APPROVAL Slw	REQUEST FOR COMMON COUNCIL	MEETING DATE 02/07/17
REPORTS & RECOMMENDATIONS	SMARTNET NORTH AMERICA HOSTING PROPOSAL (ROBERT SHARP, SMARTNET PROJECT MANAGER, APPLICANT)	G.7.

On January 18, 2017, Mr. Robert Sharp of SmartNet North America sent the Department of City Development and Engineering Department staff the attached proposal to locate a SmartNet owned global navigation satellite system (GNSS) reference station at a City of Franklin facility.

SmartNet has indicated that the City of Franklin Department of Public Works building, 7979 W. Ryan Road, as well as the Police Station, 9455 W. Loomis Road, meets their location and site selection criteria.

Staff finds that the Public Works building may be a suitable option. Staff would also suggest consideration of the City's Sewer and Water building located at 5550 W. Airways Avenue.

The DPW building and Police Station are zoned I-1 Institutional District. The Sewer and Water building is zoned M-1 Limited Industrial District. The 2025 Future Land Use Map designates the DPW building as "Commercial," the Police Department as "Institutional" and the Sewer and Water building as "Communication and Utilities."

At any of the above mentioned sites, staff anticipates the process involving Common Council approval of the location, site/building plans and a lease agreement. Inspection Department approval of any required Building and Electrical Permits will also be needed.

As indicated in the request, in exchange for a location SmartNet has offered to compensate the City annually, provide the City with a subscription to the network or provide the City with a GPS unit.

If the Council is interested, staff recommends a motion to allow staff to work with SmartNet to bring back to Council a final location and draft agreement. Staff will take into account Council discussion and input from references provided by SmartNet.

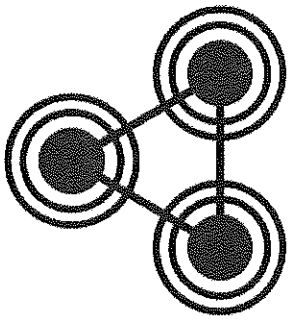
COMMON COUNCIL ACTION REQUESTED

Provide direction to staff to pursue an agreement with SmartNet North America and return to a future Common Council meeting with a location and draft agreement to allow SmartNet North America to locate a GNSS reference station at a City facility.

Or

A motion as deemed appropriate by the Common Council.

Department of City Development: NJF



SmartNet North America

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City of Franklin

Hosting Proposal

2017

Background

SmartNet North America

Leica Geosystems, Inc. launched SmartNet North America on March 1, 2010. SmartNet is a subscription based service offering GNSS Network RTK corrections throughout North America with Leica Geosystems directly operating, managing, and maintaining all segments of the network. From the reference stations in the field to the server and IT infrastructure, SmartNet offers a turnkey solution.

SmartNet provides GNSS Network RTK coverage in 26 US States and 6 Canadian Provinces, to anyone in need of Precision GNSS corrections. This includes the precision ag, construction, engineering, surveying and mapping markets.

In Wisconsin, SmartNet covers most areas throughout the state, including all the major metropolitan areas.

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Hosting Proposal

SmartNet would propose to mount a SmartNet owned GNSS reference station at a City facility in Franklin, WI. The station consists of the following:

- GNSS Antenna (Fig. 1)
- 80" Aluminum Mast (Fig. 2) or 120" – 192" Steel Mast & Monumentation (Fig. 3)
- LMR400 Antenna Cable
- GNSS Reference Station (Fig. 4)
- Power Supply

The needs for the station are minimal; we only require a suitable masonry structure to attach the aluminum mast or if a suitable structure is not available a small area to install a 2' concrete pillar (similar to a standard pillar for a light pole base) to secure our antenna mast and GNSS antenna that provides a clear and unimpeded view of the sky. Once secured, the mast will support the GNSS antenna cable and provide the necessary horizontal stability to determine the antennas position to +/- 5 mm (Fig. 1). We then route the antenna cable from the antenna into the building to a mutually agreeable location. The GNSS receiver is then secured to a wall or provided enclosure (Fig. 4), and the antenna cable is terminated and connected to the receiver.

The receiver will require an electrical outlet, as well as a connection to the internet. This internet connection can be provided either by the host or SmartNet can arrange to have internet service brought to the site independently. All hardware, labor and installation costs would be covered by SmartNet.

In return for providing us with a host location, SmartNet would compensate the City with either an annual payment, a subscription to the network, or if it is of interest we could provide the City a GPS unit for the City's use in their standard construction, maintenance and engineering operations.

