

CITY OF FRANKLIN
BOARD OF WATER COMMISSIONERS
SPECIAL MEETING*

THURSDAY, MAY 14, 2015 AT 5:00 P.M.
FRANKLIN CITY HALL COMMON COUNCIL CHAMBERS
9229 WEST LOOMIS ROAD, FRANKLIN WISCONSIN

AGENDA

- I. Call to Order, Roll Call and Pledge of Allegiance
- II. Citizen Comment Period and Correspondence
- III. **Water Main Extension Request – 9120 S. St. Martins Road (Keller) (Matt Talbot Recovery Services, Inc. 5 to 8 bedroom State licensed Community Based Residential Facility project application; 9132 South 92nd Street; Tax Key No. 886-9987-000) (May 5, 2015 Common Council direction to staff to set special meetings for the Board of Water Commissioners, the Common Council and the Plan Commission for the evening of Thursday, May 14, 2015 on this matter)
- IV. Adjournment

*Notice is given that a majority of the Common Council and Plan Commission may attend this meeting to gather information about an agenda item over which the Common Council and Plan Commission have decision-making responsibility. This may constitute a meeting of the Common Council and Plan Commission per State ex rel. Badke v. Greendale Village Board, even though the Common Council and Plan Commission will not take formal action at this meeting.

**Supporting documentation and details of these agenda items are available at City Hall during normal business hours.

APPROVAL	REQUEST FOR COUNCIL ACTION	MTG. DATE
Reports & Recommendations	SUBJECT: Analysis of Water Service to Matt Talbot Recovery Services 9132 S. 92 nd Street.	05/14/2015 ITEM NO.

BACKGROUND

Common Council has asked the Franklin Engineering Staff for additional information related to the Matt Talbot Recovery Services development at 9132 S. 92nd Street.

This analysis provides information as to “*alternatives with regard to the routing of service to that area and the public water system as a whole, the cost comparison expenditures of public funds for such potential alternate routes, and the description of the developed and undeveloped areas of the city which may be served by the public water supply for such potential alternate routes.*”

ANALYSIS

Staff completed a cost estimate separate from any information provided by the developer. If the developer were to complete the project as previously approved, they would do the full engineering design and construction. Staff would review the final designs, actual bid and verify the City’s portion for upsizing.

There are six options discussed for water service to the referenced property. Exhibits illustrating each option are attached.

Option 1: Go to Ryan Road via St. Martins Road. This option consists of approximately 5,230 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward and eastward along St. Martin Road (Highway 100); crossing Ryan Road (CTH M); and connecting to a terminus of the existing water main on the south side of Ryan Road. A cost estimate of this option is approximately \$1,022,760. If the developer were involved, the City’s estimated cost is only \$406,440.

Features of this Option include:

- Increase flow throughout the City.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development and water transmission lines in the future.
- Connection of the two different pressure zones will require a one-way pressure-reducing valve.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.

Option 2: Go to End of Full Property via St. Martins Road. This option consists of approximately 2,200 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward along St. Martin Road (Highway 100); and terminating at a location on the south side of the proposed development property. A cost estimate of this option is approximately \$448,800. If the developer were involved, the City’s estimated cost is only \$168,600.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development and water transmission lines in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.
- City or future developer would need to extend water.

Option 3: Go to End of Development via St. Martins Road. This option consists of approximately 1,200 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward along St. Martin Road (Highway 100); and terminating at a location on the south side of the proposed development. A cost estimate of this option is approximately \$270,600. If the developer were involved, the City's estimated cost is only \$90,000.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.
- City or future developer would need to extend water.

Option 4: Go to Ryan Road via 92nd Street. This option consists of approximately 3,630 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; and terminating at Ryan Road (CTH M); A cost estimate of this option is approximately \$776,000. If the developer were involved, the City's estimated cost is only \$339,680.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

Option 5: Go to End of Full Property via St. Martins Road. This option consists of approximately 2,130 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; terminating at a location on the south side of the proposed development property. A cost estimate of this option is approximately \$480,000. If the developer were involved, the City's estimated cost is only \$210,100.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

Option 6: Go to End of Full Development via St. Martins Road. This option consists of approximately 1,180 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; terminating at a location on the south side of the proposed development (approximately 810 feet

along the property line) A cost estimate of this option is approximately \$296,400. If the developer were involved, the City's estimated cost is only \$126,720.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

