

**Minutes of the Public Works Committee
Thursday September 14, 2017**

Chair Dave Swan called the meeting to order at 8:30 a.m.

Committee Members Present: Dave Swan (Chair), Darlene Johnson, Richard Morris, Chuck Wood Keith Hammitt, Steve Whittow and Tom Schellinger (arrived 8:32 a.m.)

Others Present: Legislative Policy Advisor Sarah Spaeth, Director of Public Works Allison Bussler, Departmental Secretary Tony Di Frances, Airport Manager Kurt Stanich, Building Operations Manager Shane Waeghe, Engineering Services Manager Gary Evans, Business Manager Betsy Forrest, Inspector James Gumm, Judge Jennifer Dorow, Parks System Manager Duane Grimm, Facilities Supervisor Javier Ramos, Senior Engineering Technician Jason Mayer, Highway Operations Manager Pete Chladil, Budget Management Specialist Bill Duckwitz, Programs and Projects Analyst Matthew Grenoble, Jail Administrator Michael Giese, Senior Correctional Facility Manager Angela Wollenhaupt, and Senior Fiscal Specialist Rhiannon Cupkie. Minutes Recorded by Beth Schwartz, County Board Office.

Approve Minutes of August 10, 2017

MOTION: Wood moved, second by Johnson to approve the minutes of August 10, 2017. Motion carried 6-0.

Future Meeting Date: September 28, 2017 (Budget Review)

Executive Committee Report of September 11, 2017

Swan reported on the following items discussed at the last Executive Committee meeting:

- Reviewed and discussed 2018-2022 Capital Plan projects regarding the Parks and Land Use and Public Works Departments, and the Information Technology Division.

Supervisor Schellinger arrived at 8:32 a.m.

Discuss and Consider Bid for Nagawaukee Barn Roof Replacement 3-Year Maintenance Plan for the Parks Department

Grimm said the contract for the Nagawaukee barn roof replacement was awarded to Facility Services Group LLC for \$43,436. There were a total of three bids. The roof was inspected and bid specifications for the replacement were drawn up by Roofing Consultants. The project will be overseen to ensure complete satisfaction. Morris asked if the entire roof will be taken off. Grimm said yes, then the old shingles will be taken off and be overseen by the environmental health team for removal of any asphalt.

MOTION: Morris moved, second by Johnson to approve Nagawaukee Barn Roof Replacement Bid. Motion carried 7-0.

Discuss and Consider Bid for Courthouse and Jail Chiller 10-Year Maintenance

Ramos and Waeghe said the chillers are major components in a building's HVAC system, and the chillers at the courthouse and jail are in need of 10-year maintenance. This will ensure they perform reliably throughout their remaining life. The maintenance work includes opening and examining the compressors to repair and replace any worn or damaged parts. The contract was awarded to Mechanical Inc. in the sum of \$89,100. There were a total of five bids. Whittow asked if these chillers will be replaced in the courthouse project, and Waeghe said in phase two of the courthouse project with an estimated date in 2025 they will be replaced again. Ramos and Waeghe discussed the cost saving element and necessity of replacing the chillers now instead of repairing them as they break down. Schellinger asked for clarification on the maintenance every ten years. Ramos said tests are performed to check the insides and ensure they are running at full capacity.

MOTION: Wood moved, second by Johnson to approve Courthouse and Jail Chiller Bid. Motion carried 7-0.

Discuss and Consider Ordinance 172-O-035: Approve Transfer Of Any Retained Rights In Nevins Street (Former CTH F) To The Village Of Big Bend

Mayer said the Village of West Bend requested the County quit claim any interest it may have retained in the described right of way of Nevins Street. In 1964 as part of a highway project, the County re-aligned County Trunk Highway (CTH) F and in turn created Nevins Street. The Village of Big Bend has had jurisdiction over Nevins Street following the re-alignment of CTH F, and a jurisdictional transfer of this section of the highway, now State Trunk Highway (STH) 164 in 1988 to the Wisconsin Department of Transportation. Following that as part of a state highway project, a cul-de-sac and dead end were created in 2011. Swan asked how large the land is and Mayer said it is a little under one mile.

MOTION: Hammitt moved, second by Whittow to approve Ordinance 172-O-035. Motion carried 7-0.

