

**MINUTES**  
**BOARD OF PUBLIC WORKS MEETING**  
**June 21, 2010**  
**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, John Graber and Alderman Seidl; Alderman Wysocki was excused

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

Privilege of the Floor: Mike Morgan – 15385 Coffee Road. I'm here for the update on the Coffee Road design. At the last meeting I left with what I thought that the sidewalk was going to be outside the property line in front of my house. In the meeting minutes, it clearly stated that the sidewalk is going to stop at the Goodwill driveway and people are going to walk in the bike lane on the road. The next issue is that there were no easements needed from the south side but in the same sentence it said yes, there would be a temporary grading easement. Since there are no grades or anything shown on the plans how can we even consider what's going on? With this plan with the curb being right at the property line that eliminates the ditches that are along here, is the environmental impact addressing the matter of how much water is going to be going when we have such a huge wide roadway and bike path that are all impervious surfaces washing down towards the new City Center. With the recent rains, gravel and everything is washing down into the storm sewers that we have at the corner and they aren't handling it. Why are we still not going back to what the original City Center plan had which the citizens had input into?

**OLD BUSINESS**

**ITEM 02-10 Approval of Minutes from the March 18<sup>th</sup> (Special) Meeting**

**Motion by Alderman Seidl.**

**John Graber 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

**Approval of Minutes from the May 17<sup>th</sup> meeting**

**Motion by John Graber to approve.**

**2<sup>nd</sup> by Alderman Seidl.**

**Upon voting the motion passed unanimously.**

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

JP stated that there is no update. Council action will be coming on Tuesday night (June 22, 2010).

**John Graber made the motion that we move this update to the Update section of the agenda. We can provide periodic updates as construction progresses so the Board members are made aware of whatever has been completed or anticipated for the next month.**

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

**Upon voting the motion passed unanimously.**

#### **ITEM 12-10 Discussion & Possible Action on StreetPrintXD Demo Installation**

Ron Schildt said that at the last meeting we received an e-mail from Integrated Concepts in Canada, which is the parent company that makes the StreetPrint materials. We were approached by them for getting a free crosswalk and if they could do a demo and use it for some marketing. They did a demo crosswalk at the intersection of Casper & National last week. About 30 people showed up from all over southeast Wisconsin to witness the demo. The two white lines that actually form the crosswalk is made from a thermoplastic material that they melt on but it's only half as thick and it's meant to be a sacrificial edge that the snowplows ride up on. It does have to be replaced every couple years or so as it chips off. It's made a little thinner so the plow will actually ride up on it before it gets to the thicker material. They had one of the reps from Integrated Concepts along with one of their installers to teach the Poblocki team how to install it. When Tammy and I went out there on Monday, they had about 6 guys working on it. It's almost like doing a dance, where it's timed. You have one person that's running the heater, someone is moving the equipment, as soon as the temperature is right they have to spray sand on top of it to give it the rough finish and it's critical for the timing of this installation.

You had asked about doing the other crosswalk from Regal Manors West across National Avenue and another one at the New Berlin Recreation Trail on Calhoun Road. We are still waiting from the County to get official word on whether or not they will allow us to put the crosswalk on National Avenue, I have tried to contact them three times but haven't gotten a response yet. I think they wanted to see how this one worked first. They won't be starting the re-surfacing until after July 4<sup>th</sup> so we have some time to at least get the County's approval. But we did get the price quotes for that. Integrated Paving Concepts will give us a 40% discount on the material, which equates to 30% overall. The first sheet I handed out is for the crossing for National Avenue which is around \$23.00 per square foot, which would bring this crosswalk to over \$11,000.00, but with the overall 30% discount we are at \$7424.00 installed. The crossing on Calhoun, which is narrower, there is only 17 feet on either side of the island and that price comes out to \$4,416.00. They actually gave us a discount on the Calhoun Road too. Instead of \$23.00 per square foot it comes out to about \$16.00 per square foot. By comparison Tammy put together the costs from Wall Street where we had four different crossings that we put in there with stamped concrete. The average bid prices came out to roughly \$10.00 per square foot. This is more expensive than the concrete but it goes down quicker.

Alderman Ament asked on Calhoun Road would you recommend that we look at that rather than this?

