

**Minutes of the Public Works Committee
December 13, 2007**

Chair Ken Herro called the meeting to order at 8:35 a.m.

Committee Members Present: County Board Supervisors Ken Herro (Chair), Karl Nilson, Dave Swan, Dennis Farrell, Fritz Ruf and Peter Wolff (arrived at 9:35 a.m.). **Absent:** Joe Marchese

Also Present: County Board Chief of Staff Lee Esler, Director of Public Works Rich Bolte, Building Operations Supervisor Scott Miller, Architectural Engineering Technician Mike Wells, Public Works Senior Civil Engineer Karen Braun, School Resource Officer Kevin Rice and Citizen Dina Visuri. Recorded by Karen Phillips, County Board Office.

Future Agenda Items

In January, Herro would like to start discussing the standards of a Class A regional mall with respect to the Pabst Farms development.

Public Comment

Visuri, of the Town of Genesee, appeared to comment on Ordinance 162-O-089. She stated she is a representative of the Saylesville Community Group and the citizens of Genesee, and voiced support for the proposed ordinance. She stated the group has a website which lists emails from individuals with concerns in regard to safety issues on Saylesville Road (CTH X). The possibility of the towns taking over jurisdiction of the road was discussed.

Esler and Mitchell clarified the location of Point Drive, which is represented incorrectly on the map, and the associated speed limit changes. Esler stated that the Ordinance is on the agenda for 9:30, and a representative from the Public Works Department will be appearing to speak against it. Discussion continued regarding the number of proposed speed limit changes ranging from 35 to 45 mph, 45 to 40 mph, and 40 to 45 mph.

Approval of Bid: Project Number 007-1160.00 - Waukesha County Public Health Center Generator Replacement

Miller reviewed the bid process and numbers for this project. He stated the base bid is \$45,684, by Interstate Pump and Tank, Incorporated.

MOTION: Swan moved, Farrell second, to approve bid: Project Number 007-1160.00 - Waukesha County Public Health Center Generator Replacement.

Esler reaffirmed that this is a replacement generator at the Public Health Center building. Miller added that this project is an outgrowth of the approval of the Ordinance to transfer money from the Public Health budget/State funding into the Five Year Plan to support their refrigerator/freezer medicine issue, that had been brought before the Committee six or seven months ago.

Motion carried 5-0.

Approval of Bid: Project Number 071161.00 - Waukesha County Electrical Inspections, Testing and Maintenance

Miller stated this bid covers ten campus buildings. There were two bidders on this project, and the low bidder is the High Voltage Maintenance Company at a base bid of \$54,120.

MOTION: Swan moved, Ruf second, to approve bid: Project Number 071161.00 - Waukesha County Electrical Inspections, Testing and Maintenance

Miller reviewed this project and explained the bid tabs. He stated the contractors are NEMA certified, and the work is very technical, thorough and specific and involves cleaning and testing of the systems. Miller stated the money for this project was carried over into the Five Year Plan by an Ordinance approved by the Board last year. There was \$100,000 budgeted for this project, and the bid came in much lower. This process will be done every four years, because that is the NEMA standard.

Motion carried 5-0.

Approval of Bid: Capital Project 200407 – Highway Operations Storage Building

Bolte began by explaining the bids for the Highway Operations Storage Building and the Northview Garage, Demolition and Hazardous Material Abatement which are both part of the same capital project. He stated the bids come to a total of \$411,615. The cost of constructing the building is \$391,900; the cost demolition is \$19,715. He stated in looking at the capital project, there is only \$407,850 budgeted; however, this does not include \$20,000 set aside in the contingency fund in this project. Bolte recommended award by this Committee of the building bid and requested permission to award the demolition contract in the future when funds are available. More specifically, he stated if the contractor would hold his price until September 2008, we would know better at that time the status of the contingency fund. Bolte suggested other possible alternatives, but favored going ahead with the building and waiting on the demolition.

Swan asked about the alternates listed to the base bids, and Wells explained the what each of the four alternate bids:

- Alternate #1: a mezzanine (a second level)
- Alternate #2: carbon monoxide sensors
- Alternate #3: an expandable wall on the west end, for possible expansion in the future
- Alternate #4: a large overhead door on the east wall

Bolte added that these alternates cannot be afforded at this time. He also explained how this building is shared by the Public Works Department and the Sheriff's Department. He stated they have worked with the Sheriff and they know exactly what they are getting. Bolte stated that an unforeseen expense of \$40,000 was added since the City of Waukesha has required a sprinkler system to be installed. He said it is a City requirement to have a sprinkler system in a building over 6000 square feet, and this building is over 8000 square feet.

Esler stated the original capital project premised \$110,000 for the demolition and \$280,000 for construction. Esler reviewed the details of the structure, and asked what is driving up the cost. Bolte stated as a government structure, they must comply with every code, including a sprinkler system and an air handling system.

Esler compared this to the construction of the City's storage building, inquiring whether the City is requiring us to do more than they required for themselves. He stated this goes back to the construction of the building at the highway shop, when it was suggested it could be modeled after the City's building for the same cost, but ended up costing much more.

Discussion continued with Bolte answering the questions of the Committee members.

