

MINUTES
BOARD OF PUBLIC WORKS MEETING (Special)
June 27, 2006
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.

Privilege of the Floor

Alderman Augustine asked if anyone wanted to speak at the privilege of the floor, there was one person wishing to speak.

Eric Nitschke-2155 South Ridgeway – Resident on the west side of Calhoun Road. The neighborhood to the west of Calhoun does not have a park in our area except Buena Park. In order to get to Buena Park we have to walk up Calhoun and cross at the Waukesha County Trail which is north of the tracks. We would like to request that you consider a side path or something of that nature to allow the neighbors to get to a crossing point to cross Calhoun Road so they are able to get to Buena Park.

Meeting was called to order at 8:08 AM

Members Present: Mayor Jack Chiovatero, City Engineer J.P. Walker, Alderman Ament, Alderman Augustine, Alderman Moore

Staff Present: Greg Kessler, Director of Community Development; Ron Schildt, Transportation Engineer, Tammy Simonson, Civil Engineer, Eric Nitschke, Division Engineer,

Guests Present: Curt Hulterstrum and Chris Rossmiller, Bloom Consultants

ITEM 07-06 Calhoun Road Reconstruction Design Components

JP Walker: We have a representative from Bloom Consultants that will help us with any questions that the Board may have on the Calhoun Road reconstruction. We have had discussions on the design components at two other meetings, so the Board is familiar with them.

Ron Schildt: Gave a brief overview of the design components with a slide presentation.

JP Walker: The costs are included in your packets. They are broken down by the segments and by some ancillary type of components, such as the bio-retention basin. The bio-retention swale is along the existing frontage road area where it would take out sections of the frontage road. In its place would be the appropriate paved area that would allow the proper truck maneuvering areas for the companies that have loading docks facing Calhoun Road and also have truck traffic going to and from the businesses. We are looking for suggestions from the Board as to what to include in our CIP budget. The CIP packets were turned in last Friday with the full build-out, because they were due at that time. If you would like to see the CIP request to go in a different direction we can do that.

Alderman Moore: We have already passed a motion to include the side paths. I'm not a fan of expanding roads to 4 lanes, but this is a north / south section that needs to be reconstructed and to have this done in order to start into the industrial park. I don't think its going to encourage people to spread out further west. We need to take care of the industrial park traffic. I just think it makes sense to do the whole thing so we can use County funds to do things in the future.

Mayor Chiovatero: This is a project that we all see the need to do. It's also one of the largest projects that we have taken on as far as costs go. We all know about our budget restraints. Adding more CIP debt especially in these types of numbers is difficult to accept. Personally, I feel the full build-out is the way to go. I know that Calhoun and Cleveland is a must, it has to be done. I know there has been some question as to if we have to do a total reconstruction all the way up to Greenfield. I agree we need some way of conveying down the street. I'm confused as to a sidepath or trail on what side of the road.

Ron Schildt: The east side of the road will have a wider multi-use trail; the west side will have a 5' walk.

Chris Rossmiller: 5' walk on the west side of the road; there is a wider trail on the entire length of the east side of the road.

Alderman Augustine: I thought that there was going to be enough of a widening of the road not a separate side path but something that could be easily maintained.

Alderman Moore: There is an 8' side path on the east side the entire length of the construction, a 5' side path on the west side of Calhoun all the way from Cleveland to Greenfield. The only portion we did not include was a small section on the west side of Calhoun, south of Cleveland.

JP Walker: I agree with Alderman Moore. We did pass a motion to include the area between Cleveland and Lincoln because of the apartments. The people that live there have no way of getting to that crossing currently so we did include that as an amendment to the design.

Alderman Moore: I have the motion here and it was a 6' side path on the west side.

Mayor Chiovaturo: Is there any way we can use funds from the open space and trails fees for some of these trails along Calhoun?

Greg Kessler: Yes, that's why those fees are collected. But I don't know if those fees have already been spoken for by Park & Rec.

Mayor Chiovaturo: We should look at that and that would take care of the costs for the side paths. I know there has been some talk about doing the intersection and doing just a repave on the northern end of it, but the concern that I have is that the budget isn't going to get any better and if we do it that way we are going to be looking at this again in 5 to 7 years from now. I'm concerned that though it gets us through this period, what is the cost difference of doing it this way and doing it full blown?