Ron Schildt answered that without knowing the history of the StreetPrintXD it is hard to know how long it will last. We have seen pictures and they have some that have been installed for about 3 to 5 years and they still look decent in the photos. But the same thing can be said about stamped concrete. The dye is usually more on the top unless you get something that is completely done which they don't like to do because you have to put the dye into the whole truck and everything and get the color in there and the next time they want to use it for regular concrete there will still have some left over residual color. A lot of times the color in the concrete goes into the first layer and if the snowplow goes over it and takes a nick out of it you are going to see the plain color concrete below or it's something you can't fix. This material can be fixed. They actually can go out with a knife and cut those areas out and patch. They take a knife, score the stuff and put in a new piece, heat it up and

it looks as good as new. The Calhoun Road one would be under construction and it would be easier to put the concrete ones in possibly, but still it's usually shut down for at least a day even if you use the high curing concrete that you can't drive on it.

Alderman Ament said that would take us back to the detour pricing.

Ron Schildt answered typically they can do about 60 square feet an hour. They should have been able to finish the one here in less than a day, but as I said, they were learning as they were doing it plus the weather delayed them somewhat.

Alderman Seidl asked what the cost is to replace the white lines once they wear out.

Ron Schildt answered that is something that our Streets Department could do too. The material is made by the same company. It's basically what they would use in the City of Milwaukee and they said they have used it on some of their projects. It's the typical crosswalk lines that they you would put down and use a heat torch and go over it. They can do it quicker because they have a machine that actually heats the material up. They can do longer sections if we want them to do it, but actually as long as we have a heat gun we could do it ourselves. It would be just the material cost, which is minimal.

John Graber said that just because of the uncertainty on National Avenue and what the County is going to say or not say I think it might be just be better to split these two and make a motion on each one individually. I personally see the Recreation Trail as making more sense to invest in that.

**John Graber made the motion to install the StreetPrintXD crosswalk on Calhoun Road at the Recreation Trail crossing.**

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

Alderman Ament asked if that would have to come to Council or is that within the funds so we wouldn't have to?

JP Walker answered that it's already funded so it doesn't have to go to Council. Council's approval tomorrow night approves the contract and then this will just be a change in the contract.

Ron Schildt asked if we want the same type of crosswalk that we have on Casper and National. They have other colors and you can do almost any pattern that you want, you can do cobblestones or almost anything you want. I think the crossing National by Regal Manor West, if we decide to do that one, should match the one at Casper Drive.

**John Graber said that he will amend his motion to include a green color with the white for the Recreational Trail.**

Mayor Chiovero said that he shows here the colonial brick color. Would the green be an extra charge?

Ron Schildt answered that they have four standard colors plus white. Green is one of those colors.

**Upon voting the motion passed unanimously.**

**Alderman Ament made the motion to approve the StreetPrintXD crosswalk on National Avenue by Regal Manors west.**

**Alderman Seidl 2<sup>nd</sup> the motion and added, pending County approval.**

Alderman Ament asked if the colonial brick is what is on Casper now.

Ron Schildt answered, yes.

Alderman Ament also stated that funding may be a problem, because we now we have to find the funding to do this. Is this something we should put off until next month and find out first if the County will even allow us to do it? Or would you prefer that we start looking for funding now or do you have some idea?

JP Walker suggested that you let Staff contact the County and we will bring it to the next meeting in July.

**John Graber made the motion to defer this item until the July meeting.  
Mayor Chiovatero 2<sup>nd</sup> the motion.**

Alderman Ament asked that if there is anything in the meantime that will help them prepare, please send it to us.

Mayor Chiovatero asked that when the County is checked with on this could you also check to see if there are going to be any other requirements because I tried to get a crosswalk done by Holy Apostles about a year and a half ago and we would have had to put in signal lights because it would be considered a crosswalk and they said they wanted some kind of flashing lights. When we get approval of this lets make sure they don't say we have to put in signal lights.

Ron Schildt said that this is a crosswalk that already exists. I have been in contact with Payne & Dolan who has the resurfacing contract for them and that we put this special one in and they are going to have to modify where they match into the existing pavement on Casper and we are looking at doing this additional one.