RECOMMENDATION

As per previous Board of Water Commissioners positive recommendation to Common Council, Staff concurs that the previous plan- similar to **Option 6 is most advantageous to the City**. This opinion is recommended considering the following reasons:

1. Routes to Ryan Road are ultimately important to the development of the City. With the recent construction of the Ryan Creek interceptor, it is anticipated that the Ryan Road corridor will develop and have need for increased water service. If connection were needed immediately, the existing terminus east of the Ryan Road / St. Martin Road intersection is the closest connection. If the City needed to pay for the extension, this is the shortest and least expensive route. However, with the full development of the Ryan Road corridor, the 92nd Street route represents the least distance to make the connection and is less transmission (16") pipe to maintain over time.
2. It is unknown what developments may occur east of St. Martins Road. However, that whatever type and size of development, that developer(s) would be responsible for extension of the water service. There is a large residential subdivision west of 92nd street that does not have water service. If wells become unusable, as is not uncommon throughout the City, the City would need to extend water service at the costs of existing homeowners. Access of water service from 92nd Street would be less expensive than from St. Martins Road.
3. Connection of the City's two pressure zones will require a one-way, pressure-reducing valve so that water will not continually flow from the high zone (St. Martin Road) to the low zone (Ryan Road). This valve would prevent re-pumping of water from the low zone to the high zone at other locations within the system. However, it would allow efficient flow of water to Ryan Road if a high demand event (such as fire flow) and would also minimize stale water in the high zone. Because development on Ryan Road has not occurred nor is imminent, the installation of this valve is not desirable in that they are known to be high maintenance issues. I am aware of a community that converted several of these valves to closed valves because of the maintenance problems and is dealing with the resulting dead water problems (e.g. Rusty water, taste/odor problems; more flushing required, etc). These valves serve an important purpose but should be minimized and not installed until needed.
4. Service to a customer is always desirable if it is on the same side of the road. Digs to repair failure prone locations are desirable in yards instead of paved streets. In addition, services under local roads are preferred to county and state roads because of increased permitting and traffic control needed if a dig were needed under pavement. For both of those reasons, 92nd street is a preferred location for the water main, as well as the connecting services.
5. The City Water Utility is currently undergoing consideration of how much, if any, utility rates need to increase. To date, those discussions have not considered bearing the full cost of extending water mains to Ryan Road. The practice of paying developers to upsize water main is a very cost effective means of achieving adequate water distribution systems. Testimony has previously been presented to Council that requirements of the developer to extend water to

Ryan Road or to the end of the property does not make this specific project feasible. If this property were to be developed as residential, it would need public water. The residential neighborhood to the west illustrates that wells are an acceptable means of supplying water to residential properties in this area. Therefore, developments that extend public water supply are advantageous to the Water Utility. The Matt Talbot Recovery Services project will extend public water.

6. It would be most advantageous to the City water utility if a developer were to install the water as far as Ryan Road or at least to the end of the property. As discussed above, it is unlikely that the water would be extended by another developer for this property. It is more advantageous to the City that the water is extended to the proposed point of termination at the end of development instead of the property line or Ryan Road.
7. A concern about approval of this request is a fairness issue to other properties and developers who do not want to abide by the City's longstanding policy of making a developer extend utility services to the opposite edge of a parcel. This situation is unique in that the developer needs to go approximately 1,000 feet to reach public water and then extend it along and beneath a state highway. This is highly expensive and it is preferred that a private developer pay this premium and not the City water utility.

FISCAL NOTE

City Water Utility will pay for upsizing water main from 8-inch to 16-inch. **Actual costs yet to be determined.** A summary of the cost estimates (prepared by Staff without detail site information and preparing detailed design) is as follows:

Option	Description	Cost to City If No Development	Cost to City if Development Installs
1	Go to Ryan Road via St Martins Road	\$1,022,760	\$406,440
2	Go to End of Property via St Martins Road	\$448,800	\$168,600
3	Go to End of Development via St Martins Road	\$270,600	\$90,000
4	Go to Ryan Road via 92nd Street	\$776,000	\$339,680
5	Go to End of Property via 92nd Street	¹ \$480,000	² \$210,100
6	Go to End of Development via 92nd Street	³ \$296,400	⁴ \$126,720