Discuss and Consider Ordinance 172-O-036: Modify The 2017 Transportation Fund Budget For Additional State Discretionary Maintenance Work And Equipment Purchase

Chladil said the County signed Discretionary Maintenance Agreements (DMA) for additional asphalt repair work for \$150,000. Department management estimates \$90,000 of the work will be needed for additional materials not included in the budget, a salt conveyor to provide area-wide service for loading salt into Southeast Wisconsin region salt domes. The remaining \$60,000 covered within existing appropriations for labor, vehicle/equipment costs and administrative cost recovery. Swan and Hammitt asked for clarification of the estimated amounts. Whittow asked how often Walworth County will use the salt conveyor. Chladil said the County will own it and be the primary user, but Walworth will use it about once a year and then promptly return it. Johnson asked how large the conveyor is and Chladil said it is basically a one-ton truck that is portable on wheels. Answering Schellinger's question, Chladil said this equipment addresses a safety concern. It is new equipment and not replacing an old conveyor.

MOTION: Morris moved, second by Hammitt to approve Ordinance 172-O-036. Motion carried 7-0.

Discuss and Consider Ordinance 172-O-037: Approve Blue Sky Flight Academy LLC As An Aeronautical Service Provider At Waukesha County Airport And Its Operating Agreement

Stanich said Blue Sky Flight Academy LLC applied to the Airport Operations Commission to be designated as an Aeronautical Service Provider (ASP) at the County Airport to provide aircraft lease and rental, flight training, and aircraft storage services. They will invest in hangar and office infrastructure in the Terminal Ramp Development Area and hire two full-time employees. An additional flight school will introduce a new land lease and fuel flow revenue to the Airport budget. Stanich said this service will have further benefits that stem from business use such as recruiting new long term customers to the airport. The flight training requirements will be completed within 12 months of starting the service. One of the amendments to the lease is self-fueling provisions. Whittow asked if there are other flight schools at the airport, and Stanich said there are currently two.

MOTION: Wood moved, second by Morris to approve Ordinance 172-O-037. Motion carried 7-0.

Discuss and Consider Ordinance 172-O-034: Approve Distribution Easement To Wisconsin Electric Power Company To Construct, Install, Operate, Maintain, Repair, Replace And Extend Underground Utility Facilities On Waukesha County Airport Property

Stanich and Grenoble said Atlantic Aviation requires WE Energies services for the new hangar. Morris asked about the process WE Energies will use and Grenoble described the trenching process.

MOTION: Wood moved, second by Johnson to approve Ordinance 172-O-034. Motion carried 7-0.

Review, Discuss and Consider 2018-2022 Capital Projects Plan Relative to Public Works:

Airport (Item 1), Central Fleet and Highway Operations (Items 2-3), Courthouse Project (Items 5-6), Buildings and Facilities (Items 4 & 7), Highways (Items 8-33)

Bussler, Waeghe, Evans, and Stanich discussed the following projects. Bussler said all projects are as planned unless otherwise noted as an increase, decrease, delay or delete.

Item 1 Airport Ramp Expansion Project – This project expands the South and West Airport Terminal Ramps to accommodate requests by Aeronautical Service Providers to construct corporate aircraft hangars. Grass islands currently dividing the main terminal ramp will be filled in with concrete to create parking for transient aircraft and improve ramp operations. Additionally, the west terminal ramp will connect to the west corporate hangar area significantly increasing safety as well as improving timely delivery of fuel service to corporate customers. The ramp is being designed now and construction will begin in the spring. This project is on schedule and on budget. To answer Morris' question, Stanich pointed out where the Blue Sky Flight Academy will be built.

Item 2 Construct Salt Storage Facility/Replace Brine Maker – Bussler said this project was delayed to allow for the opportunity to negotiate with DOT to share the cost of a new brine-maker as part of a larger salt dome construction project. It is expected to move forward with the county and the DOT entering into a memorandum of understanding. This reduces cost in avoidance of dealing with a salt shortage situation.

Item 3 Fuel Tank Replacement and Infrastructure Project – This project involves 25 above ground and 5 underground tanks that will be replaced with similar tank styles, design, and capabilities. Funding for this project is spread out into later years, which allows for more initial research into replacement strategies and costs before committing too much funding. The budget strategy for the project is to fully fund the project and to utilize funds only as needed to complete improvements when necessitated by aging infrastructure. The most cost effective way is to wait until it fails and then replace it immediately. Whittow asked for clarification regarding the counting of tanks, and Bussler provided more details on double lining.