**Upon voting the motion passed unanimously.**

## **NEW BUSINESS**

### **ITEM 16-10 Review, Discussion and Possible Recommendation on the 2011 CIP Budget Requests**

JP Walker said that annually Staff brings to the Board the updated 5-Year Plan in the CIP Budget Request for the following year. Included in your packet is the typical spreadsheet that shows the 5-Year Plan and how costs would be allocated if this plan were to go forth as it's stated. You have a breakdown of the three STP projects and you have spreadsheets that pertain to the Roadway Rehab that takes it out through the year 2015.

Basically the Board needs to decide what is the level of effort is acceptable as far as road rehabilitation goes. You see the 5-Year Plan is an increase each year and the reason behind that is because we have about 28 miles of roads that have been rated as 30's since 2009. During next year's evaluation period I expect many of the roads that are currently 40's to become 30's which makes the issue even more paramount. Typically we have been rehabilitating between 6 and 8 miles of roadway per year. We have 225 miles of roads in the City; that puts it at about a 40-year cycle. As a City Engineer, that's unacceptable. What we are finding now is that many of the roads that are rated 30's are really starting to crumble and deteriorate to the point where there are spot repairs needed just to get them to last until we are able to rehabilitate them. More and more funds are needed for those spot repairs which will be pointed out later in the discussion. We need to increase the level of effort in

rehabilitating the roads to be able to take care of the roads that are currently rated 30 within the next three years. That brings the average up to almost 9 or 10 miles per year at a cost of about \$300,000 per mile. I'm requesting \$2.62 million for 2011, increasing to \$2.81 million in 2012 and then over \$3 million starting in 2013. That's the level of effort that would be needed in order for us to take care of the roads that have the lowest ratings in an effort to try and get caught up.

The STP projects, you are very much aware that in the past we have shown the STP funds in the spreadsheet. They are not shown this year. The reason being is because the Accounting Department looks at these spreadsheets, if we show the funding in here that is shown to be revenue. We don't see that money, that money is paid for by the State using the federal funds. There is no revenue coming to the City, we won't even see an invoice. We will only see invoices for our local share and so that's what is reflected in the spreadsheet for 124<sup>th</sup> Street, Lincoln Avenue and Coffee Road East. I do want to point out that for the STP projects, you are aware that we are still waiting to receive the environmental documents approvals, which now to me is seriously impacting the potential for construction in 2011. I'm not saying that construction couldn't start in 2011, but it will probably go into 2012 because in order to fund the project we have to have the funding in hand in 2011, otherwise construction can't start until 2012. I am not sure where it stands as far as availability of the STP funding should it be delayed. It's no delay that the City is at fault for, it's part of the bureaucratic process that we have to go through as far as getting the environmental documents approved, both at the State and Federal level and then moving into right-of-way acquisition followed by construction.

Martin Road is shown as possibly needing right-of-way acquisition; we aren't entirely sure on that. Ron will have more information on that when he does the update later on in the agenda. We are scheduling Martin Road as being under construction in 2011 and we will be receiving a LRIP grant if it is approved. It has been applied for but we don't have the official word on its approval yet. But the amount you see, \$99,542 is the amount of the application we made for the grant funding.

Coffee Road West is the other project that has funding in 2011 and that's for the right-of-way acquisition. We have right-of-way that jumps all over the place on Coffee Road West from Calhoun Road to Racine Avenue and approximately \$212,000 is needed to acquire the ultimate right-of-way for Coffee Road West.

You have seen the remaining projects in the 5-Year Plan before. We are getting closer and closer to the year that the actual construction will be occurring on those projects.

Alderman Ament asked in regard to the STP funds, if the 124<sup>th</sup> Street Project is ready to go but the other two are not, do the three projects have to be done simultaneous or can they be split up?

JP Walker answered no they do not have to be done simultaneous.

Alderman Ament said but all of those environmental reports won't come individually.

JP Walker said that each project will be an individual project so the approvals will be individually but what the State was talking about at one time is that all three projects could be combined possibly or they could be separate projects. I think we have already indicated that we preferred that they be separate projects.

Alderman Ament said so they aren't necessarily tied together than. So if we get the environmental approvals back for say Lincoln but not the other two, we could go ahead with Lincoln Avenue. Is there any indication from the State as to when we might get that?

