

**MINUTES**  
**BOARD OF PUBLIC WORKS MEETING**  
**June 15, 2010 (SPECIAL)**  
**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 6:02 P. M.

Privilege of the Floor – No one was present to speak.

Members Present: Mayor Jack Chiovaturo, Alderman Ament, Alderman Seidl and Alderman Wysocki, John Graber arrived at 6:14

Staff Present: J. P. Walker, City Engineer and Tammy Simonson, Senior Civil Engineer.

**NEW BUSINESS**

**ITEM 13-10 Approval of the Construction Contract to Rehabilitate Calhoun Road**

JP Walker stated that on May 26, 2009 the Common Council approved the two-lane rehabilitation of Calhoun Road and directed Staff to move forth with the consultant to complete the plans and bid the project for construction in 2010. We originally had a bid date of May 6<sup>th</sup> where we received 1 bid and that bid was above the available funding. On May 11<sup>th</sup>, 2010 the Common Council voted to reject that single bid and directed Staff to re-bid the project on June 3<sup>rd</sup>. On June 3<sup>rd</sup> we received 3 bids with the apparent low bidder being Musson Brothers with a bid of \$1,721,689.37 which compares to the Engineers bid of \$1.72 million, approximately a \$1,500.00 difference. We also received two quotes for inspection services with Crispell-Snyder being the low quoter at \$58,664.00. Including contingencies the total project costs comes to \$2,038,600.00. Available funds are \$2,325,000.00.

**Motion by Alderman Seidl to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Musson Brothers Inc*, for the Calhoun Road Rehabilitation Project in an amount of \$1,721,689.37 with inspection and contingencies, the not to exceed Total Project Costs are \$2,038,600.00.**

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

Alderman Ament asked do we have anything that shows us what that County Trail Crossing is going to look like as far as the pavement marking.

JP Walker stated that he will check the plans and e-mail it to all of you.

Alderman Ament said that when we look at this we have \$2,325,000 in the CIP budget for this project. We have a construction cost of \$2,038,600.00, the GlasGrid, which is on the next agenda item, for \$210,170.00 for a total of \$2,248,770.00. That leaves approximately \$76,000.00. If that pavement marking is just going to be a painted marking he would like to see something better there. He thought it have more of an effect on drivers and would be safer especially for motorcycles depending on how heavily painted that is. When that pavement

gets wet it's not safe for anybody that would have to stop in a hurry. When the pavement marking is first put down there is a sand or grit in it but as time goes on it wears down and it becomes slippery. He didn't know, at this point, if there is anything we can do about it but he would like to have that looked into and have it put in the budget.

JP Walker said that at the last meeting Ron Schildt introduced the material that is being put down on Casper, are you suggesting that we take a look at that and see if that is applicable?

Alderman Wysocki stated that the material that is put down on Casper and National is fantastic. He has become much more aware when he gets to that intersection where the crossing is for pedestrians. He strongly recommended that we all look at that.

Mayor Chiovaturo said that he thought that the original plan was to do the painted stripes like they do on Moorland Road. When he rides his bike around the State, a lot of the State trails have a concrete crossing so the white reflects. As far as this material we just put down, he knows we don't know what the life of the material is but it definitely looks nice. If we can't do that type of crossing maybe just a concrete one would be more acceptable than just striping.

JP Walker said that the notice to proceed will not take place until July 6<sup>th</sup>. We have time to do that research and get a cost estimate. Then it will be a matter of issuing a change order and going forth.

Alderman Seidl asked about the material that they put down on Casper for that area. Do we have any idea what the cost of that is per square foot or however it's measured?

Tammy Simonson said that it's per square foot and depending on the width of the crossing she thought they spec'd out a 6' lane width for about \$8,000.00 per crossing. The one they did down on Casper & National is 10' wide and that would have cost \$11,000.00. She thought that the bike path would be the wider crossing as well.

Alderman Ament asked if they could get an estimated cost of what the storm water portion of this Calhoun Road project is and also what the cost of the water and sewer utility portion of this project. We may need that in future discussions.