Item 5 Courthouse Project – Secure Courtroom Construction – This project involves construction of a new 4 story, 8 courtroom facility and relocation of 8 existing courtrooms to the new facility. This work also includes the demolition of the existing 1959 jail. Secure courtroom construction is about 3-way separation between the public, judiciary and court staff, and prisoners. Each have their own pathway that do not connect, which is considered best practice nationwide to ensure safe prisoner movement. The project is expected to increase energy efficiency on a square foot basis with the implementation of state of the art equipment and windows. It is anticipated cleaning and maintenance costs will increase. Based on the conceptual design the Sheriff's Department anticipates there will be a need in additional staff to operate this phase of the courthouse. The budget and concept report identified cost increases totaling \$2.1 million resulting from temporary court solutions during construction, an increase in square footage and the overall costs associated with the work.

Item 6 Courthouse Project Step 2 –Renovate 1959 Courthouse - This project involves renovating the existing Courthouse facility in a 3 stage vertical segmented approach to provide newly renovated facilities for all divisions, except the secure courtrooms addressed in Step 1. Courthouse renovation will also include the installation of new state of the art mechanical, electrical, fire protection, window systems and new wall, floor and ceiling finishes in all renovated areas. This approach will not require temporary offsite relocation of Courthouse personnel. Answering Swan's question, Bussler said the courthouse tower will be difficult to construct because of the many moving pieces involved. As it is now there are many inefficiencies, but renovation is so complicated that it was delayed as long as possible until electrical failures were imminent. Swan asked about capacity size of the new courtrooms, and Waeghe explained the square footage of the planned courtrooms. In response to Whittow's concerns about staying on budget for this project, Duckwitz said it is a priority especially since learning from the construction of the new Health and Human Services building.

Item 4 MHC Roof Replacement - This project involves replacing 55,000 gross square feet of rubber roofing which will last approximately 20 years on the Mental Health Center. Ongoing operating costs will be reduced for labor and materials associated with repairing leaks and associated damages. Decker asked what the life span is after replacement and Waeghe said another 10-15 years.

Item 7 UWW Roofing Upgrades – This project repairs and replaces building envelope components at the University of Wisconsin-Waukesha campus. The useful life of a roof lasts 15-40 years.

Item 8 CTH M, Calhoun Road to East County Line – This project involves the widening of 3 miles of CTH M (North Avenue) from Calhoun Road to 124th Street to four lanes and the replacement of a bridge over Underwood Creek. Due to anticipated high construction costs at or near Pilgrim Road from last year's capital plan, this project was combined with it to form a single project.

Item 9 CTH YY, Underwood Creek Structure – Bussler said the roadway will remain two lanes over the structure but the substandard shoulder width will be improved to current standards. The project is not straightforward due to a number of site constraints. Significant additional easements are anticipated and initial maintenance costs may be reduced.

Item 10 CTH Y, Pilak Creek Tributary Bridge Rplc - This project involves replacing the CTH Y structure over an unnamed tributary to Pilak Creek. The roadway will remain a two lane rural section over the structure. Various structure types will be considered. The City of Muskego is planning a bicycle facility along the west side of the highway. Accommodating the bicycle facility may require additional culvert length as well as some land acquisition. No federal funding is available for this project.

Item 11 CTH O, I-94 to USH 18 – This 0.8 mile long project involves replacing existing concrete pavement, reconfiguring intersections, replacing older traffic signals, minor grading, and adding sidewalks and storm water improvements. This will bring it up to current standards.

Item 12 CTH O & I Intersection Reconstruction – This project involves improvements to the intersection at Moorland Road and Beloit Road. Left turn lanes on Moorland Road will be turned into double left turn lanes, right turn islands will be added, Beloit Road will be restriped to provide two lanes in each direction, failing pavement on Moorland Road will be replaced, and traffic signals will be upgraded. This is the first of three Moorland Road projects in the Capital Plan.

Item 13 CTH O, CTH I to CTH ES – This 1.4 mile long project involves replacing existing concrete pavement, reconfiguring intersections, replacing older traffic signals, minor grading, and adding sidewalks and storm water improvements.

Item 14 CTH C, Hasslinger Drive Intersection – This project is to address existing potential hazards including the sharp curve at an awkwardly configured intersection with a residential street, driveway and private road. This rural highway has one of the highest collision rates, and all crashes involved northbound vehicles running off the right side of CTH C at the midpoint of its curve. Evans said it is possible with all the complications of this project that it may go to court.