Ron Schildt stated that they have the last round of comments already. All three of the consultants turned them around in about two days, they made the changes and sent the last version of the environmental documents back to them for final approval. It shouldn't take that long, but it's already been over 6-8 weeks for all of them. As soon as we get them we can start right-of-way acquisition and everything else that needs to be done. In fact we are setting that up right now. There are a couple of the right-of-way plats that we haven't approved here or at Council. The one for Lincoln is going to be modified and require a new Relocation Order. We will be bringing all three of those projects to the July BPW meeting so we can have it all in place and we can start on them as soon as we get the environmental documents approved.

Alderman Ament said that he is asking because people are going to want to know but the other issue is that if similar to what happened with Lincoln and Calhoun for example, where we couldn't get Lincoln in we swapped them around and stuck Calhoun in there and got that done a year earlier. We should keep in the back of our minds that maybe one of these other roadways we could, if we aren't going to be able to get it done in 2011, but I'm not sure if we have any of them ready except Martin Road is that correct?

Ron Schildt said that when we met with Waukesha County there are doing that funding a little bit different for the LRIP Grant. It used to be that we applied during that two-year biennium that the State has. As long as we had the actual signature for the contract and we were awarded it, we could do it any time during those two years. Now they actual want projects allocated so they are using 50% of the funds in the first year and 50% of the funds in the second year. We had a meeting at Waukesha County with Muskego, Fond Du Lac, and Waukesha to discuss, "who's projects are going to go in what year". We are slated for 2011, so that money isn't available until then and we couldn't start the work any earlier. If we go past 2011 we lose the money.

Alderman Ament stated and the reason we could do Calhoun Road is because we are fully funding it

Ron Schildt said that we could always switch the funding and put that money towards a different project and try to substitute something if we wanted to but most likely it will be right-of-way acquisition and other things that will have to take place for any of those projects so that's sort of dictating what year it's going to be in.

Alderman Ament said that one of the other concerns he has here is that for all practical purposes we are looking at 2012 for Coffee Road West, but still that's two years off and that road is getting horrible. We are looking at construction costs estimated at about \$2.1 million and when I look at these cost differences from year to year in 2011 it's \$6.6 million, in 2012 it's \$8.6 million. I'm trying to find a way to move Coffee Road into 2011 but because of land acquisition that isn't going to work is it?

JP Walker answered that he doesn't think we are far enough along on the in-house design to say that we are real close to the right-of-way acquisition phase. We are going to need 2011 for right-of-way acquisition for Coffee Road West and that's why construction is slated for 2012.

Alderman Ament said then it's probably not very likely that we would be able to move it up to 2011.

JP Walker answered no, we wouldn't be able to.

Alderman Ament said that if we could I would like to stick with the CIP part of the discussion first so we aren't bouncing back and forth. It looks like for Martin Road we are in pretty good shape for next year.

Ron Schildt said there are a couple of areas where we are trying to look at the right of way acquisition costs. Mainly at the intersection with Beres Road, some of the radii basically are going over the existing right-of-way lines plus we are still going to have to look at the storm water aspects. There is a parcel that is owned by the

School District that we are looking at maybe trying to do a small part of the pond that would be required for Martin Road and thoughts of having that be expanded at some point if that property turns into a residential subdivision where they could expand on that pond. Those would be the two main areas and then maybe some minor grading easements. It looks like we should be able to fit the rest of the road into the existing right-of-way.

Mayor Chiovero asked isn't the property up for sale right now?

Ron Schildt answered that he believes it is, that's why we would like to do something right away before it gets sold.

Alderman Ament said that he realizes on one hand we are saying don't spend any money and then on the other hand we are saying, hurry up and get this done. When I look at Rogers Drive as well we are looking at 2014 so we are looking quite a ways off here. I realize the road isn't in the best of shape but the railroad tracks are just terrible. No matter how slow you go over them they are just terrible. Is there anything we can do in the meantime to get the railroad to do something there?

JP Walker said that short of a hearing before the Commissioner of the railroad there is nothing they are going to do unless they are forced to do it and that would take a hearing.