Example Photos

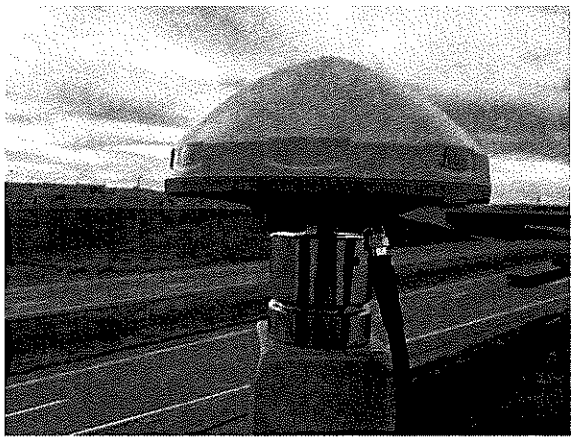


Fig.1 GNSS Antenna

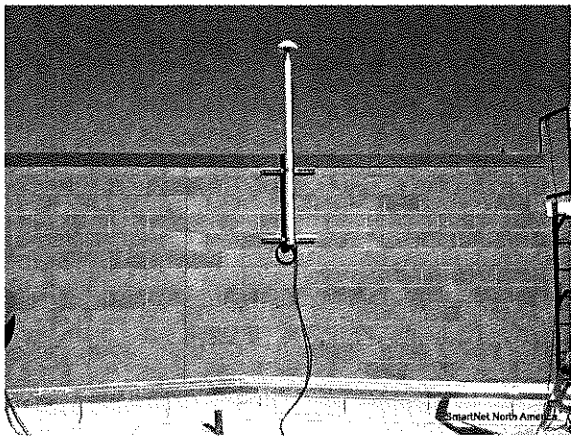


Fig.2 - 80" Aluminum Mast

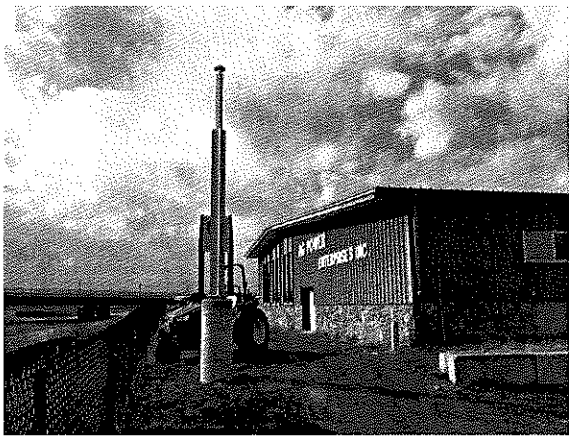


Fig. 3 - 144" Steel Mast

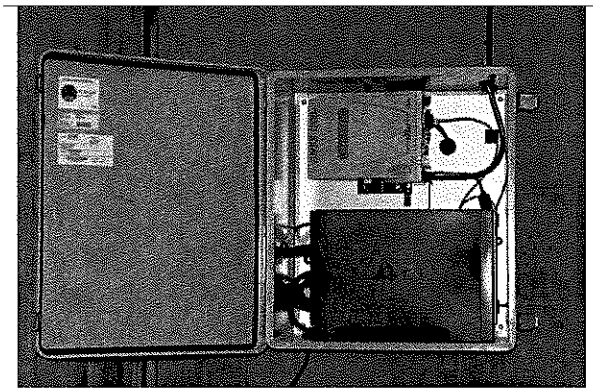


Fig. 4 – GNSS Reference Station Receiver

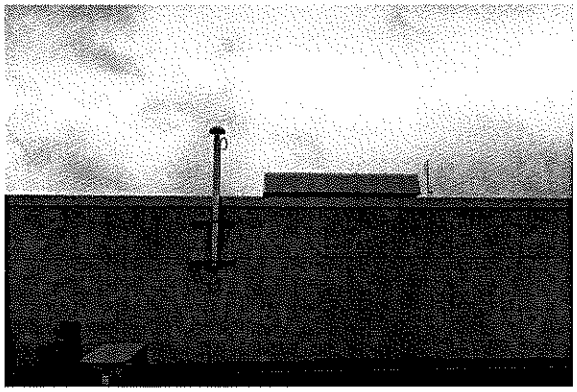
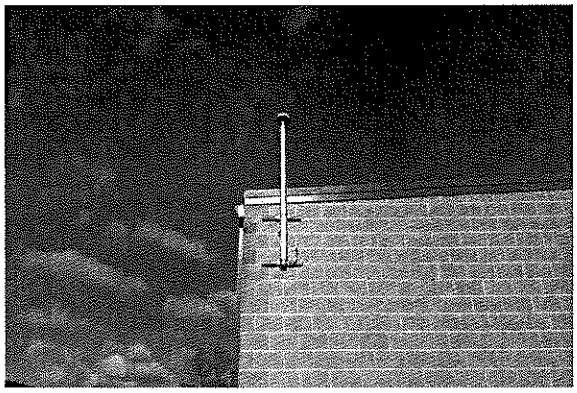


Fig. 5 – Additional Examples



Hosting References

SmartNet has worked with a number of cities in Wisconsin and Colleges and would submit the following references for your information.

City References

City of Port Washington
Robert J. Vanden Noven, P.E.
262-268-4267
rvandennoven@ci.port-washington.wi.us

City of Sheyboygan
Michael P. Born, P.L.S.
920-2980-7257
Michael.born@sheyboyganwi.gov

City of Onconomowoc
Lucas Caine, P.E.
262-569-6870
lcaine@onconomowoc-wi.gov

College References

Blackhawk Technical College
Steven Kormanak
608-757-7766

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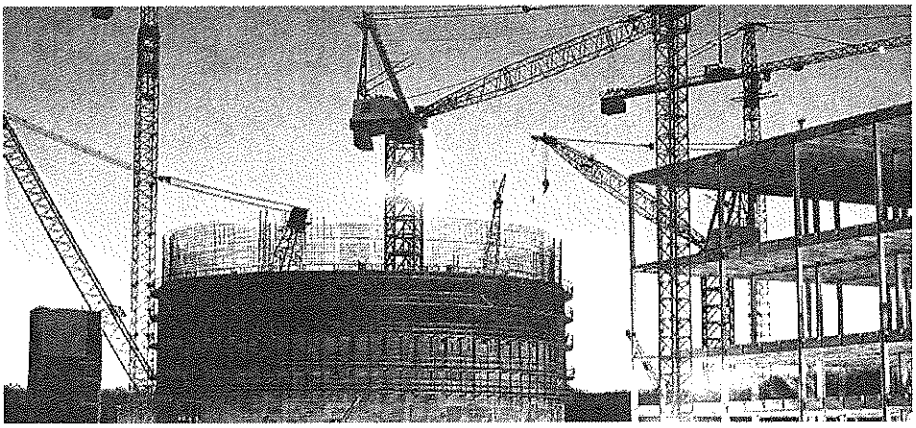


SmartNet News

SmartNet Expands in Western Canada

SmartNet announces its expansion into the Western Canada market with the incorporation of the Pleiades reference station network in partnership with Spatial Technologies. Read More

SmartNet Expands in Georgia!

SmartNet North America expands in eastern & southern Georgia, adding 30 new stations to improve coverage & service offerings! Read More

About Us

SmartNet is the first commercial GNSS (Global Navigation Satellite System) Network to allow for a single connection point for coverages across North America! SmartNet currently contains around 600 sites, providing both GPS only and GPS & GLONASS coverages, with full GNSS coverages being our long term goal.

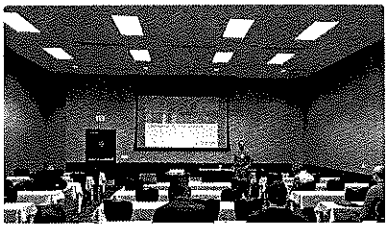
Our subscription services are available at the State, Regional, National, or North America wide level for any application requiring precision GNSS corrections.

Twitter Updates

Tweets by @smartnet_na

SmartNet N. America
@smartnet_na

About to kick off at WSLS Institute 2016! SmartNet launches in WI!



Embed View on Twitter

Why SmartNet?

SmartNet is truly unique in the industry, between understanding customers' needs, developing and using the latest GNSS technologies, and having the people and process to offer support that is second to none. SmartNet provides unparalleled flexibility for its users in the field.

Want to know more?

Benefits

SmartNet offers its users many unique features and benefits, none of which matter if it doesn't save you time and help your bottom line. Take some time and see how SmartNet can benefit you and your company to maximize your use of GNSS positioning.

What can we do for you?

Get Information

We understand time is money. Down time in the field or not having all the information when you need it is lost dollars. We have developed a number of tools to make sure you are up to date with everything happening on SmartNet.

Information on demand!

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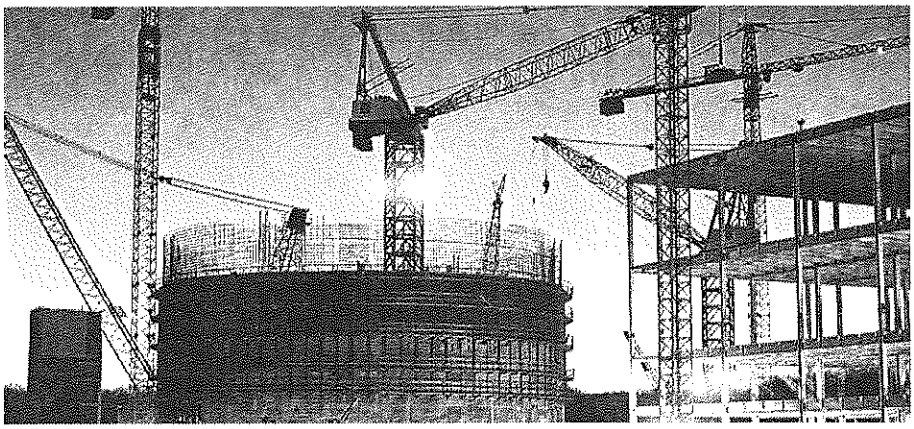

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Why SmartNet

While there are many network choices to precision GNSS users, SmartNet is truly unique in the industry. SmartNet was built to provide high-precision, high-availability Network RTK corrections for any application, using any constellation, while at the same time being open to all on a global scale. And while our competitors can trumpet one or two of these abilities, no other network can truly provide eveything we do.

So what truly makes us different?

First and foremost, it is our understanding of our customers needs. No network can be successful with out customers and we are constantly pushing ourselves to meet and exceed our customers expectations. This means being truly open to all makes and models of GNSS equipment. This means understanding reference frames and epochs and making sure we maintain the highest positional integrity possible with station coordinates. This means offering unparalleled support and having systems in place to assure the network, data products and information is available when the customer needs it.