JP Walker: If you look at sheet 2 of 9, Section 1, which is Ryerson to Glendale, is estimated at \$2.5 million. Then it has Glendale to Greenfield at \$1.8 million, but the component that is missing here, is the storm water management concept in the area of the frontage road that I believe is included on page 5 of 9. The bio-retention swale is item 12 down near the bottom, which is \$310,000 just for the swales itself. There is extra grading that is added to that which is well into 6 figures, but if you add this altogether we are probably around \$6 million which is about half of the total cost, and we still only have a two-lane road for the majority of the 1.3 miles of the project.

Greg Kessler: I would reference back to page 2 of 9. There it lists the two different storm water conveyance methods. The bio-retention swale method is \$5.2 million, so wouldn't that be added to the \$4 million?

JP Walker: I believe the bio-retention takes into consideration the construction of Section two.

Chris Rossmiller: That is the correct, the two numbers here is the entire cost for construction of Section 2, and the difference is the half-million.

JP Walker: If we don't do Section 2, if we just mill and overlay, there is still going to be additional grading required for the bio-retention swales. You can't do a comparison cost difference between the bio-retention swale and Section 2 because there is more to it. There is more construction that is required just for the swales even if you don't do anything to the roads. If you combine the stormwater management that is needed along with resurfacing and reconstruction of Section 1 it is going to be about \$6 million dollars. Our decision here is, does that make sense?

Alderman Augustine: Would it be feasible to extend the cost of this over a 20 year period, or is that not allowed?

JP Walker: It is part of the CIP budget request. I believe that is something our Director of Finance had indicated that was a possibility.

Mayor Chiovaturo: It's more than a possibility, it's a must. I don't see any problem bonding this over 20 years. This is a road project that will last 20 years plus. I don't think there would be any discomfort in bonding this over 20 years. We

need to make sure that we look at what we are doing here. Cost is definitely a factor but as a Board we need to see what the way to go is.

JP Walker: Let's look at the total build-out, including the storm water management component. Section 1 – \$2.5 million, does that include water quality component?

Chris Rossmiller: It includes all storm water and retention.

JP Walker: If we include the bio-retention that's \$ 2.5 million, correct?

Chris Rossmiller: Yes

JP Walker: In Section 3 with water quality component is that still \$3.1 million?

Chris Rossmiller: Yes

JP Walker: So we are still around the \$10.9 million total cost, If we break that into three years, each segment being a year, we are still looking at \$10.9 almost \$11 million over three years? What I am concerned about is if we do a component, say Section 1, mill and overlay with some stormwater management, that is \$6 million and we still have the other two sections to do eventually. When that eventually occurs, it would have to be at the Council decision and the costs could be significantly higher. Probably a cost closer to \$15 million.

Alderman Moore: You are saying that's what the increase would be if we broke it into two different years?

JP Walker: No, I'm saying that by doing Section 1 and milling and overlaying the rest with some stormwater control, and then coming in with the full build-out of Section 2, 5 or 6 years down the road and then Section 3, 5 or 6 years down the road you are probably looking at a cost of at least \$15 million when all it is said and done.

Alderman Moore: So what you are saying is the cost will be cheaper if we do the complete construction right away?

JP Walker: I believe the impact on the tax payers will be less doing it all at one time rather than spreading it out over various budget cycles.

Alderman Ament: Has anyone tried to figure out the relationship with the County on the Cleveland Avenue/Calhoun Road intersection.

Chris Rossmiller: Comments from the County have been incorporated in the Cleveland intersection design. This estimate includes building Cleveland Avenue in the area of the intersection with 4 lanes.

Alderman Ament: I'm talking money. What we want to do is do this before the County, so we can pay for this. The County isn't going to do any redesigning of the intersection. If that's the decision that they are going to leave the intersection alone when they do the rest of the reconstruction on Cleveland in 2009. We are still talking about going all the way down to Ryerson? What is the total for this entire project, including all the stormwater, sidepaths and everything else?

JP Walker: Calhoun Road is \$10.99 million.

Alderman Ament: That includes all the stormwater?

Chris Rossmiller: Yes.

Alderman Ament: If we did the whole thing, four lanes, TWLTL on the north side, all the way down to Ryerson, the full intersection sidepaths on both sides, service road.

Chris Rossmiller: The \$10.9 million does not include the bio-retention. That would be an addition at \$560,000.

Alderman Ament: About \$11.5 million then.

Chris Rossmiller: The \$10.99 million is the full build-out with the modification to the frontage road. The second table we have is the right-of-way costs along the corridor and the bottom portion would be the resurfacing of the frontage roads if that is needed. The ultimate would be approximately \$12 million with the right of way costs included.