Alderman Ament asked if there is any way that the asphalt pavement on either side of those railroad tracks could be shaved down a little bit or have something done to minimize that impact on the vehicles. Basically the railroad tracks seem to be considerable lower than the roadways on both of those crossings.

JP Walker stated that we cannot do any work within the railroad right-of-way on any of our streets unless we have permission and have the proper permits in place from the railroad.

Alderman Ament asked if since one member of the Board is missing would this be something we would want to defer to the next meeting and would that goof up anything as far as the budget goes.

JP Walker said he doesn't think so. The CIP isn't an issue. Mayor do you have any information about the operating budget?

Mayor Chiovero said that right now we are supposed to be getting direction tomorrow at the Council meeting but we don't have anything yet.

JP Walker said that if we were to discuss this at the July Board we are still within the time frame for what the Council needs.

Alderman Ament said that as far as roadway rehab goes one of the questions he has is that it's showing Stigler rated as a 40 and I'm having trouble relating that to a time frame. I realize that would put it out several years so it's hard to pin it down as to when it would be. I realize there are some storm water issues that go with that project, what year about is that estimated to be looked at?

JP Walker answered it would be 2014 at the earliest.

Alderman Ament asked as far as the major reconstruction or rehab project one of the things that we talked about is the cost of utility and the cost of storm water components on the roadway projects as to whether we should be looking at recommending anything to Council. Maybe we can discuss it at the next meeting. Calhoun Road,

for example, the utility part of that project is about \$300,000. Do you have any idea what the storm water cost is approximately on that project?

JP Walker said that he doesn't have the exact number but it is probably around \$100,000.

Alderman Ament said OK so about \$400,000 of that roadway project is related to utility infrastructure. We need to see if there is a way to get the utility, either storm water or sewer & water, to pay for their share of these projects. I think it would help if we saw that on something when we get these projects in. What part of the cost even if we don't approach or look at doing that I think it would still be helpful to have that information.

JP Walker stated that he is working on a Staff Report for the July Board of this very issue. I'm looking at a history of the rehab projects, what portion was culvert replacement, which could be a water resources management utility component, what portions are manhole adjustments and what portions are valve box adjustments. These are all costs that have been paid for by the roadway rehab projects in the past. We will have that breakdown. We will also have a breakdown from Calhoun Road as to what the various breakdowns are and I will be prepared to discuss that in July.

Alderman Ament said you are primarily asking us to look at those numbers, so that you can determine how far you are going to be able to go. You are going to be looking for us to hopefully recommend to Council if we go with these increases to get these jobs done, correct?

JP Walker said yes. Any reduction in the rehab costs just pushes back when we can get to the 40's. Right now we are looking at 2014, if we can get the current 30's done, before we can start on the 40's.

Alderman Ament said that he thought that not only the driving surfaces are rough in some areas, the bigger part of this is that we are going to end up with a lot more costly repairs as Coffee Road, Calhoun Road, good examples as roads that went way to long before they were taken care of. If you look at Calhoun Road south of National Avenue, that road has held up quite well. He thought that we should try to get more caught up so as we get to the bigger projects where we actually have widening and have more land acquisition we will have more money available to do that rather than saying, we have ten of them that need major work but we are only going to be able to afford to do one or so. Maybe we can start getting at those projects a little more but I think something that would help with that would be the utility and the stormwater, if they pay their share as well. I think that would be a big part of our rehab budget for moving these projects up or getting more done in a year if we had \$2.8 million next year and the utilities were paying their share we might be able to get a lot more roads done, which is our objective here. In the end the number that JP is looking for we may like here but once we get the overall budget at the Council level it may not fly.

JP Walker said that if you take a look at the spreadsheets that I created for the rehab program starting with 2011 you look at the middle columns where it lists, manhole adjustments, valve box adjustments and culvert replacements you add that up and it is approximately \$140,000 of the \$2.6 million and that is for utility components. If you go to 2012 it jumps to almost \$200,000 out of the \$2.8 million, similarly in 2013 it's about \$180,000 out of \$3.1 million. To me it is a significant percentage and something worth discussing at the Board.

Alderman Ament stated that especially when you get over to the total and you take \$100,000 for 2011 that would be \$100,000 worth of rehab we could do that would cut into that 2012, and that would move all of them up.