**Upon voting the motion passed 3-1 (John Graber hadn't arrived yet) with Mayor Chiovaturo opposed.**

ITEM 14-10 Approval of the GlasGrid Installation Contract to Rehabilitate Calhoun Road

JP Walker indicated that the contract is for installing approximately 37,300 square yards of GlasGrid as part of the rehab project. You will recall that the GlasGrid is layered between different layers of the new asphalt as an overlay. We solicited bids and received the normal two quotes that we get every year. Road Fabrics, Inc. is the apparent low bidder at \$192,841.00 and that compares to the Engineers estimate of \$192,468.00.

**Motion by Alderman Wysocki to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Road Fabrics, Inc.*, for the Calhoun Road Rehabilitation Project – GlasGrid Installation in an amount of \$192,841.00 with inspection and contingencies, the not to exceed Total Project Costs are \$210,170.00.**

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

**Upon voting the motion passed 4-1 with Mayor Chiovatero opposed.**

Item 15-10 Communication from Waukesha County on Calhoun Road Jurisdiction

JP Walker stated that he received a communication from Waukesha County on their position regarding the jurisdiction of Calhoun Road. He didn't read the letter other than to say that this letter follows the statements that the County made to Staff two years ago. They would be willing to enter into agreements with the City of New Berlin similar to what they have done with Brookfield with two conditions, adding capacity and an interchange at I-94.

Alderman Ament said that this letter is very similar to the one I saw about a year ago?

JP Walker said yes, a year to two years ago we were sent a similar letter.

Mayor Chiovatero said that he tried to get some clarification on this when Rick Boelte was there. At the time he tried to get something from Allison Buessler. She didn't know enough about it but she since went through it and looked at the position the County has and that's why you see this now and not awhile back. This letter here was to confirm that Waukesha County will not take over jurisdiction of the road unless the interchange is in, we have an agreement with them as they do in Brookfield and that the road is constructed into 4-lanes. If it is never constructed into 4-lanes they will not take it. They are saying that the local jurisdiction has to improve the roads before they will take it. This follows the policy that the County is currently running under.

Alderman Wysocki said that it is equally important to point out in her letter as I have had discussions with the County Representatives that the final decision for any jurisdictional transfer lies with the County Executive and the County Board. So if the County Board determines for example that this isn't necessarily a policy, but if it decides that they can take the road over without four lanes they can do that.

John Graber said that from a historical perspective I would agree with the Mayor. I agree also with Alderman Wysocki that it is up to the County Executive and County Board that makes the decision but the past practice going back many, many years is such that they want to improve to their criteria and whatever that may be at the time sounds like what they are saying is that the traffic levels have almost reached the level where they require a four-lane roadway and I can't see that those traffic levels are going to decline. One question that I would have and it's a difficult one to ask but I'm going to ask JP anyway is with the two-lane road being built this year that will be something that we can still put the other two lanes on it, there is nothing major that is going to have to be re-done and about what the cost is going to be that we would have to incur to change it from a two-lane to a four-lane.

Alderman Wysocki said that he objects to that because we have had this thing in front of us. We have had 13 different renditions; a lot of those concerns and questions were answered and identified. This is just a communication there is no action to be taken on this. If we want to rehash the whole thing over again I don't think this is the appropriate way to do it. I think that JP can supply you with all the alternatives that were presented.

John Graber said that he knows what they are. I was just asking for the standpoint of if that is going to happen and I brought forward the fact that the first part of my discussion was that the County, based on past practice is that they will be looking for an improved roadway and secondly I was just wondering if there was a cost figure involved.

Alderman Wysocki said that he just doesn't think it is an appropriate discussion; we have had this for five years in front of it.

Alderman Ament said we had 13 different plans and I think that four or five of them were 4-lanes. I guess it would be tough for you to answer that without knowing which plan would be the preference.

JP Walker stated that the only thing he could say is I would have to give a wide range and that's really not even worth discussing because all of our previous estimates were based on 2007 costs, now we are in 2010. Four lanes may occur sometime in the future, so what are those costs going to be?

Alderman Ament said that if you started doing that you would have to go through and make sure the design is what we wanted and getting cost estimates and that's a good year, some land acquisition involved, he didn't know how one would answer that question.

Alderman Wysocki mentioned that there would be different financing costs involved.

JP Walker said that's why I said there would be such a wide range that it doesn't give you useful information and it would be a ballpark figure.

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

**Alderman Seidl 2nd the motion.**

**Upon voting the motion passed unanimously.**

**Meeting was adjourned at 6:23 PM**