Item 15 CTH D, Moraine Hills Drive Intersection- This project corrects safety problems along the curved segment of CTH D at Moraine Drive. Because of the high crash rate and one fatality, this project will be completely covered by federal funding.

Item 16 CTH E, Woodland Drive Intersection – This project corrects the safety problems along the curved segment of CTH E at Woodland Drive. Construction will begin in 2022 to correct the high number of run-off-the-road crashes and a fatality.

Item 17 CTH VV, Hickory Street to CTH F – The existing pavement is nearing the end of its service life and is in need of resurfacing/rehabilitation and had a low pavement condition index rating.

Item 18 CTH D, Calhoun Road to 124 Street Rehab - The pavement along this 3 mile long portion of CTH D requires reconditioning. Bussler said this project involves the rehabilitation of CTH D between Calhoun Road and 124th Street and the rehabilitation of the culverts at Deer Creek. The roadway will be rehabilitated with minor shoulder and intersection improvements.

Item 19 CTH ES, Fox River Bridge – A bridge rehabilitation report was completed for this project, which recommended deck repairs and a deck overlay. To meet federal funding eligibility requirements regarding shoulder widths, the project scope was expanded to become a substructure widening and concrete deck replacement. The project has been re-scoped back to the original intent to repair and overlay the existing bridge deck, which means the project will no longer be eligible for federal funding.

Item 20 CTH Q, Oconomowoc River Bridge – This project is a replacement of the bridge with a single span slab anticipated, but various structures have been investigated. Reconstruction of additional approach roadway will be required. Federal bridge aid is anticipated to be used on this project.

Item 21 CTH XX, Pebble Brook Creek Bridge – This project involves overlay of the CTH XX bridge over Pebble Brook Creek. A concrete overlay is anticipated, but several overlay types will be considered during design. This project is delayed because the project was not approved for federal funding for the 2015 application, but the County will make application for funding this year.

Item 22 CTH I, Fox River Bridge – This rehabilitation project is expected to include superstructure replacement, railing replacement, approach paving, approach guardrail replacement, repair of riprap slope paving, and painting of the pier columns. Roadway shoulders over the bridge will accommodate bicycles and the project does not include bridge widening for a bicycle trail. Following DOT approval of the rehabilitation report, the County will apply for federal bridge aid. The substructure and girders are generally in good condition but the girders do not have adequate load-carrying capacity for current design standards.

Item 23 CTH F, N.B. Bridge at Green Road – The scope of this project includes concrete overlay of the wearing surface and reconstruction of the concrete bridge railings. The structure is not currently eligible for federal bridge aid, however it is anticipated the bridge's deterioration over the last two years will soon lower the rating. Therefore, it is appropriate to initiate a project now given the time frame required to secure federal funding on bridge rehabilitation projects.

Item 24 CTH VV, W.B. Bridge Over Menomonee River – The scope of this project includes concrete deck replacement and guardrail upgrading. Following DOT approval of the rehabilitation report, the County will apply for federal bridge aid. As of 2016 the deck wearing surface indicates 20% delamination or debonding of the previous overlay. It is anticipated the bridge's deterioration over the last two years will soon lower the rating. Therefore, it is appropriate to initiate a project now given the time frame required to secure federal funding on bridge rehabilitation projects.

Item 25 CTH O, CTH ES to STH 59 Rehabilitation – This 2.3 mile long rehabilitation/reconstruction project includes replacing existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, adding sidewalks and storm water improvements. Traffic control will be a major

challenge for this project and federal funds will partially offset the cost of design and construction. Bussler said this is one of the most important roads in the County and this is a very large project. Swan asked if there is a total for all the Moreland Road projects. Bussler listed several of the projects and Evans provided an estimate.

Item 26 CTH DE, Wild Rose Lane to Oak Court – This new project in the Town of Genesee will correct the safety problems along the curved segment of the highway. Proposed improvements include addressing concerns like adding pavement safety edges, improving clear zones, adding center line and shoulder rumble strip pavement markings to alert motorists approaching and driving through the curved segment, and other existing potential hazards. Evans discussed the problems with speed limits on a road where there is such a winding curve.