**John Graber made the motion to defer until the July 19<sup>th</sup> meeting.**  
**Alderman Seidl 2<sup>nd</sup> the motion for deferral.**

**Upon voting the motion passed unanimously.**

**Item 17-10 Review, Discussion and Possible Recommendation on the 2011 Roadway Maintenance Budget Request**

JP Walker said that this is the roadway maintenance budget request. The Staff Report talks about the shortage of materials that is going to greatly increase potential costs next year. We have heard that from the crack-sealing contractors that they have been informed to expect higher material costs next year. He indicated that he provided documentation in the Staff Report from various sources that talk about the shortage of materials, where it's coming from and why it's occurring. It's just a matter of time where we are going to see a need to increase the operating budget to cover the road maintenance. He provided a spreadsheet in the Staff Report that shows the costs that have been incurred since 2008 in roadway maintenance. In 2009 the budget was reduced by \$100,000, kept the same in 2010, but in 2011 we need to increase it to \$325,000. The reason is because of the potential increase in materials for both the crack-sealing and the pavement marking projects. We are throwing in an additional \$25,000 for spot repairs and that's what I want to focus on. Alderman Ament talked about how Coffee Road is deteriorating west of Calhoun Road. It's occurring a lot on roads rated as 30. With the age of the roads it is requiring a lot of spot repairs by the Streets Department. They only have \$15,000 in their budget. I am suggesting that we consider adding an addition \$25,000 into our roadway maintenance budget to help facilitate the spot repairs that would be done by the Streets Department. I think it is warranted; there definitely is a need out there and it will increase until we get these 30's taken care. There are going to be more and more spot repairs needed, thus that's why I'm suggesting the budget for 2011 be increased to \$325,000 for roadway maintenance.

Alderman Ament said that this is going to be more critical that we move on this. If not this meeting at least by the next meeting so that it can be submitted with your budgets to the Mayor's office. So it would be preferable if we made a decision today.

JP Walker asked the Mayor if he had a time frame as to when we are supposed to be submitting the operating budget. I can submit it right now with \$325,000 without Board recommendation, but it would be good to have the Board recommendation to go with it.

John Graber said that his thought process is slightly different than the rest of the Board members or Alderman. I'm thinking that if the cost will be going up 50% next year I would rather spend a dollar today than a dollar and a half next year. Is there some way that we can find extra dollars by referring this to the Finance Committee or something like that so that we can find some additional funds for this year and get a further bang for our buck then spending a buck and half next year? I don't know what's in contingency. I do remember that in 1973 asphalt prices were expected to go up significantly with the oil embargo and that type of thing and the City at that time took action to expand the resurfacing contract by a significant amount, either they expanded it or they let a second contractor help, but if we know that this is coming, use the cheaper dollars and find some way to get additional dollars to do that.

Alderman Ament said that he thinks that is a legitimate thing to look into. The only thing that there are two Aldermen and the Mayor on the Finance Committee, do you think that would be the appropriate place to ask them to look at that.

Mayor Chiovatero said you are talking about looking at the 2010 budget?

Alderman Ament said is that something you could look at with Staff?

Mayor Chiovaturo said yes, that is something we could look at with Staff but that would have to be an adjustment to the budget and then it would have to go to Council.

Alderman Ament said the other thing is if we could even do it this year from a construction standpoint. You would still have to get contracts and bids and everything.

JP Walker said the crack-sealing will be starting this Wednesday, it will probably be done by the end of July at the most.

Alderman Ament said we should assume we can find some money. Is it something that could be done this year?

JP Walker answered that we could take the streets that were eliminated without them having re-quote on it. I would not consider adding in this year, but what I would consider is finding funds available to fund more spot repairs, because I have had many discussions, especially with Don Ullman, they just don't have enough material to do the repairs that are needed out there.

Alderman Ament said you were talking about next year adding an additional \$25,000 for spot repair. Are you saying that would be a good number for the Mayor to look at and see if there is somewhere we can get that amount from?

JP Walker answered that yes.

Mayor Chiovaturo said that we always have contingencies. We haven't even received May's finance report yet so it's going to be kind of hard with only 5 out of 12 months done to know if the budgets are going to have any funds to move around. The contingencies have only been hit twice this year and right now I think there are more people looking at that also, which is kind of worrisome.