Second, it is our technology. SmartNet is built on the most advanced GNSS reference station software platform in the world, Leica Geosystems GNSS Spider. Combine this with our GNSS receiver hardware, server infrastructure, failover systems and user portal and you have the most advanced and flexible network in the world. But as we all know, today's technology is not always going to be good enough. That is why we are constantly working with our customers to determine their needs and then working with our developers and technical resources to make sure we are ready not just today, but tomorrow as well.

And finally, what makes us unique? Our people. No where in the industry will you find a more dedicated and committed group of people. We truly love what we do and are never satisfied with good enough.

So why SmartNet? Well if we haven't convinced you yet, why not try us out and see. You can get a trial or more information by simply contacting us. We look forward to hearing from you!

Twitter Updates

Tweets by @smartnet_na

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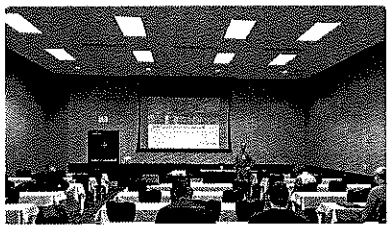

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Subscribe to SmartNet

To subscribe to SmartNet North America, please register & you will be contacted by your local SmartNet representative. You are just a few clicks away from using SmartNet North America.

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About Us

SmartNet was built to provide high-precision, high-availability Network RTK corrections for any application, using any constellation, while at the same time being open to all. Using industry standard Network RTK messages, users of SmartNet can expect centimeter-level accuracies tied to a common datum.

Learn More!

Benefits

SmartNet offers its users many unique features and benefits, none of which matter if it doesn't save you time and help your bottom line. Take some time and see how SmartNet can benefit you and your company to maximize your use of GNSS positioning.

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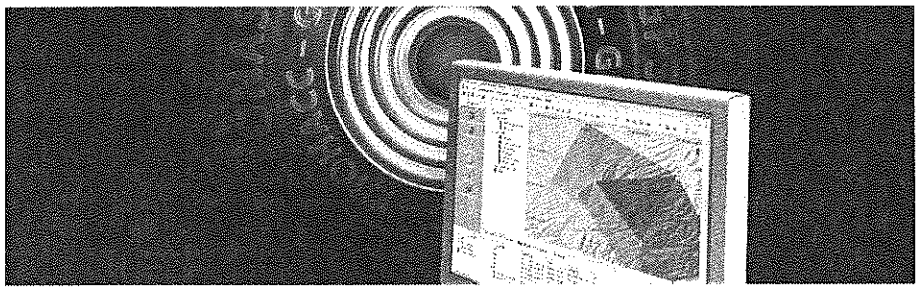

How It Works

Ten years ago, RTK surveys typically involved two GPS receivers (a base and a rover), a lot of batteries and cables, two radios, a tripod, a pole and a backpack to carry it all.

Today you can choose between a GPS or a GNSS receiver, and a radio or a mobile phone. Only a few batteries are required, no cables, and it all fits on the pole. And now, with the establishment of RTK Networks, you can also choose to work with an RTK rover within these Networks instead of setting up your own base-station.

Please use the links on the left to choose a topic you would like to know more about or simply click next below to work through our entire tutorial.

read more

An Introduction

Introduces RTK Networks, briefly describing how they work in comparison to Single Reference RTK, and highlights the economic advantages of using Network RTK.

- An Introduction
- Single Reference Station RTK
- Network RTK
- Network RTK—Is it worth it?
- Example—Using Network RTK
- Don't Forget!

Different Methods

Describes the different methods of Network RTK available in the US & Canada and the advantages and disadvantages of each. Includes the issues of traceability and the use of proprietary vs. standardized

- Different Methods
- Evaluating Network RTK Method
- Network & Rover Relationship
- Intro of Different Methods
- iMAX & VRS
- Master-Auxiliary Corrections
- Don't Forget
- Summary of Three Methods

APPROVAL	REQUEST FOR COUNCIL ACTION	MTG. DATE
Slw		02/07/2017
Reports & Recommendations	**SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISSION STUDY OF TRAFFIC FLOW AT THE INTERSECTION OF S. 51ST STREET AND W. DREXEL AVENUE**	**ITEM NO.** G.8.

BACKGROUND

At the June 7, 2016, Common Council Meeting:

> *Alderwoman Wilhelm moved to direct staff to request the Southeast Wisconsin Regional Planning Commission* [SEWRPC] *to proceed with a study of traffic flow at the intersection of S. 51st Street and W. Drexel Avenue. Seconded by Alderman Barber. All voted Aye; motion carried.*

SEWRPC collected data the week of October 31 then proceeded with an analysis. They met with Aldermen Wilhelm and Barber and Staff on February 2, 2017, to discuss the enclosed presentation.

SEWRPC is expected to finalize a report and present a summary at a future Common Council meeting. Common Council will be asked for direction on how to proceed. Should the intersection be:

1. retain all-way stop control with some enhancements?
2. construct traffic signals with right and left-turn lanes?
3. construct traffic signals with only left-turn lanes? or
4. construct a roundabout?

ANALYSIS

None at this time

OPTIONS:

None at this time

FISCAL NOTE

To be discussed at a future date

RECOMMENDATION

Place enclosed presentation on file

Department of Engineering GEM

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DRAFT

Traffic Study for the Intersection of S. 51st Street and W. Drexel Avenue

February 2, 2017

#235822

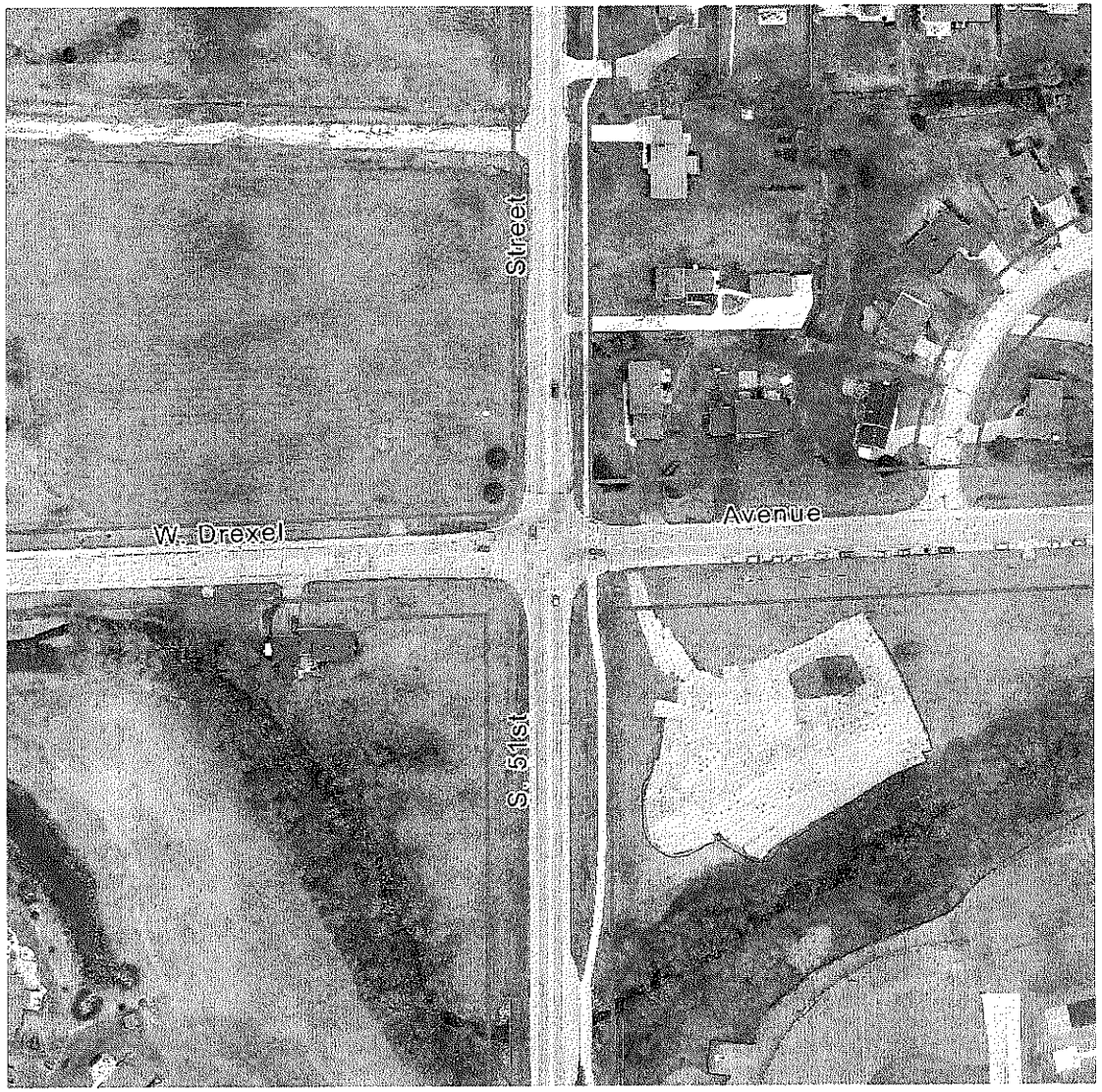
51st Street and Drexel Avenue Traffic Study