JP Walker: We already have funds approved for the right-of-way acquisition, at \$1.5 million

Alderman Ament: We have already spent a fair amount of money on road work and several different designs. What I see coming out of this is where the recommendation is going, with all the bells and whistles. This is similar to some of the way other discussions have gone. I don't see how Council is going to approve this. It's obvious we don't want to do this in pieces or sections. There is no way I will support that recommendation. With the sidewalks and sidepaths can someone answer who is going to maintain those?

Greg Kessler: We have been working with Mark Schroeder in Park and Rec on developing that maintenance policy. Mark's indication was that he felt it would result in minimal additional Staff time. I don't want to speak for Mark; we haven't completed the policy yet.

Mayor Chiovatero: We are working on trying to come up with a policy. Making this part of the road was going to be kind of the maintenance plan to do it along with the snowplowing. The west side sidepaths are the issue correct?

Greg Kessler: They would have to be maintained in some fashion.

Mayor Chiovatero: The apartments and businesses would maintain them.

Alderman Ament: What about where the TWLTL is going to be?

JP Walker: If the driveway crosses the path the residents are required to maintain them. Where it becomes an issue is where the driveway doesn't cross. That is an area that would be required to be maintained by the City.

Greg Kessler: Again, I don't want to speak for Mark, but he did indicate that for someone that is out and about to put a plow down on the sidewalk and do it would be minimal Staff time. He did mention that at our meeting.

Alderman Ament: If you put this in the context of everything else that you want to do around the City, the Industrial Park for one, and the other roadway maintenance projects we are looking at some serious money and I just don't see how we can do them all. That is part of the problem; we are going to make recommendations to do all these great things in all these areas. I couldn't support that.

JP Walker: Going back to all the discussions that we have at the Board, at the CDA and at the Water Resource Committee meetings, Calhoun Road has always been discussed as always being a lynchpin as a start to the Industrial Park improvements. We are not just talking road improvements; we are talking stormwater improvements, etc. It has not changed. Whatever happens to Calhoun Road will set the stage for improvements in the Industrial Park. We cannot lose sight of that. If Calhoun Road is not completed in a timely fashion, that pushes everything back in the Industrial Park and that's a decision that Council has to make.

Greg Kessler: I would like to remind everyone that we will be using STP grant funds for Coffee Road, 124th Street and Lincoln Avenue. If I did the math correctly using what we could get for the next budget, we could get grant funding for every one of those projects. It's unlikely that we will ever get a grant for Calhoun Road, if we did it would be many biannual budgets out before we would get to the point where we would ever get enough money saved up to do the other projects. If we would decide not to use STP funding for Calhoun Road and somehow the City would go it alone, whatever the project outcome is we would apply all of efforts, except for Calhoun Road, so that the other projects would be eligible and we would submit requests for grants for every single one.

Alderman Moore: If we don't do this, the rest of the projects would go past the time that they need to be done or we would have to fund them ourselves correct?

Greg Kessler: Yes.

Alderman Moore: Which means to me it would be wise to do this now. Would you define for me the bio-retention swales and the need for that in relation for the whole Industrial Park area, or is it just for Calhoun Road?

Eric Nitschke: There are several requirements outstanding for the Calhoun Road project as well as the City as a whole. When you go to four lanes for Calhoun Road, you expand the amount of impervious area so you fall under the MMSD Chapter 13 requirements. HNTB did a thorough design for the Industrial Park area as a whole. It's not cost effective to do a regional facility because you would have to buy out very expensive property to put a pond on. The only other area we have is along the roadways and it's hard to put a pond along the road because of the lineal nature of it. When HNTB did their design they came up with the idea of bio-retention swales not only to address the MMSD requirements for water quantity control and storage but also to address our City-wide WPDES (Wisconsin Pollutant Discharge and Elimination System) permit that requires the City to reduce the sediment load by 20% city-wide by 2008 and by 2013 the sediment load needs to be reduced by 40%. The bio-retention swales go a long way to reduce the sediment load; they also deal with the water quality component. It's a problem that we ran into along Cold Spring Road as well when you have a lineal design and a lineal construction sequence. It's very hard to get water quality and quantity into the same sentence. Bio-retention swales, as HNTB has shown in their Industrial Park Plan, do work and are cost competitive and cost effective when compared to other elements. The bio-retention swales are something that is called for now on Calhoun Road and also on Lincoln, Ryerson, Glendale and Rogers Drive.

Greg Kessler: The CDA offers an open space credit for businesses in the Industrial Park that are using the bio-retention swales; allowing us to use bio-retention swales in the right of way.