Notes:

¹ Previous information supplied by developer = \$341,968

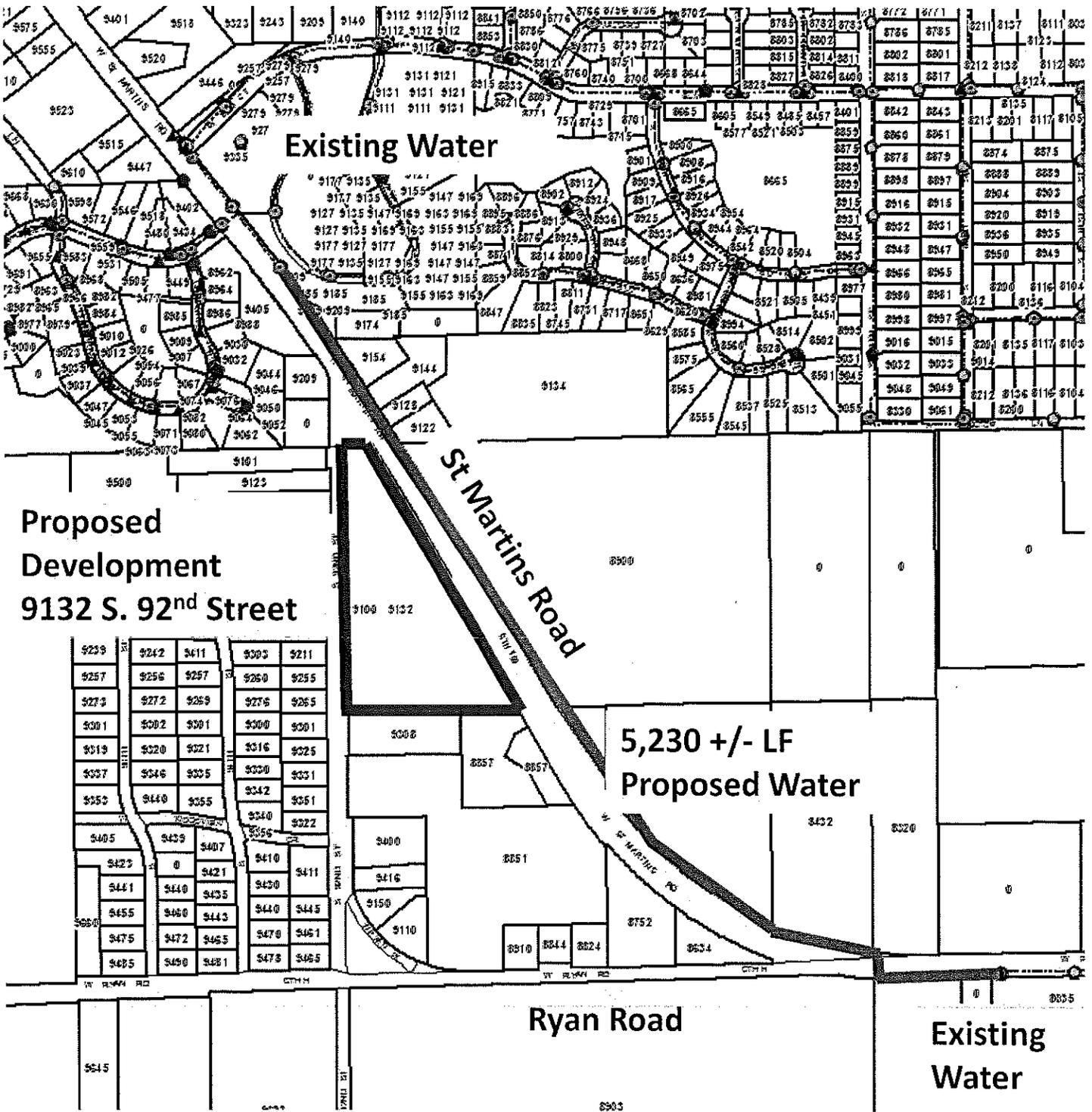
² Previous information supplied by developer = \$106,978