- City of Franklin requested Commission staff to conduct a traffic engineering study for the intersection of S. 51st Street and W. Drexel Avenue

- The study was requested to address excessive vehicle delay and queue length experienced at the intersection (particularly during student arrival and departure times at the nearby Franklin High School)

- The study analyzed the current operation of the existing all-way stop control at the intersection and identified and evaluated potential improvements to the operation of the intersection

Study Area - Intersection of S. 51st Street/W. Drexel Avenue



Right-of-way line

Study Steps

- Inventory and Problem Identification
- Identification of Alternative Intersection Improvements
- Evaluation of Alternative Intersection Improvements

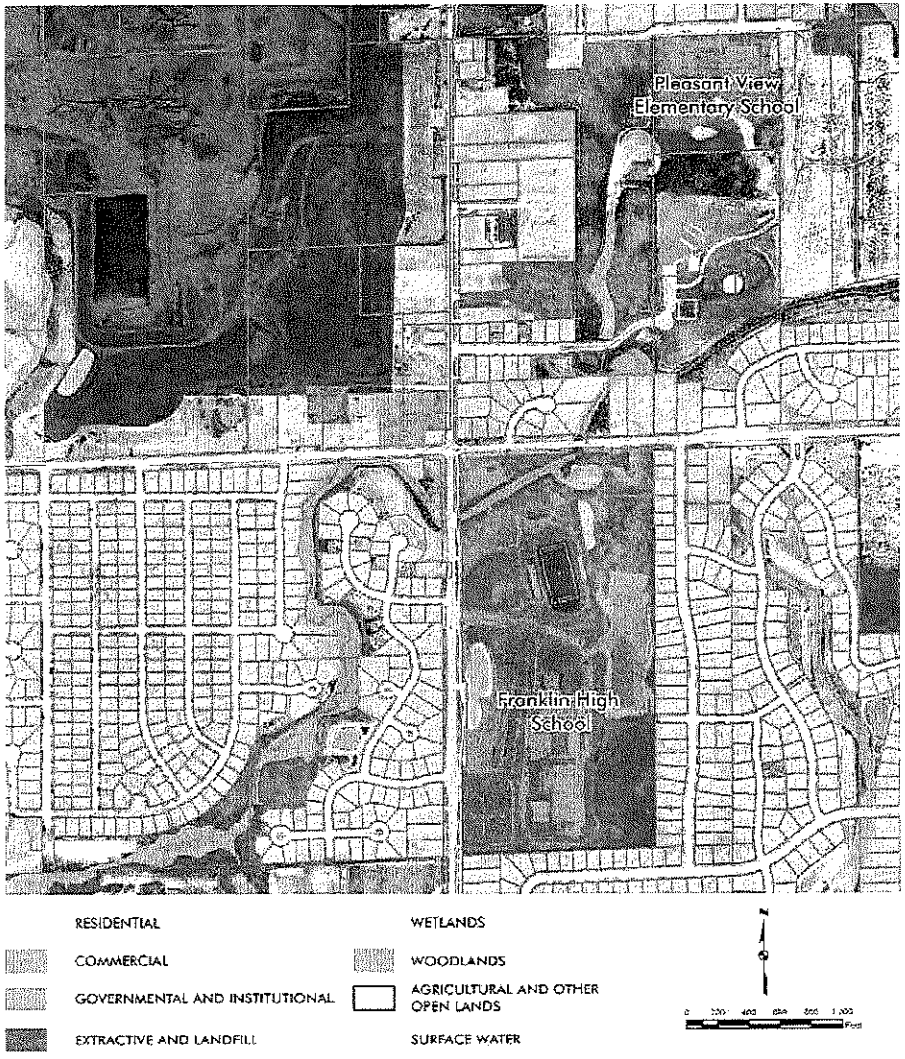
Inventory and Problem Identification

- Adjacent land use and features
- Existing intersection characteristics
- Existing and future traffic volume and turning movements
- Existing and future operating conditions
- Vehicle crashes

Existing Land Use

- NE Quadrant:
  - Residential Development
  - Pleasant View Elementary School
- NW Quadrant:
  - Payne and Dolan Quarry
- SE Quadrant:
  - Franklin High School
  - Residential Areas
- SW Quadrant:
  - Residential Area

EXISTING LAND USE IN THE AREA OF THE INTERSECTION OF 51ST STREET/DREXEL AVENUE



Franklin High School/Pleasant Valley Elementary School

- Franklin High School
  - About 1,500 students
  - 175 faculty/staff
  - Class begins at 7:20 a.m. and end at 2:34 p.m.
  - Transportation to/from school:
    - Buses: 25 buses in a.m. and 29 buses in p.m.
    - Parent drop-off/pick-up: over 400 in a.m. and over 100 in p.m.
    - Student Vehicles Parking: about 340
- Pleasant View Elementary School
  - About 500 students
  - 65 faculty/staff
  - Classes begin at 8:30 a.m. and end at 3:15 p.m.