Item 27 CTH T, Northview Road to I-94 – This 0.9 mile long rehabilitation/reconstruction of this City of Waukesha highway includes milling and replacing existing asphaltic pavement, base repairs to the underlying concrete pavement, minor reconfiguration of intersections to improve safety, replacing or upgrading older traffic signals, storm water improvements and adding additional sidewalks. Traffic control will be a major challenge for this project, as traffic volumes are approximately 24,000 vehicles a day.

Item 28 CTH VV, CTH E – Intersection – This new proposed project in the Town of Merton will correct safety problems by installing a roundabout. Improvement to the CTH E vertical alignment by removing a dip at the crossing of CTH E and the Bugline bicycle trail will make it safer for crossing bicycle traffic.

Item 29 CTH KF, CTH JK – Intersection – The proposed solution to correct this safety problem in the Town of Lisbon is to install a traffic signal in conjunction with turn lane improvements. A roundabout was ruled out due to the steep vertical geometry on CTH KF. The high number of collisions are attributed to several causes including cross traffic going through the two-way stop intersection, visibility of south bound traffic is limited by terrain and vegetation, and CTH JK motorists report the assumption the intersection is a four way stop.

Item 30 Bridge Aid Program 2018-2022 – This program provides assistance to municipalities for the replacement of large drainage structures. The program normally provides 50% of the funding for engineering, design and construction of town and village initiated projects without federal or state aid. Projects do not require departmental budget operating expenditures and are reviewed by County engineering staff.

Item 31 Culvert Replacement Program 2018-2022 – Culverts are replaced annually because of deterioration. Larger culvert structures that require extensive design, more land acquisition and higher construction costs are addressed. The County averages one or two culvert replacements per year and locations are not normally known until the year they are to be replaced. Projects do not require departmental budget operating expenditures and are reviewed by County engineering staff.

Item 32 Repaving program 2018-2022 – This project resurfaces/rehabilitates county trunk highways to remove distressed areas and provide improved riding surfaces. The Department's goal is to pave 20 lane miles of roadway annually. Crush, relay, and surface or other alternative methods will be used as necessary in lieu of patch and overlay. The Pavement Inspection Program determines sections of highways in need of repaving, along with cost of shouldering, and parking lots at the Department's substation facilities. Typical useful life of pavement is 15 years, and as it ages the surface tends to rut and crack due to vehicle loads and weathering of the asphalt.

Item 33 Signals & Safety Improvements – Roadway safety is addressed through upgrades to existing traffic signals and new locations where traffic signals are warranted, as well as locations where there are safety concerns. Intersections with poor roadway geometry are studied for signal and roundabout alternatives. Beginning in 2018, intersection and safety projects will be introduced separately and evaluated on their merits

against all other capital projects. As the County population grows, roadway vehicular traffic volumes and crashes increase, resulting in the need to install new traffic signals or roundabouts, to make geometric changes to reduce crash rates, delays and congestion. Some existing older signals need new features such as turn arrows and pedestrian phases.

MOTION: Hammitt moved, second by Whittow to recommend approval of Public Works Capital Projects to Executive Committee. Motion carried 7-0.

Update on County Highway Association Board Meeting

Swan provided an overview of the County Highway Association Board of which he is a committee member, and Public Works Director Allison Bussler is the Southeast District Commissioner. The most recent event was the Annual Road School September 11-14 in Wisconsin Dells. Agenda topics of the event included successful pavement maintenance, load securement and truck overloading, grinding safety, trailer safety, air break certification, winter maintenance, and sustainable salting, among other topics. There is an annual Winter Road School and Summer Road School.

Legislative Update

Spaeth said the Assembly took up the budget. Several of the Governor's provisions were kept, including state prevailing wage, the joint agency bill and exempted personal property tax. The increase in bridge aids routine maintenance was kept, but not all local road improvement funding. There are concerns because I94 East-West funding was not included. If it is approved at a later time the environmental study will need to be redone. The Senate will take up the budget on Friday. They are saying they do not have the votes to pass it. The Senate and Assembly passed Foxconn. There are two bills over tax assessing big box stores such as Walgreens, Nordstrom and others as if the stores were empty. The bills would prevent them from going through loopholes. Answering several questions from Supervisors about the budget, Spaeth said there is a list of budget items County representatives wanted to see included before passing it.

MOTION: Morris moved, second by Johnson to adjourn the meeting at 10:51 a.m. Motion carried 7-0.

Respectfully submitted,

Richard Morris
Secretary