³ Previous information supplied by developer = \$177,707

⁴ Previous information supplied by developer = \$68,713

RECOMMENDATION

As previously recommended, motion to allow Matt Talbot Recovery Services, Inc. to extend water main along St. Martins Road, 90-degree bend to 92nd Street, and past driveway to terminate water main at a possible future lot line. Total extension approximately 810 feet along the property line. Furthermore, the prospective property owner must agree to not oppose assessment for extension of water main in future



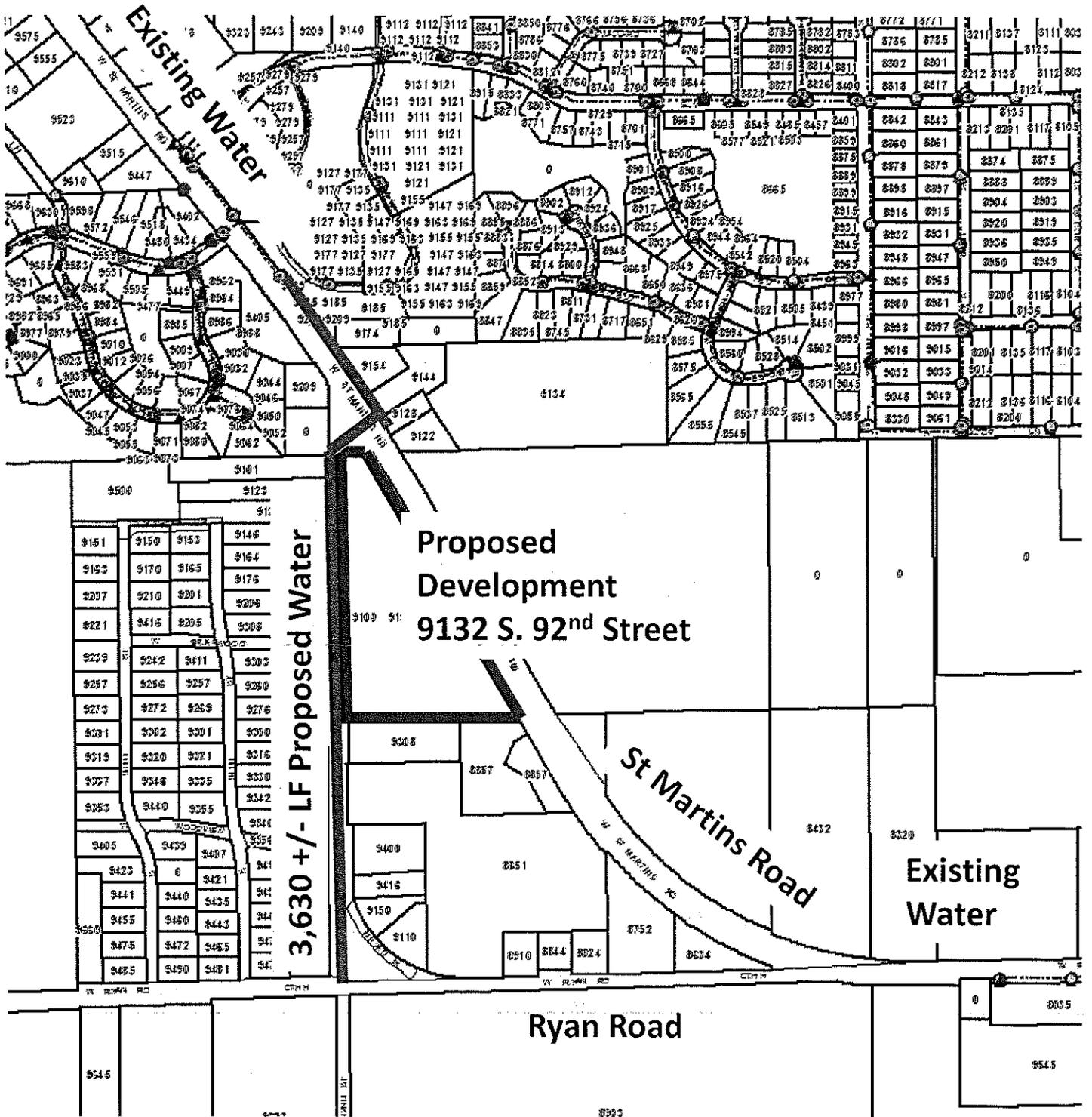
Matt Talbot Recovery Services
Water Main Extension Option 1
Go to Ryan Road via St. Martins Road