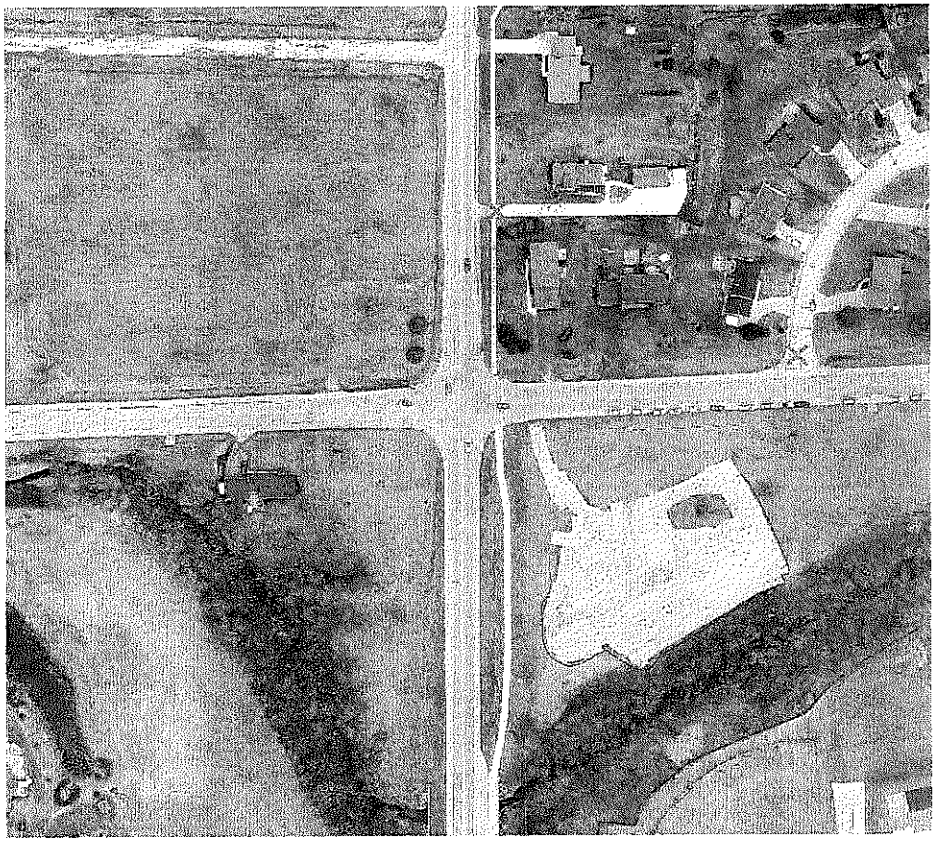
Residential Land Use Conflicts With Intersection

- Four driveways and one roadway in functional area of intersection (see note)
- Driveway and roadway access within intersection functional area can conflict with movements of traffic
- Queueing at the intersection could effect access in/out of the four driveways (particularly those closest to the intersection)

Functional area for stopped controlled intersection is determined:

- Upstream by distance needed for storage and deceleration of vehicle (sum of distance for lane storage, deceleration of vehicle, and for reaction of driver)
- Downstream by distance to avoid conflict between through vehicles and vehicles entering/existing roadway/stopping sight distance for 25 mph speed

DRIVEWAYS AND CROSS-ROADWAYS IN THE FUNCTIONAL AREA OF THE ROADWAY

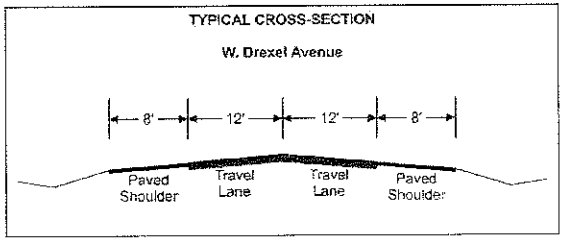


✕ Driveways in functional area of intersection

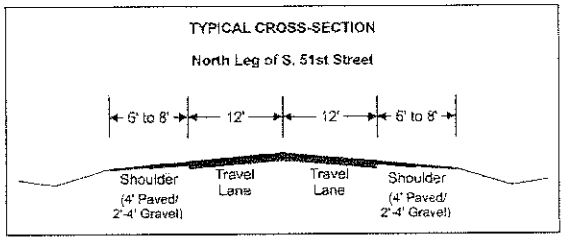
✕ Roadways in functional area of intersection

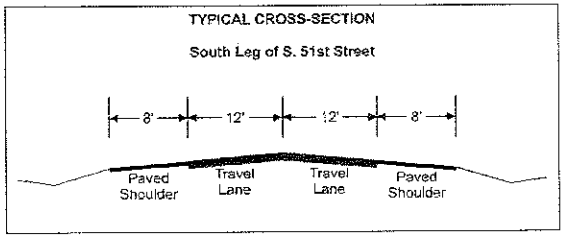
Existing Roadway Conditions

- W. Drexel Avenue
  - Rural Cross-section
  - Two 12-foot traffic lanes
  - 8-foot paved shoulders
  - Right-of-way
    - West of S. 51st Street – Generally 78 feet (98 feet for 170 feet immediately west of S. 51st Street)
    - East of S. 51st Street – 125 feet
  - No Sidewalks



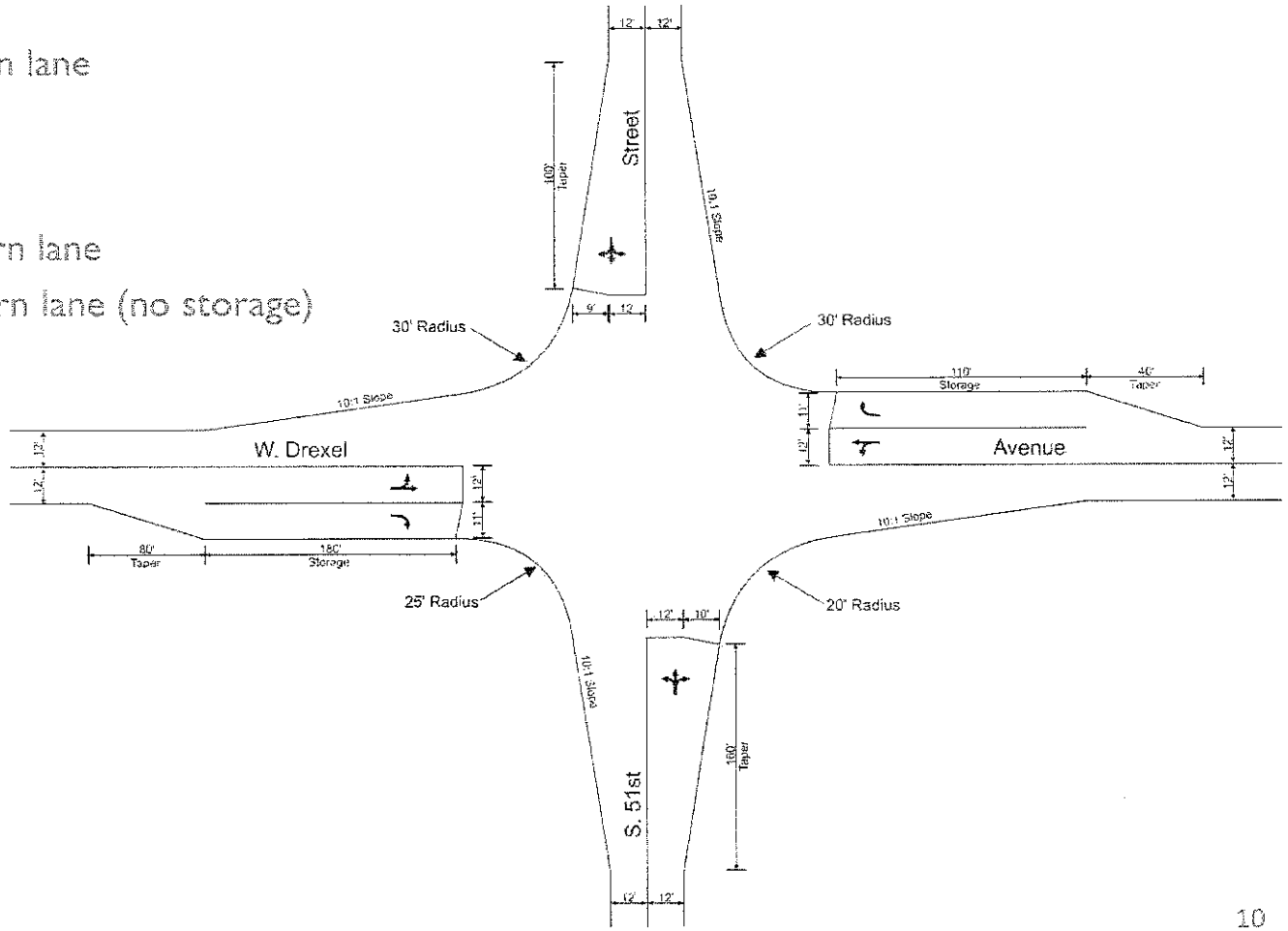
- S. 51st Street
  - Rural Cross-section
  - Two 12-foot traffic lanes
  - Shoulders:
    - North of W. Drexel Avenue – 4-foot paved/2 to 4-foot gravel
    - South of W. Drexel Avenue – 8-foot paved
  - Right-of-way
    - North of W. Drexel Avenue – 74 feet
    - South of W. Drexel Avenue – 120 feet
  - Sidewalk on east side of roadway