Alderman Moore: It also seems that if we don't do it here along Calhoun Road we will have to do it downstream as part of the Industrial Park project. Is that what you are saying?

Eric Nitschke: HNTB did look at the different alternatives of where to do it. I do have the study from the HNTB. They do have some other ideas, such as underground areas along the Lincoln and Calhoun Road area. They looked at ditch storage, bio-retention swales, in-line storm sewer storage, over-sizing storm sewer pipes and also in Deer Creek doing some sort of flood control management. There were alternatives explored and the bio-retention swale concept was the one that they came up with, because of cost and because of what they encompassed. Not only were the businesses going to be given a credit for the green space in the bio-retention swales, but also picked up water quality component and picked up some of the aesthetic issues that the CDA was looking at as well as meet the retention requirements.

Mayor Chiovarero: Is there anything on this project that we can back off in this project that wouldn't affect getting this road done correctly? We all agree the Industrial Park has been ignored on the City side as far as stormwater and infrastructure goes for quite some time and we have to get back into spending money in there to keep a very valuable asset alive and viable. What about the sidepaths or recreation trails? We need to find out if we can pay for that with other funds?

JP Walker:; Look at Section two on page 4 of 9. In the middle of the page the multi-use trail component is \$56,000. In Section 2 you have the concrete sidewalk, that's only about \$12,000 or \$13,000. So for the sidewalk and the multi-use trail that comes to approximately \$70,000. Not a large percent of the overall cost. How do we break this down to make it more acceptable, if that's what we are trying to do here? I will relate this to Greenfield Avenue. We will be creating a bottle neck, similar to what we have at Greenfield Avenue. If you leave Section 3 off, you are creating what you have on Greenfield Avenue. Section 2 is as important as the Cleveland Avenue area, when you factor in the stormwater management component, which is badly needed in that area. If you are looking for items to consider and discuss there are consequences to considered up front.

Alderman Augustine: Are you saying that the west side sidepaths going from Cleveland to Greenfield are going to cost \$70,000?

JP Walker: No, that's the trail on the east side and the path on the west side adds about \$12,000 - \$13,000. Does it go up to the County trail or all the way to Greenfield? You had a figure of \$6,000 but that started at Lincoln going how far north?

Chris Rossmiller: That would be up to Rogers Drive and then another \$40,000 for Section 3.

JP Walker: I stand corrected. Now you are taking about \$110,000. Section 2 is \$70,000 for both and Section 3 is \$40,000 plus \$39,000, so that brings us up to \$150,000 and if you do Cleveland to Lincoln that will add on probably another \$30,000 - \$40,000 so now you are talking approximately \$200,000 for all three segments.

Mayor Chiovarero: For the sidewalk and trail, correct?

JP Walker: Yes, about 2% of the project cost.

Mayor Chiovero: I'm hoping that some of that can come from the open space and trail account.

Greg Kessler: I just don't recall what was in that account. Typically, our department collects it and Park and Rec spends it.

Mayor Chiovero: The thing that makes this project so ugly is the stormwater cost, which is about 1/3 of the cost.

Greg Kessler: Yes, about 1/3 of the cost. We have talked with Ken Harenda and since some of the existing water resource projects like Inez Drive and the Buena Park area have some excess funds left that need to be reallocated, it would have to go through the Water Resource Committee.

Mayor Chiovero: In the Industrial Park Plan they are spinning their heads too. There is an exorbitant amount of money that has to go there too, and they don't know either how they are going to handle that. We all agree that the Park needs to be looked at seriously because they are a huge contributor to that fund also. I don't want to do this intersection part way and then have it torn apart again in 2009. They County will do the design in 2009 and probably won't start the construction work until 2011.

Alderman Augustine: I suppose putting in the four lanes up to that point and not doing the intersection until we know what the County is going to do with the intersection wouldn't be an option?

JP Walker: It wouldn't be an option because the major issue on Calhoun Road, as far as traffic volume goes, is backing up of traffic at that intersection.

Alderman Augustine: What about stormwater management, if we don't do that intersection but do everything else how does that allow us or help us to plan or deal with the 2013 issue?

