing people down, it was deterring traffic and that's the reason they were put there. In the last couple of years we haven't had any plowing issues, the humps seem to work. On Wilbur Drive there are some residents that have asked that they be made higher so it's more of a speed bump that you would see in a parking lot, but then again, they would just as soon not see any cars on their road. To put in the temporary ones and see if they work seems to make sense. We could switch over to a permanent fixture later, at least then we would know if the people really want them or not.

Alderman Ament asked have you gotten any feedback on the plowing of those temporary ones?

Don Ullman replied that he have no idea how one would plow those, he believes they would be taken out with the plow.

Alderman Ament asked you would take them out in fall and put them back in place in spring?

Don Ullman answered yes we should use them just to see if there is a need for a permanent hump.

Alderman Ament responded so buying these would be an investment. If there was an issue someplace else we could try them, if it works either put in permanent ones or take them out if it doesn't and use them somewhere else where they might be needed. This amount of money isn't necessarily specific to this project.

Don Ullman answered that he would guess not.

Alderman Ament added if we knew for sure that would work we would just put permanent ones in right away.

Don Ullman stated that the permanent ones will cost around \$3,000 per location. That's with us doing the work.

Mayor Chiovero indicated that the residents there feel that although the speed tables are an inconvenience, they are very happy with the reduction of traffic on their road. Those who live on Cold Spring Road are happy with the speed tables and the reduction in traffic. Those who live near Cold Spring Road and have to use it don't like them but they are used to them. On Wilbur Drive the complaints that I get are they are not high enough to deter the speed, they would like to see them higher or a different design. Yes, the ones on Cold Spring Road do slow people down, the ones on Wilbur Drive don't seem to do that much. The two issues I had a concern for were the cost. Granted they could be move around, but I don't know what their life expectancy is. How long do they last? To spend this money and then decide to go permanent we would have to spend the money again or more to make them permanent. Lincoln Avenue is different because it's off of a main roadway like Moorland Road where Cold Spring Road is just a mile long street for a neighborhood feeder. The biggest concern is where do I get \$25,000? Also, if they really want these and determine they need them maybe we should just put the permanent ones in.

Alderman Ament added that was one of the things that came up at the Council meeting. They were recommending that we buy these for \$24,500, but there was no indication as to where the money would come from. That would be one thing we would need to know here. The other thing is that I think what I'm getting out of this is that we aren't necessarily recommending speed tables of any sort be put on Lincoln Avenue. It seems to me like this recommendation is a combination, something that they got into once they looked at Lincoln Avenue and this transformed into being, "maybe we should get these temporary things that could be used at other places as well". How many other places, how many times can they be moved, if they are just there in the summer I can't imagine they would wear out anytime soon. We would be looking at them at the approximately \$12,000 if they were put in permanently as a different item if these were determined to work.

Alderman Seidl asked did the Safety Committee look at any other possible alternatives, such as signs that say check your speed like the ones on Grange Avenue?

Ron Schildt indicated that a couple of other ideas came up like that but really the residents were the ones that made the recommendation that this is what they wanted to see happen. So it transformed from there. They did have a petition by most of the residents on Lincoln Avenue but that doesn't address all the other people that travel on Lincoln.

Alderman Ament asked were they requesting permanent ones?

Ron Schildt replied that they wanted the speed tables, that's it. It transformed into trying the temporary ones first. To be able to use those somewhere else in the future was a positive in the way we saw it.

Alderman Wysocki stated we could have used these this year when Racine Avenue was being worked on. If you recall the people in Rogers Glen were complaining about all the traffic going through there. Temporary speed tables, bumps, humps would have been very effective. This is a temporary product, you can put them in the spring or early summer, keep them in for a couple of months, that will give you a good take as to whether or not they are acceptable cause sometimes what people don't realize become unintended consequences and the third thing I would like to point out is there is a lot of traffic that comes from the Industrial Park who continue through Lincoln Avenue to Sunny Slope rather than Cleveland Avenue. There is a traffic issue there that these people are facing. I would think that when we ask where we are going to get the \$24,000, where we would get the \$12,000 or \$13,000 to put permanent ones in, it has to be in the 2010 budget. I think having this in your inventory would be a significant help to the Safety Committee, when it comes to these traffic signs, because if it isn't stop signs people want then its speed bumps. It's been my experience over the years that when these things are put in people all of a sudden realize they are more on an inconvenience then a help and then they want them out. I think this is a unique tool to help in determining whether or not this type of infrastructure is helpful because they are temporary. Once you make this investment you can use them over and over again. I don't know what the life of the product is, but when I went to their website, they claim it has quite a life to it.

JP Walker added that something to consider when considering potential lifetime of this product, this is recycled rubber, the same as you seen on railroad crossing, and they seem to be lasting a long time. I would expect that this product would last a long time, but I have no data to back this up.

Alderman Ament asked do you have any idea if we were to purchase these temporary speed tables where else we would need to use them? We obviously don't need them right now and couldn't utilize them on Lincoln at this point. We could have used them on Mill Creek Trail this summer and that would have solved two problems. The speeding and those folks decide if they want something like that permanently. The big question is going to be where we could get the money for the temporary speed tables.

Alderman Seidl asked how long before temporary becomes permanent? If something like this were to be put down, how long before we decide whether we want them or not. Because they are only good as we decide to use them, otherwise we are going to get four for here, four for another road and so on. The point being that if we are going to spend this money that it's actually utilized right and not kept on Lincoln Avenue. If it's deemed necessary that we need speed tables there we need to just put them in and use these somewhere else where they are looking at a possible study. To me these should be used for a study purpose then leaving them sitting on the road. So how long would we look at leaving them out?

Alderman Ament answered that he would guess that if we had them for next summer they would be out for the summer and then if it was determined to go to permanent that wouldn't be done until 2011.

JP Walker suggested that they should be taken up during the winter the only time they are going to be down is at the earliest spring and latest fall, so at most you are looking at nine months out of the year. That could be the test period or if the decision is to make them permanent then the Streets Department crews could install them in the fall or as Alderman Ament said in 2011.

Alderman Wysocki indicated that he thought a three to four month time frame would be a good test period and certainly they aren't going to stay down. They are temporary, they go back into the inventory for the next project. We have other road projects coming up and we will have some detours where we will be able to use them.

Mayor Chiovero thought we discussed earlier that we had approximately \$30,000 in the Greenfield Avenue CIP account; it might be an area where we can get these tables and put them in our inventory.

Alderman Ament asked did we do anything with that \$30,000 earlier?

Mayor Chiovero indicated that JP was going to put a resolution together.

JP Walker stated that there will be a resolution required to reallocate that funding. We had previously talked about putting it into rehab. I don't have an issue with considering this if the decision is made. So I can delay on putting together that resolution until a decision is made by Council and what to do with it.

**Alderman Wysocki made the motion to recommend to Council approval of the purchase of as many of the Traffic Logix temporary speed tables as we can with the reallocation of \$30,693 from the Greenfield Avenue Account 04251100 63002 C2006.**

**Mayor Chiovero 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

**Motion by Alderman Seidl to adjourn.**

**Alderman Wysocki 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

**Meeting was adjourned at 9:42 AM.**