Existing Intersection of S. 51st Street/W. Drexel Avenue

- All-way stop controlled (AWSC)
- Drexel Avenue:
  - Through/left-turn lane
  - Right turn-lane
- 51st Street
  - Through/Left-turn lane
  - Tapered right-turn lane (no storage)



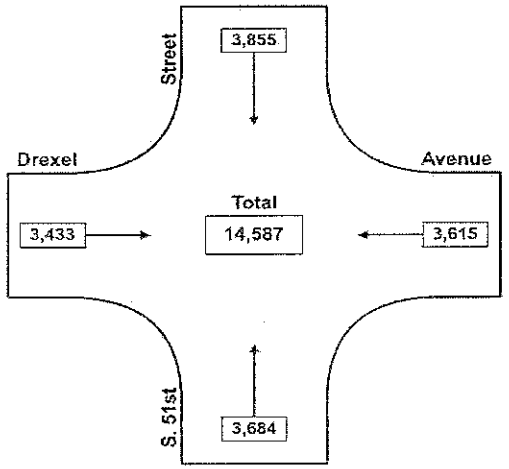
Existing Traffic Volume and Movement

- Commission staff utilized video collection equipment to collect traffic volumes and turning movements
- Collected data from 11:00 a.m. Monday, October 31, 2016 through 9:00 a.m. Thursday, November 3, 2016
- Vehicles collected included:
  - Automobiles
  - Trucks and buses
  - Bicycles
- Pedestrian Data Collected
  - Including bicycles using the crosswalk

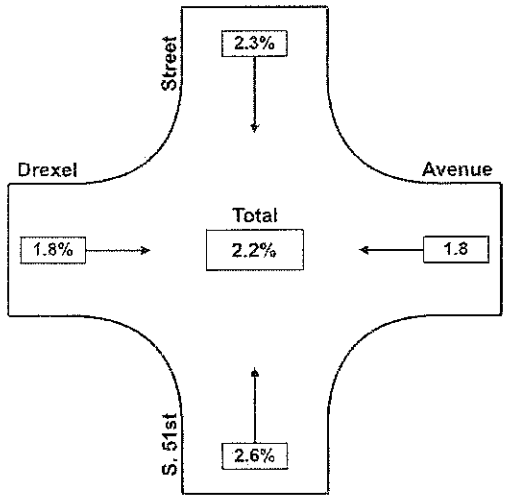
Existing Traffic Volume

- Existing volumes used in study based on traffic collected on Tuesday, November 1st and Wednesday, November 2nd
  - Two complete days worth of observed travel
  - Representative of average weekday traffic
- About 14,600 vehicles approached the intersection on average weekday
- Traffic is fairly balanced on all four approaches (3,400 to 3,900 vehicles)
- Total traffic includes automobiles, trucks, buses, and bicycles approaching the intersection
  - Automobile represents majority of traffic (about 98 percent) approaching the intersection
  - About 310 trucks and buses approach the intersection, representing about 2 percent of total traffic
  - 34 bicyclists travelled on the roadway on Tuesday, November 1st (only 3 bicycles were recorded on Wednesday, November 2nd, likely due to rainfall that day)
    - Bicycles observed on Tuesday were utilized in the study