Eric Nitschke: If Calhoun Road ends up getting pushed back in time, everything else will be pushed back too. There just isn't enough money to do everything at once. The problem is if we don't get to Lincoln Avenue and the other streets we aren't making a concerted effort to deal with one of the hot spots in the City as far as the water quality issue go. We also have the starting project that is Calhoun Road that really kicks off what happens water quality-wise in the Industrial Park. Where the discharge from Calhoun Road goes is into the Industrial Park. We have our starting point for the other roads. Until that's established, it's hard to do something in between. If we do Lincoln when we aren't quite sure if Calhoun is going to discharge into Lincoln and if we have undersized the storm sewer or if it's going to maintain its current location through an easement that we also realize that we have a problem with. Everything is inter-related and if Calhoun doesn't move forward then we know the other projects will not move forward to meet the requirements for 2013.

Alderman Augustine: If we did the things necessary on Calhoun, but held off on the intersection until we knew where the County will weigh in, how will that affect where we will stand as far as the 2013 requirements go?

Eric Nitschke: That would have a minimal impact as long as the other stormwater components were implemented. By doing the intersection later, you are talking about a small area, but I would caution when you start to separate roadways and the need for them and stormwater improvements they are married together and to separate them is extremely difficult. If you try to do a roadway like Cleveland and Calhoun and didn't do any stormwater components you would be in violation of the MMSD Chapter 13 requirements because you are increasing an impervious area over 1/2 acre. You also would have to deal with the water quality components.

Alderman Ament: The main problem we have is on Calhoun and Cleveland, is that what we are saying?

Eric Nitschke: From a stormwater point of view the main problem is not on Cleveland and Calhoun. The main problem is the entire length of Calhoun Road, even if we don't widen it. Calhoun Road is the headwater to the Industrial Park, and some of the problems that carry through the industrial park. Calhoun Road is the tip of the iceberg as to how we are going to handle the Industrial Park as a whole.

Alderman Ament: Cleveland and Calhoun is the main problem traffic wise, is that correct?

Ron Schildt: That is correct, there are two different issues, we are looking at either stormwater or traffic capacity and safety. From safety experience that is one of the worst areas from a traffic standpoint.

Alderman Ament: Greg are the excess funds that you are talking about, stormwater funds?

Greg Kessler: We are estimating about \$500,000.

Alderman Moore: I would move to allocate \$11.55 million from CIP funds to do the entire Calhoun Road project, is that about right?

Mayor Chiovero: I thought it was \$10.9?

JP Walker: You want to include the \$561,400 for the bio-retention

Greg Kessler: You are going to want the bio-retention as part of that correct? \$10.99 million plus \$516,400 for the bio-retention.

Mayor Chiovero: Should we be dealing with the bio-retention at the BPW or should that be at the Water Resource Management?

Greg Kessler: We will be bringing the requested action to the Water Resource Management meeting. I know that tonight's meeting was canceled, but we will be bringing that before them at the next meeting.

Mayor Chiovero: For what, to add more money to this?

Greg Kessler: No, to reallocate those three projects. Gatewood, Buena Park and Inez to Calhoun Road.

Mayor Chiovero: Do we need to include that in this motion? Is the difference between the two about \$561,000?

JP Walker: Yes, \$561,000.

Mayor Chiovero: We have about \$490,000 between the three projects. Unless we make part of the motion, funding to come from water resource management if they approve it.

Alderman Moore: We could say as part of the motion to say funds to come from different sources.

Greg Kessler: The Board of Public Works is going to have their preferred design and then you are asking other Boards and Commissions to weigh in on whether or not they can support or help fund the project. I think what we could do is forward a report from the Board with a suggestion that the Board is requesting that the Water Resource committee reallocate some of their funds to the water quality management component of the project. I think that we can do that as part of the motion and then ask the Staff to investigate and see if there are funds in the trail and open space fees to help fund the side paths portion of this project.

Greg Kessler: Maybe we should break it out into three different motions. First, whatever your preferred choice is. The second motion to forward this report to the Water Resource Committee for their consideration of funding for the water quality component of this project and the third motion is to direct Staff to determine if there are fees available to fund the side paths.

Mayor Chiovero: The first motion is to approve the design presented to the Board for the full build-out of Calhoun Road, including the bio-retention pond in the amount of \$11.55 million.

JP Walker 2nd the motion.

Alderman Ament: When you were talking about re-allocating stormwater funds, are those the same funds that you were looking at for the City Center retention pond?

Mayor Chiovero: Yes, but it was determined those were the wrong funds.

Alderman Augustine: How would it impact the four lane leading up to the current intersection?

Ron Schildt: Are you talking about not doing any improvements on Calhoun through the intersection, narrowing it back down.

Alderman Augustine: Yes, until we know how the County is going to weigh-in on this project.