Alderman Ament said I don't know at this point if it's appropriate to make any kind of motion.

Mayor Chiovaturo asked do we know how much we need? I need to know what I need to look for.

JP Walker answered that we need \$25,000 earmarked strictly for spot repairs.

Alderman Ament said that is something that would have to go to Council.

Mayor Chiovaturo said he thinks that needs to go right to Council.

JP Walker said that we have time because we can do spot repairs in September & October. I would prefer that it be brought to the Board and then go to Council as a Board recommendation. We can do it at the July meeting.

**John Graber made the motion to defer to the July 19<sup>th</sup> meeting.**

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

**Upon voting the motion passed unanimously.**

**ITEM 18-10 Reallocation of Funds from the Wall Street Construction Account to Woelfel Road Design Account and the 2010 Roadway Rehabilitation Account.**

JP Walker said that the Wall Street project is done and closed out and we have \$17,353.17 remaining in the construction account that we would like to reallocate. We would like to reallocate \$4,600.00 to the Woelfel Road design account for a topographic survey. We have obtained quotes and we need the \$4,600 for the lowest quote from Ruckert-Mielke and then the remaining \$12,753.17 be reallocated to the 2010 Roadway Rehabilitation account because of the very tight budget that we have this year. Draft Resolution #10-17 in the Staff Report spells out the request and this is what would go to the Council along with the Board recommendation should you approve the reallocation.

Alderman Ament asked then we would still be able to do some rehab in 2010?

JP Walker answered yes.

Alderman Ament said so when we look at the 20's in 2011 we could be moving them up to this year, is that what you are saying?

JP Walker answered no we aren't going to be moving anything up to this year, this is to help cover the potential costs that we are incurring this year. We have a real tight budget and there is very little contingency, should any extra costs occur this would help cover those.

John Graber asked if the \$4,600 is a firm amount?

JP Walker said this is a not to exceed number. The actual quote was for \$4,035.00 and I threw in the extra for a not to exceed contingency.

**John Graber made the motion to recommend to the Common Council to approve the transfer of \$4,600.00 of remaining funds from the Wall Street Construction Account 04251100 63010 C2008 to the Woelfel Road Design Account 04251100 63020 C2008 and \$12,753.17 to the 2010 Roadway Rehabilitation Account 04251100 59040 C2010 via Resolution 10-17.**

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

Alderman Seidl said that we were just talking about the \$25,000, to possible move that up. Would this be more beneficial for the spot repairs?

JP Walker answered that you can't use CIP funds for operating budget.

**Upon voting the motion passed unanimously.**

## **UPDATES**

### **Coffee Road East Design**

Ron Schildt said that Staff is still waiting for the environmental approval on the STP project. We met with the consultant on Thursday and did a field walk through of the area where we are looking at possibly building the storm water management pond, partially down the hill on Coffee just to the west of St. Francis Drive. The consultant has the preliminary design finished for the pond. We looked at that area to determine how big it has to be so that when we are looking at right-of-way acquisition we are set to go with what we need for property area. We looked at the drainage patterns at the end of Santa Rosa Boulevard and how things are going to flow. They are probably going to need a little more survey information for basically the wetlands in the middle of those trees. It's quite thick there with brush and it's something that is far enough off the road that they didn't

collect that with the original survey. They are going to have to try and follow the channel that comes off of Santa Rosa and try to go through the woods and try to get a few of the points to see where that channel is located. They are also getting the documents from when Sendiks went in. There are a couple of easements that Sendiks granted us along their property that they need to put on the right-of-way plat so that we will have all that taken care of by the July meeting to have the Reallocation Order brought forward with the plat and then we can send that on to Council.

There are a couple of issues as to how we left this last month. There was no motion made, we talked about the sidewalk stopping at where the back drive would be for the employee parking and truck turn around would be. Basically stopping the sidewalk at the property line before it goes to the residential properties further to the east. Then we got into a discussion looking at the corner by Mrs. Sippy's and the Hair Salon there and look at the curve there and that is sort of the way we left it. Stopping the sidewalk would be where it was and then at least along those properties the curb line would be very close to it so that we would not have to acquire right-of-way, so there wouldn't be any right-of-way acquisition but there would be probably some sort of temporary grading easement needed during construction in order to be able to physically put the curb in and any minor grading that might be needed behind that. We don't think there will need to be any type of collector behind the curb but there will definitely need to be some grading behind that curb for the physical work.