AVERAGE WEEKDAY TOTAL TRAFFIC APPROACHING INTERSECTION

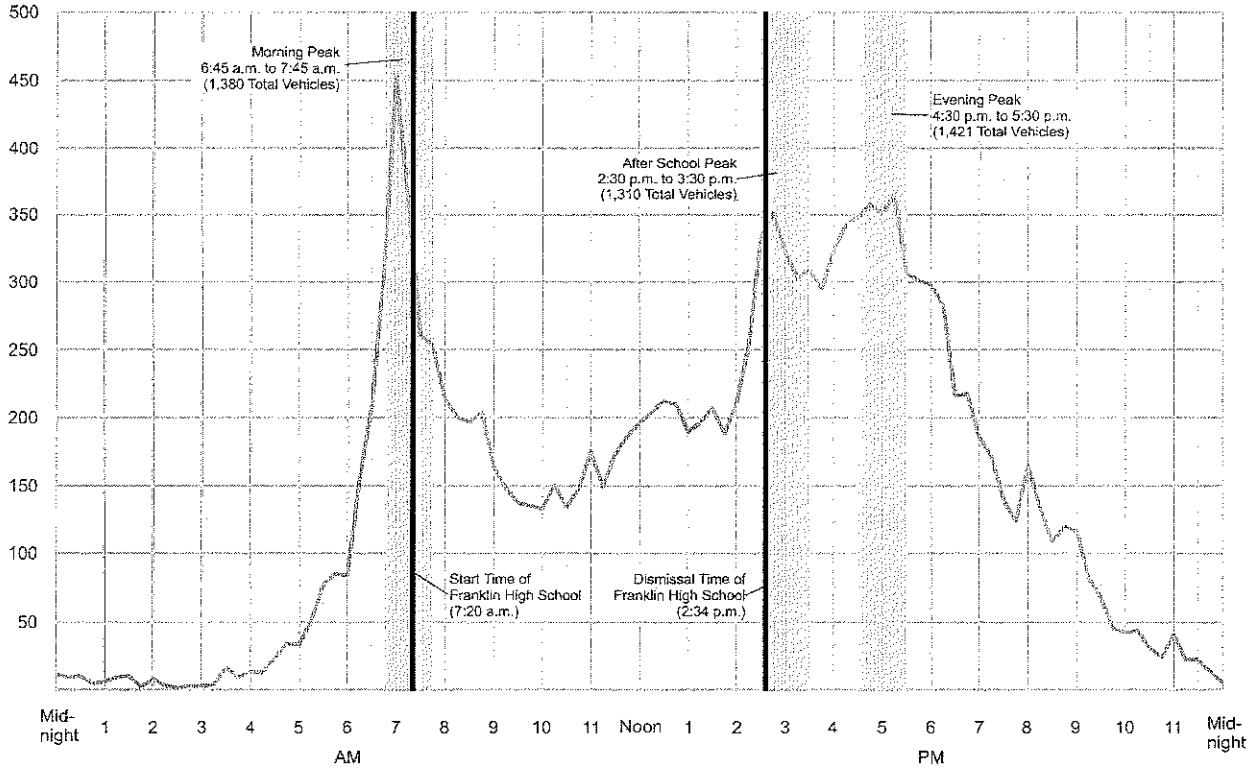


PERCENT OF TRUCKS/BUSES APPROACHING INTERSECTION

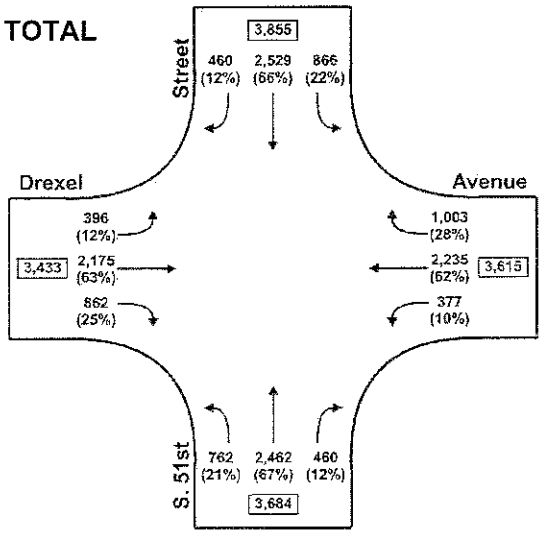


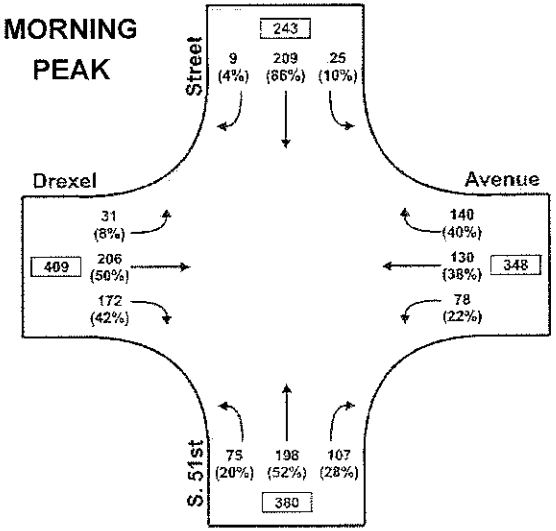
Peak Hour Traffic

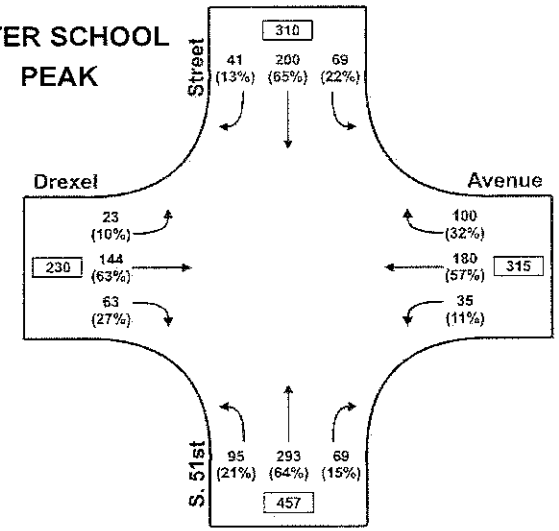
- Three Peak Hours Identified
  - Morning Peak: 6:45 a.m. – 7:45 a.m. (1,380 vehicles per hour)
    - Coinciding with the Franklin High School start time
  - After School Peak: 2:30 p.m. – 3:30 p.m. (1,310 vehicles per hour)
    - Coinciding with the Franklin High School end time
  - Afternoon peak: 4:30 p.m. – 5:30 p.m. (1,421 vehicles per hour)

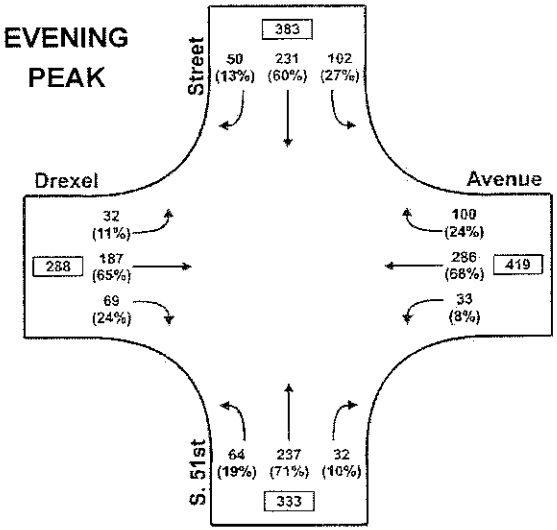


Observed Turning Movements



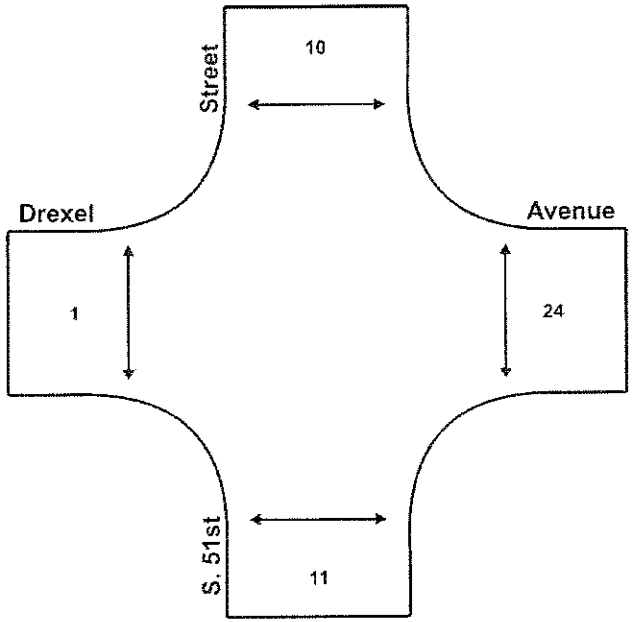






Existing Pedestrian Traffic

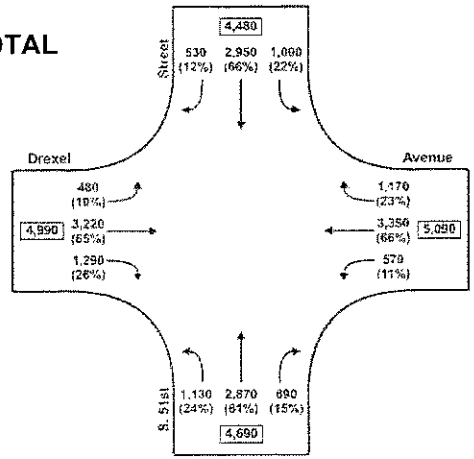
- 46 Pedestrians were observed utilizing the intersection on Tuesday November, 1st (only 22 pedestrians were observed on Wednesday, November 2nd, likely due to rain)
- 52.2 percent of pedestrians crossing roadways at the intersection utilized the crosswalk on the east leg
- Pedestrians counts do not include any pedestrians walking from parked cars on south side of Drexel Avenue to Franklin High School



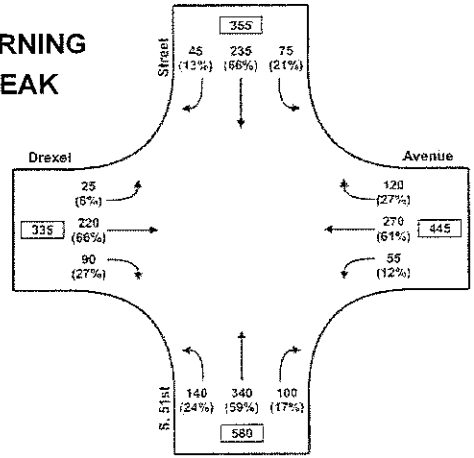
Forecast Year 2050 Traffic Volumes/Turning Movements

- Forecast year 2050 traffic volumes and turning movements were developed for the 24-hour period and for each peak hour based on VISION 2050 planned growth and transportation system improvements