Ron Schildt: You would have all the same problems that you have now. A mid-block segment of a two-lane roadway can handle more traffic because you don't have any traffic signals controlling the traffic, the traffic can keep moving. The intersection itself is the whole crux of the problem. If you don't do anything you will still have the same problems.

Alderman Augustine: What is the contribution of the County if we wait for them until 2011?

JP Walker: The cost differential between what has already been designed by our consultants over what is needed by the County is very minimal. I believe that the County has indicated verbally that they would be willing to pick up that difference. If we wait for the County, we are then looking at a delay of 6 or 7 years before its ready to be constructed.

Alderman Augustine: Just wanted to make sure there wasn't some substantial cost savings involved with this.

JP Walker: The \$2.5 million for Section 1 includes the intersection. That intersection is about 2/3 of the cost. That cost of the intersection improvements is going to be between \$1.5 and \$2 million. Are we willing to sit here and wait to solve a major problem on that road?

Mayor Chiovaturo: When it comes to the County, we have been waiting for Cleveland and Sunny Slope forever for lights at Beloit and Sunny Slope, which we are going to get this year.

Alderman Augustine: I thought there was some interest by the County to make between Moorland and Cleveland a boulevard or four lanes. That's why I was thinking that they would have a plan. Aren't they looking at that?

Ron Schildt: Back in 1999-2000 they were showing us that they were planning to work on Cleveland from our eastern to western border in two different phases. It was supposed to be constructed by now, but because of funding problems it just kept getting pushed back. It is now on their plans to start design in 2009 but they might not start construction until 2012 and that might get pushed back again. They could say maybe that they are looking at it, they have a recommended alternative design of what they have, but until they decide, we won't know what it is or when it's going to get done.

JP Walker: The motion was: The full build-out including the bio-retention component with the cost being \$11.55 million.

And it was seconded by me.

Upon voting the motion passed with Alderman Ament opposing.

JP Walker: The second motion is to direct Staff to prepare a report summarizing the discussion at this meeting and submit that report to the Water Resources Committee Utility for a decision on helping to fund some of the water quality components on this project.

Alderman Moore 2nd the motion.

Upon voting the motion passed with Alderman Ament opposing.

JP Walker: The third motion is to direct Staff to investigate the use and viability of trail funds to assist funding the multi-use trail either separately or to include the sidepath on the west side of Calhoun Road.

Alderman Moore 2nd the motion.

Upon voting the motion passed with Alderman Ament opposing.

ITEM 06-06 Discussion of the Ramifications of Not Receiving Grant Funding for Calhoun Road Reconstruction

JP Walker moved to remove it from the table

Alderman Moore 2nd the motion.

Upon voting the motion passed unanimously.

JP Walker: Based on the motion coming out of Item 07-06, the only issue on this is timing and the use of grant funds. If you use grant funds you are looking at an application in April of 2007, but the funds won't be available until the end of 2009, really 2010. My question is, is the Board willing to delay this until 2010, because then you are looking at a two year construction cycle? That would not be Staff's recommendation.

Mayor Chiovero: Made a motion to redirect the efforts for grant funding towards Coffee Road, 124th Street and Lincoln Avenue since the Calhoun road project is so huge and we probably wouldn't get funding for that for several cycles.

Alderman Moore 2nd the motion.

Alderman Augustine: When I looked at all the tabulations the positive number was the one that got the OK, do you feel that would occur for those three projects?

Ron Schildt: It comes to about \$7.8 million if you add all three of those together. There is an 80 / 20 split, which puts us around the \$6 million mark for what we are going to ask for. \$5.4 million is in our "bank" now. We will get another \$600,000 to \$800,000 depending on how much we will get in the next biennium which will put us over that. So we could apply for all three of those. Most likely all three would get funded.

Mayor Chiovero; We did meet with Hales Corners and Greenfield and they want to use their STP funding for work on 124th street.

Ron Schildt: The \$1.5 million is probably a little high because that's not taking into account what their allocation will be.

Alderman Augustine: We have \$7.8 million that we are requesting and we figure we will have how much?

Ron Schildt: We will probably have around \$6.2 million. We have a 20% cost share that the city has to pay.

JP Walker: We saw in this last grant cycle that a community can be eligible for more than one project. Menomonee Falls received two. Since we figured out the formula I'm sure other communities can figure it out. We have to make sure that we have a positive balance, a positive ratio, that has to be our goal to become grant eligible, and then it is going to be up to the available funding grant wise and decisions by SEWRPC and the DOT which projects are eligible. Based on the size of the projects we have a much better chance of getting those funding than Calhoun Road will ever have.