Alderman Ament said that the idea of the right-of-way is so that eventually some day if this would become full four-lanes you have the right-of-way.

Ron Schildt said that we have been working with the County and they are looking the traffic study that was the precursor to this along with the stuff that we had from City Center that have all been based on using those dual left turn lanes onto National. We do have an extension of the left turn lane at National Avenue so you basically have two east bound lanes going from Moorland all the way to National. We have to be careful that we don't call them thru lanes because then that changes the design and expansion of the roadway rather than auxiliary lanes. The only thing that would not be put in at this point would be the sidepath along those parcels until such time as they redevelop as part of the City Center area.

Alderman Ament said that he is assuming the concern is that if it stays as far south as it is and land acquisition is required for sidewalks that would require land acquisition on his property.

JP Walker said that there is no intended land acquisition for a sidewalk on the south side. The sidewalk is stopping and will not be extended until the neighboring properties are bought out and brought forth as a development application and that would require dedication of the ultimate right-of-way. There still would not be land acquisition. Any land acquisition that may be needed would be for temporary grading easements as Ron indicated. Ron you indicated that this plan is going to be revised and re-submitted to the Board.

Ron Schildt said that this one hasn't come before the Board yet and the only thing we were waiting on were the changes that were approved along the Sendiks area and basically what we were going to do thru there.

JP Walker said that relative to Mr. Morgan's property he brought up the issue he hasn't seen the grading plan so it's hard for him to understand what kind of acquisition would be required whether it's easement or whatever. The right-of-way plat will show that and we will be bringing that to the Board at the July meeting.

### **Coffee Road West Design.**

Tammy Simonson said that we are going to continue with the geometric layout of the turn lanes thru that area. We are starting to look at the storm water impacts and what the ditches are going to look like with the widening

of the roadway. Pending the survey from Woelfel Road we will also look at the drainage impacts that will provide onto Coffee Road.

Alderman Ament said the he would imagine storm water is somewhat of a concern especially from Woelfel to Poplar Creek.

Tammy Simonson said yes, Poplar Creek runs parallel to the road through there so we have to be very careful with how those ditches are laid out through there and that we aren't impacting that creek.

Alderman Ament said that he remembers in the late 90's that the box culvert that goes under Coffee Road was extended, is there enough there for the shoulder paths and the widening.

Tammy Simonson said that the roadway will have to be narrowed thru there and we will have to sign that as "road narrows" for a short section through that box culvert. There isn't enough width for the paved bike lanes but we will sign it as a narrowing area.

### **Martin Road Design**

Ron Schildt said that basically the geometric layout is done, we have to look at where we might or might not need right-of-way acquisition and to do that we need to finish the profile, which I am working on. As I am working on the profile and blending the side road ditches, the road is going to be a little bit wider than it is now. Getting it to fit in the existing right-of-way is our first concern but then there are areas that we may have to look at some acquisition especially if there is a pond or storm water feature that we are going to need to do. We are still looking at 2011 for that. We might be able to work with what they call construction permits if there is minor stuff we might be able to negotiate with the School District without having to do a full right-of-way plat but if we do we might have to take some dollars and look at doing it this year yet rather than just with the acquisition money that we have in the 2011 budget.

Alderman Ament said so if there is road acquisition there it's not like Coffee Road where you have all kinds of areas, it's limited to primarily the school property?

Ron Schildt said that primarily the two areas that we need are the intersection with Beres, we could modify the design probably to get it to work but it would be very hard to do the grading around radii basically even with the modifications with the design. Most likely with the two corners both the northeast corner and the southeast corner where the radii go onto Beres we are going to have to look at something in that area. Until we get done with the profile and where the new ditch line is going to be there may be some strip areas that we will have to look for in those areas. Right now we should be able to make things work, like we did on Calhoun Road.

**Alderman Seidl made the motion to adjourn.**

**Alderman Ament 2nd the motion.**

**Upon voting the motion passed unanimously.**

**Meeting was adjourned at 9:30 A.M.**