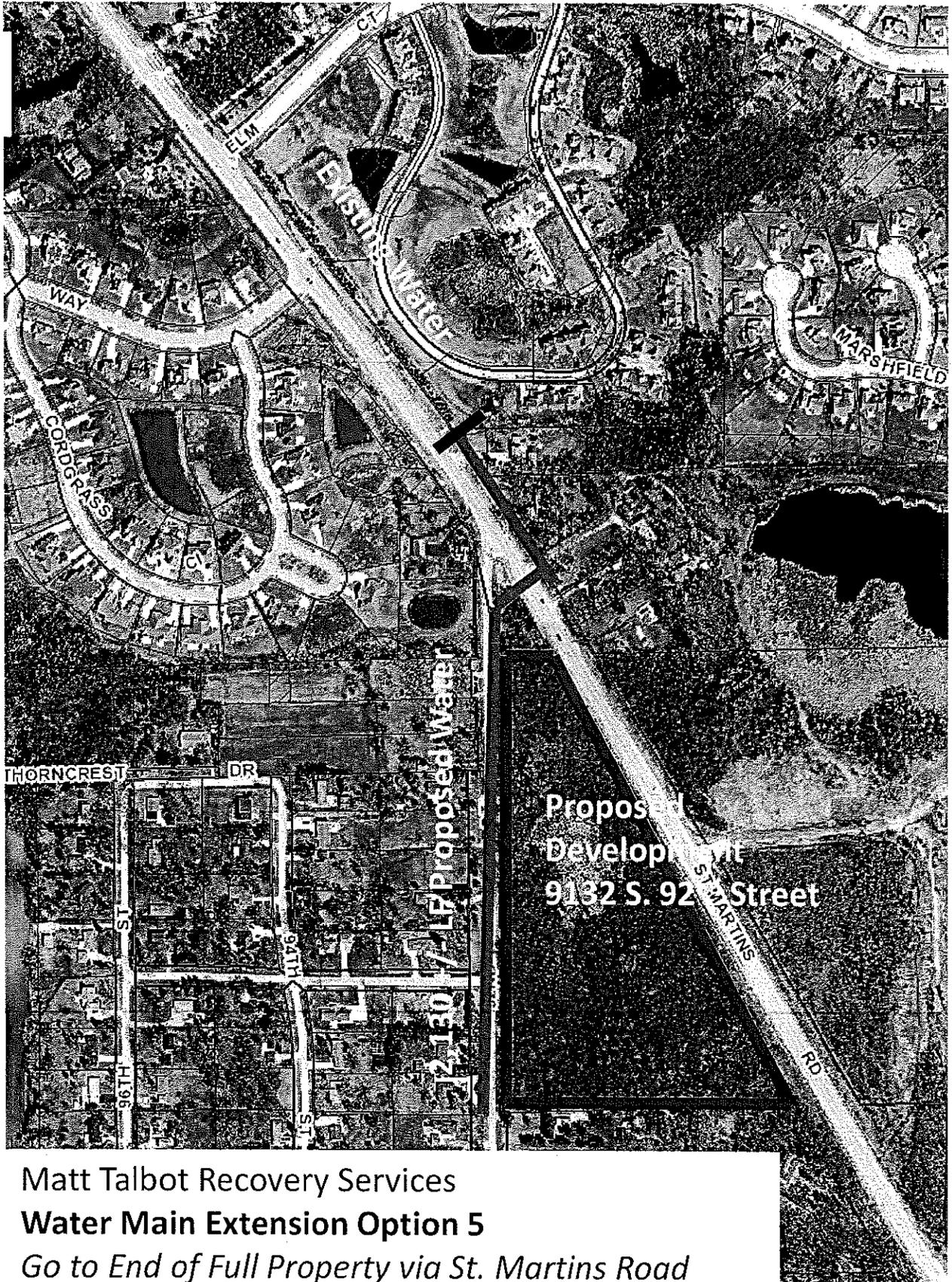
Matt Talbot Recovery Services
Water Main Extension Option 2
Go to End of Full Property via St. Martins Road