Alderman Ament: Should the Council follow suit and fund the Calhoun Road and put all our eggs in one basket and the other communities do similar things and we don't get funding based on SEWRPC's formula what happens to these other projects?

Ron Schildt: They will remain in the CIP budget but will have to be revised.

Alderman Ament: So you are quite confident that we will get funding for these?

Ron Schildt: We will get funding for at least one of these for sure. Next year we will decide how we should prioritize these. Coffee Road would probably be our top choice.

Alderman Ament: When you are talking about the \$3.5 million you are talking about the section from Moorland to National.

Ron Schildt: It is actually all the way to Calhoun. Four lanes from just west of Moorland to National.

Alderman Ament: Does that include stormwater

Ron Schildt: That is all included

Alderman Augustine: As we rank these would it be better to look at the smaller dollar of the three first and then move down in order to get the most positive rating of all to be sure to get at least one.

Greg Kessler: We use a matrix when we look at these, and it looks at everything, not just the cost, but the severity of the problem and how long it's been there, property damage and so forth.

Alderman Augustine: I'm thinking of getting the bucks as to opposed to manipulating this to our favor, think like the people who are on the decision making process outside of New Berlin to get those funds, at least get some.

Greg Kessler: What really affects this is if the Federal Government decides not to fund this. I would hope that the Federal Government would keep funding this. We do have to compete with other communities, for example the City of Milwaukee gets funding right off the top.

Ron Schildt: One of the things they look at is if there is a multi-jurisdictional area and all are applying for STP funds. That would help that project get funding. Actually it was the \$3.3 million; the \$3.5 million is from Calhoun to Racine.

Alderman Moore: It seems like that would be a discussion for next year right?

Ron Schildt: Application will be due in April, so before that we will decide what order to go.

JP Walker: Because the match is 80-20, it doesn't have to be 80-20. It can be 60-40 or it could be 75-25. The City has to look at creative ways to make sure that we most likely will be grant eligible.

Alderman Moore: These roads are just reconstruction as to what they are now, correct?

Ron Schildt: Coffee Road actually will be a four lane section from National to Moorland, we may go as far as Top-o-Hill, from there it will be two lanes to Calhoun and then some trails or sidepaths to be included. 124th is just putting it back to the way it is except for a few turning lanes. Lincoln Avenue will be widened to meet the current standards that we have for Industrial traffic.

Alderman Ament: Can we assume that the numbers for the other road projects will go up as did the Calhoun number?

JP Walker: They have changed a little bit that's because of the higher cost of new pavement.

Alderman Ament: What caused Calhoun road to go up so much.

JP Walker: Part of it is bio-retention and part of it is the increase in the cost of new pavement. \$10.2 million is based on guidelines. The other ones are generally the same. We have taken another look at those in this years CIP requests to make sure they go up as we go along.

Alderman Ament: If Calhoun road went up, we can assume then that the others will go up.

JP Walker: It's about a 13% increase on Calhoun Road. Coffee road will go up \$3.7, 124th will now be \$1.7, and Lincoln Avenue will now be \$3 million. Coffee Road west will put us over our allocation and that would be our fourth choice. So the total now comes to \$23.5 million.

Alderman Moore: New Berlin would pay 20% of that correct?

JP Walker: \$2.4 million our share plus \$11.55 million, you are talking \$13.95 million for those projects, about 60%. That is between now and 2011. Coffee Road west will have to follow Coffee Road east. Coffee Road west has a lot of right of way acquisition that will have to be done first.

Alderman Ament: Right of way would have to be purchased for side paths if they are put in.

JP Walker: It will probably be close to \$4 million, but that is quite a ways down the road.

Alderman Ament: The amount now went up and these numbers are all preliminary and on the low end.

Alderman Moore: Just to anticipate what we would get from the County would be for three of those.

Ron Schildt: We could apply for all four, the first three we have planned for. Lincoln Avenue is part of the Industrial Park upgrade. We are halfway through the Coffee Road design, and have already met with the other communities on 124th Street. We haven't had a lot of discussion on Coffee Road west yet.

Alderman Moore: There is a chance that it might not be included in the 2011 plan.

Ron Schildt: We have to decide what to do with it yet. We haven't made that decision at this time. It would probably be the turning lanes that would be a high priority.

Upon voting the motion passed with Alderman Ament opposing.