MOTION: Fritz moved, Farrell second, to approve the bid Capital Project 200407 – Highway Operations Storage Building

Herro asked if calls could be made to forgo the plan for the sprinkler system. Bolte stated that would be fine with him. Herro then requested a set of plans and all documentation on this project.

Motion carried 5-0.

Approval of Bid: Capital Project 200407 – Northview Garage, Demolition and Hazardous Material Abatement

MOTION: Farrell moved, Swan second, to tentatively approve bid: Capital Project 200407 – Northview Garage, Demolition and Hazardous Material Abatement pending final approval of the bid in July.

Bolte clarified that the bid will not be signed with the demolition contractor; they are going to ask for some in writing to hold the price until September, with the understanding should funds be available it will be awarded. If the contractor will not do this, it will have to be re-bid.

Motion carried 5-0

Wolff arrived at 9:35 a.m.

Discuss and Consider Ordinance 162-O-088: Laying Out, Relocation And Improvement Of County Trunk Highway KF, North Of Arrowhead Drive, Waukesha County Project, Town Of Lisbon, Waukesha County

Bolte and Braun explained this ordinance which identifies a right of way acquisition for the improvement of drainage for CTH KF north of Arrowhead Drive in the Town of Lisbon. Bolte stated the there are sufficient funds appropriated in the budge for the purpose of acquiring land covered by this ordinance.

MOTION: Wolff moved,, Farrell second, to approve Ordinance 162-O-088.

Swan stated he has noticed flooding in the area and can attest to the necessity of this project.

Motion carried 6-0.

Discuss and Consider Ordinance 162-O-089: Establishment Of Speed Zone – CTH X

Mitchell introduced School Resource Officer Kevin Rice from Waukesha. Mitchell stated he is bringing forth this ordinance as a response safety concerns in the area as a result of County growth and urbanization. This area includes West High School, where a speed limit drop to 35 mph is being proposed between Highways 59 and H. Mitchell added there was a temporary traffic light installed as a result of accidents in the area.

Bolte stated the 35 mph speed limit to Highway H is acceptable. He stated ultimately there will be a roundabout in place of the traffic light. The speed limit would be dropping from 45 mph to 35 mph from River Road North to Highway 59. Bolte said he would concede to the 45 mph change, but could not agree with the numerous up and down changes proposed.

Nilson asked what the speed study shows for that area. Bolte stated the speed study does show a higher

speed than 35 mph, though lower than 55 mph. It is drivable at 55 mph but was not engineered for it; the lanes are wide enough but it has no shoulders. Bolte stated the 40 mph zone will require the State DOT approval. Mitchell explained the reasoning for the proposed speed limit changes, citing curves in the road and congestion in some areas.

Herro asked if a new speed study has been done. Bolte replied that the studies are several years old, and new ones were not done because he did not initiate this ordinance. Mitchell stated he did not request one because he obtained the accident reports on this road and provided a map illustrating the accident occurrences in this area. Herro stated that does not provide an acceptable comparison.

Rice stated that being near the high school, there are many inexperienced drivers in this area. He spoke of a specific accident which occurred. He stated lowering the speed limit would decrease the severity of injury and the chance of survivability would be much greater.

Nilson continued to voice opposition to the lowering of the speed limit. Ruf inquired what the speed limits are now. Bolte stated it is now 45, 55 and 45 mph; 45 mph from Highway 83 east of Woods Road; 55 mph east of Woods Road to River Road, and 45 mph from River Road to Highway 59. Boltestated he would recommend the 45 mph and 35 mph speed limit reductions, but ultimately it is the Board's decision. Bolte stated it is the differential in speed which causes problems. When everyone goes a uniform speed, whether it be 55 mph or 25 mph, things tend to be more orderly. People tend to drive at speeds they are comfortable at, and they try to consider this when determining posted speed limits.

MOTION: Wolff moved, Farrell second, to amend line 19 to read "Forty-five (45) miles per hour on CTH X from CTH H to STH 83" and delete lines 21 through 23 of Ordinance 162-O-089.

Ruf stated his support for the amendment.

Mitchell stated he would bring back the Ordinance as written to the board floor. He suggested driving the area, if possible, to see first hand that this road having no shoulders does make it more dangerous, and that may have some bearing on the votes at the board meeting. Discussion continued regarding the speed limit issues. Swan asked Mitchell if he would reconsider making the 40 mph zone to 45 mph, which he would support.

Nilson stated he supports the amendment but not the ordinance because he feels the speed limits are too low.

Motion carried 6-0.

Esler expressed frustrations about speed zone issues from the past and how it has become evident that we have lost the moorings of engineering and any arguments for setting speed zones. He stated from a staff standpoint it is like "crying uncle" on these things. He referenced another issue brought up, which is we are now doing jurisdictional transfers based on a municipality's desire to have an exclusive road. He stated that turning over a road so that speed limits can be reduced should not be a part of the jurisdictional planning concept, and should not be a rationale for jurisdictional transfers.

MOTION: Wolff moved, Farrell second, to approve Ordinance 162-O-089 as amended. Motion carried 5-1 (Nilson).

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MOTION: Wolff moved, Farrell second, to adjourn the meeting at 10:13 a.m. Motion carried 6-0.

Respectfully submitted,

Joe C. Marchese
Secretary