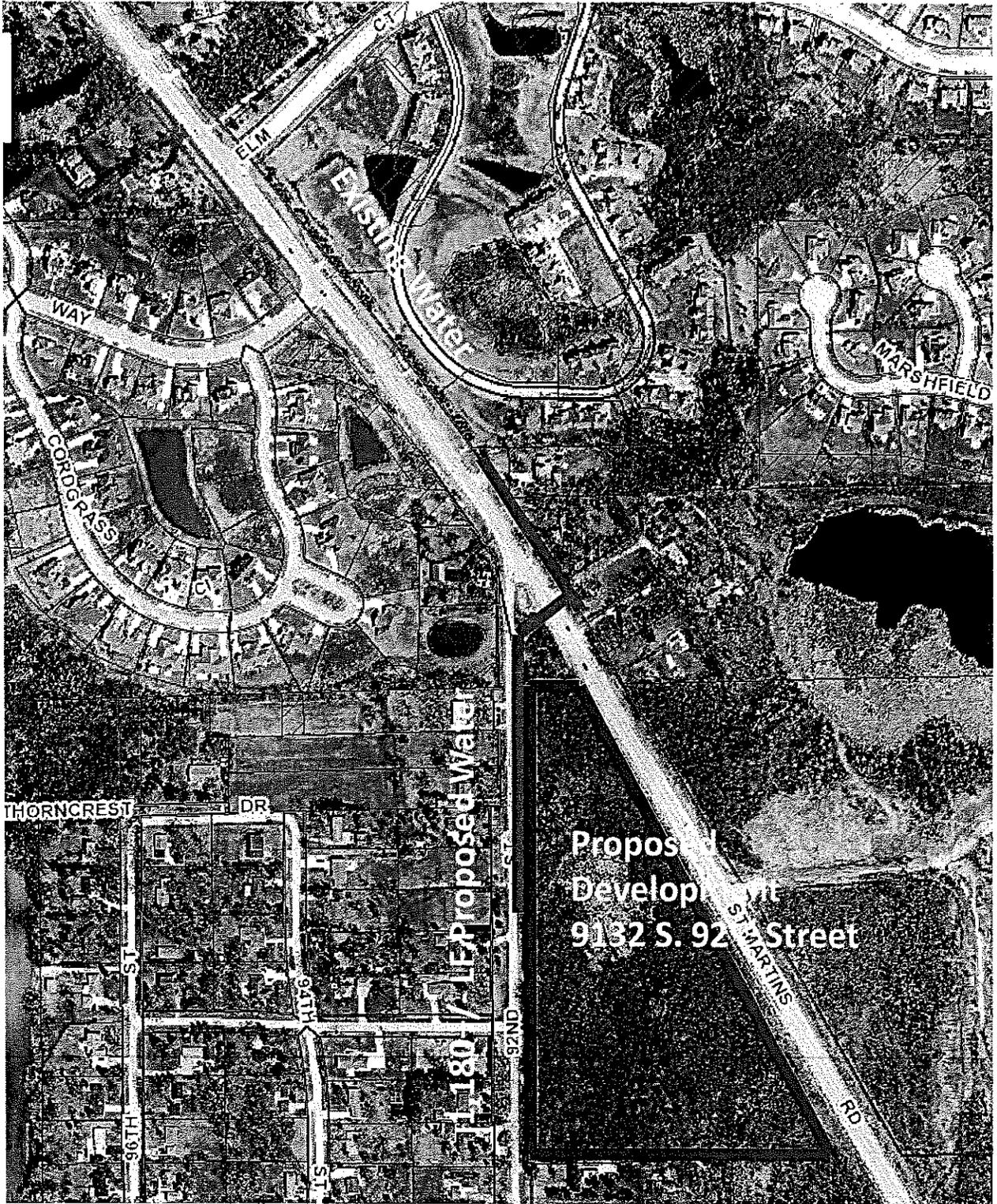
Matt Talbot Recovery Services
Water Main Extension Option 3
Go to End of Development via St. Martins Road



Matt Talbot Recovery Services
Water Main Extension Option 4
Go to Ryan Road via 92nd Street



Matt Talbot Recovery Services
Water Main Extension Option 5
Go to End of Full Property via St. Martins Road



Matt Talbot Recovery Services
Water Main Extension Option 6
Go to End of Full Development via St. Martins Road