ITEM 13-06 Revised Roadway Maintenance Program

JP Walker: The requested action is to review and discuss Staff's Roadway Maintenance report and recommend to the Common Council that starting in 2007 the criteria in the report be followed. Establish an annual budget under the Capital Improvements program that provides funding of \$500,000 per year for the maintenance of roadways having a PASER rating of 7 and 6 and adequate funding to rehabilitate roadways have a PASER rating of 2 and 3 to achieve a minimum average weighted PASER rating of 6.0 city-wide, and I so move.

Alderman Moore: 2nd the motion.

Alderman Ament: If we do all these other projects where and how are we going to be able to put some of these other projects in the CIP budget? I feel we just trapped ourselves.

JP Walker: The motion includes \$500,000 a year strictly for Roadway Maintenance. The individual subdivision roadway rehabilitation has to be included in the CIP funding. I've made out a scenario for 2007-2008 roadway rehabilitation that includes a map in your packet, has a number of subdivision numbers, one that is in Section 11 is the subdivision by the old library. There is a utility project that has been pushed back to 2007 or 2008, we will follow that project. Similarly there is a subdivision by I-43, all those streets need to be rehabilitated also. In 2007 the spread sheet says CIP work would be about \$2.1 million, in 2008 the spread sheet that follows says \$2.2 million. What that gives us in 2007 is about 5.7 miles and in 2008 it's about 7 miles roadway improvements. If you break it down to a cost per mile, it is significant. That's why we say these have to be in the CIP budget.

Alderman Ament: The \$2.7 million and \$2.2 million would be on top of what we just did on Calhoun Road.

JP Walker: The decision that has to be made by the Council ultimately is, is the City willing to have their goal to have the weighted PASER rating equal 6.0? Is that achievable budget wise? The latest Paser rating had us at 5.9. Funding the way it is going will have it at a lower rating of 5.2 by 2008.

Alderman Moore: The only way that you can look at road maintenance is the longest term possible; ask yourself what is the cheapest way to maintain that road at an acceptable quality level? If you are saying this is the way to do it, then we should do it that way.

JP Walker: Alderman Ament has brought up in the past that we need to catch up on our infrastructure. Roadways, as we are being told by our residents, are one of the major infrastructures that have to be taken care of in the City.

Alderman Ament: I agree I have said that, but never said they had to be a Taj Mahal-type operation, but if that's what the Council agrees with then that's what that will be.

Mayor Chiovero: The first two years I was hear I remember having the same discussion with the City Engineer at that time. He said we have to take care of these roads, because it is starting to snowball. Here it is now we have gotten ourselves to a point as to what are we going to do, where are we going to get the money. We have to keep the roads

maintained but how far we want to go with them is what we have to decide here. We are here to keep our infrastructure and our roads up to a certain level.

JP Walker: I need to reword my motion as follows: Review and discuss Staff's roadway maintenance report and recommend to the Common Council that starting in 2007 the criteria in the report be followed. Establish an annual budget under the Operating Budget that provides funding of \$500,000 per year for the maintenance of roadways having a PASER rating of 7 and 6 and adequate CIP funding to rehabilitate roadways having a PASER rating of 2 – 5 to achieve a minimum average weighted PASER rating of 6.0 city-wide.

So we are covering the operating budget need which is \$500,000 per year and the CIP need for roadway rehabilitation in the same motion.

Alderman Moore: 2nd the change in wording.

Alderman Ament: I agree with the route that this is taking as far as we have discussed; again I'll use Buena Park as an example. I don't believe that kind of money should have been used out of roadway maintenance. I don't think that's appropriate. The only part I'm going to have trouble with is with all of the projects we are looking at with roadway construction and stormwater, I just can't see that we can possibly fund all of these projects, and if we aren't going to scale any of them back we might not get any of them. It might run into some problems because of the wording in this. We are looking at what would be nice and pretty but in the end it can't all happen, and I think what we are doing is dooming a lot of this to a slow death over time.

Alderman Moore: I think the moment we are out from under state imposed limits; we take the opportunity to look at this again. I don't mind not having Taj Mahal-type roads to the extent that I would be willing to ride on roads that are noisier and have had a lot of repairs. The minute a road needs repair, you have to do maintenance as necessary.

Upon voting the motion passed unanimously.

JP Walker made the motion to adjourn.

Alderman Moore 2nd the motion.

The meeting was adjourned at 10:20AM.

JP Walker made the motion to adjourn the meeting

Alderman Moore 2nd the motion

Upon voting the motion passes unanimously.

Meeting adjourned at 11:20 AM