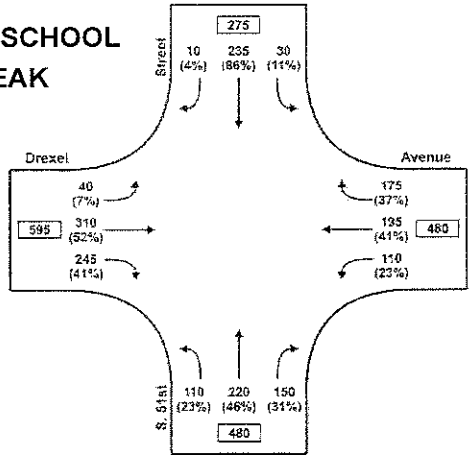
TOTAL



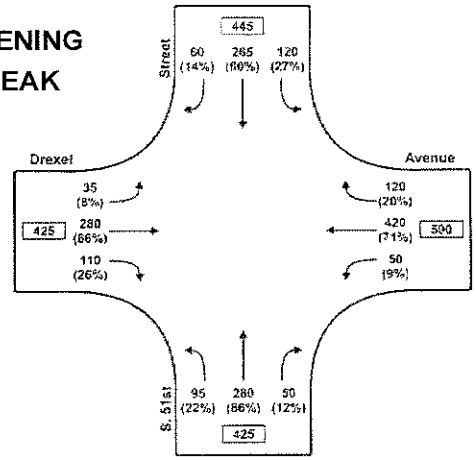
MORNING PEAK



AFTER SCHOOL PEAK



EVENING PEAK



Operation of 51st Street/Drexel Avenue Intersection

- When traffic volume exceeds the design capacity of an intersection, it experiences longer delays and queueing of vehicles
- The level-of-service (LOS) for an intersection is determined by the average delay (as shown in the table to the right)
- Different LOS thresholds exist for AWSC and roundabout, and for traffic signal controlled intersections
- Generally, a LOS of C or better is considered acceptable for an intersection

LOS THRESHOLDS FOR AN INTERSECTION

Level-of-service	Control Delay at AWSC and Roundabout (veh/sec)	Control Delay at Traffic Signal (veh/sec)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	>25 – 35	>35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Existing Operation of 51st Street/Drexel Avenue Intersection

AVERAGE INTERSECTION DELAY AND LEVEL-OF-SERVICE

	Morning Peak		After School Peak		Evening Peak	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Existing	59.4	F	31.3	D	28.2	D
Future Year 2050	160.1	F	122.2	F	121.0	F

Queueing – Existing/Future Forecast Year 2050

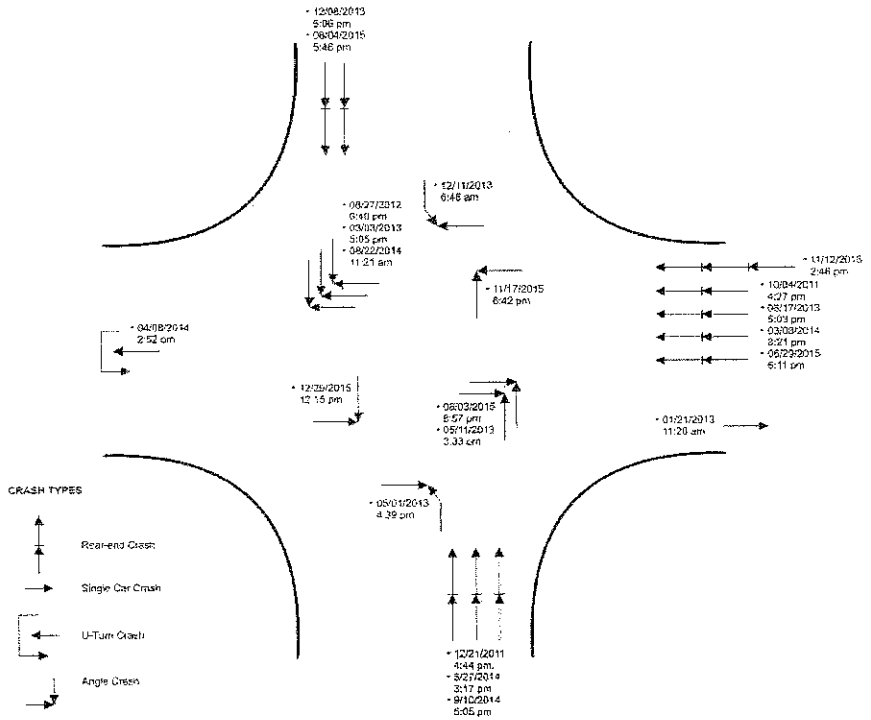
- Queueing calculated based on average delay at intersection

HIGHEST QUEUEING LENGTH (REPRESENTING WORST LANE)

	Morning Peak	After School Peak	Evening Peak
Existing	19	11	8
Future Year 2050	38	32	22

Vehicle Crashes

- 21 vehicular crashes occurred from 2011 through 2015 (or 0.78 crashes per one million entering vehicles)
  - 18 of the 21 crashes occurred over the last three years(or 1.12 crashes per one million entering vehicles)
  - 6 crashes (or 29 percent) of the total 21 crashes resulted in an injury
    - No crashes resulted in a serious injury or a fatality
- 10 crashes (or 48 percent) of the total 21 crashes were rear-end crashes
  - Typical for an AWSC intersection because of queueing that occurs at such intersections
- 9 crashes (or 43 percent) of the total 21 crashes were angle crashes
  - Generally involving drivers failing to yield right-of-way
  - Unusual for AWSC intersections except during times of excessive delay and queues
- No reported crashes involving pedestrians, bicycles, or buses over 5-year period

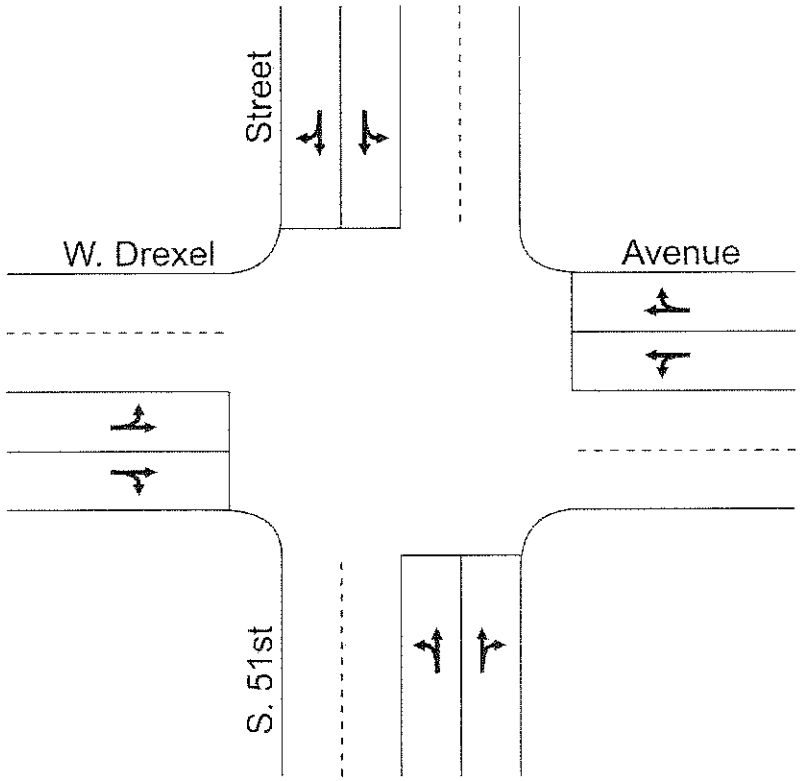


Identification of Alternative Intersection Improvements

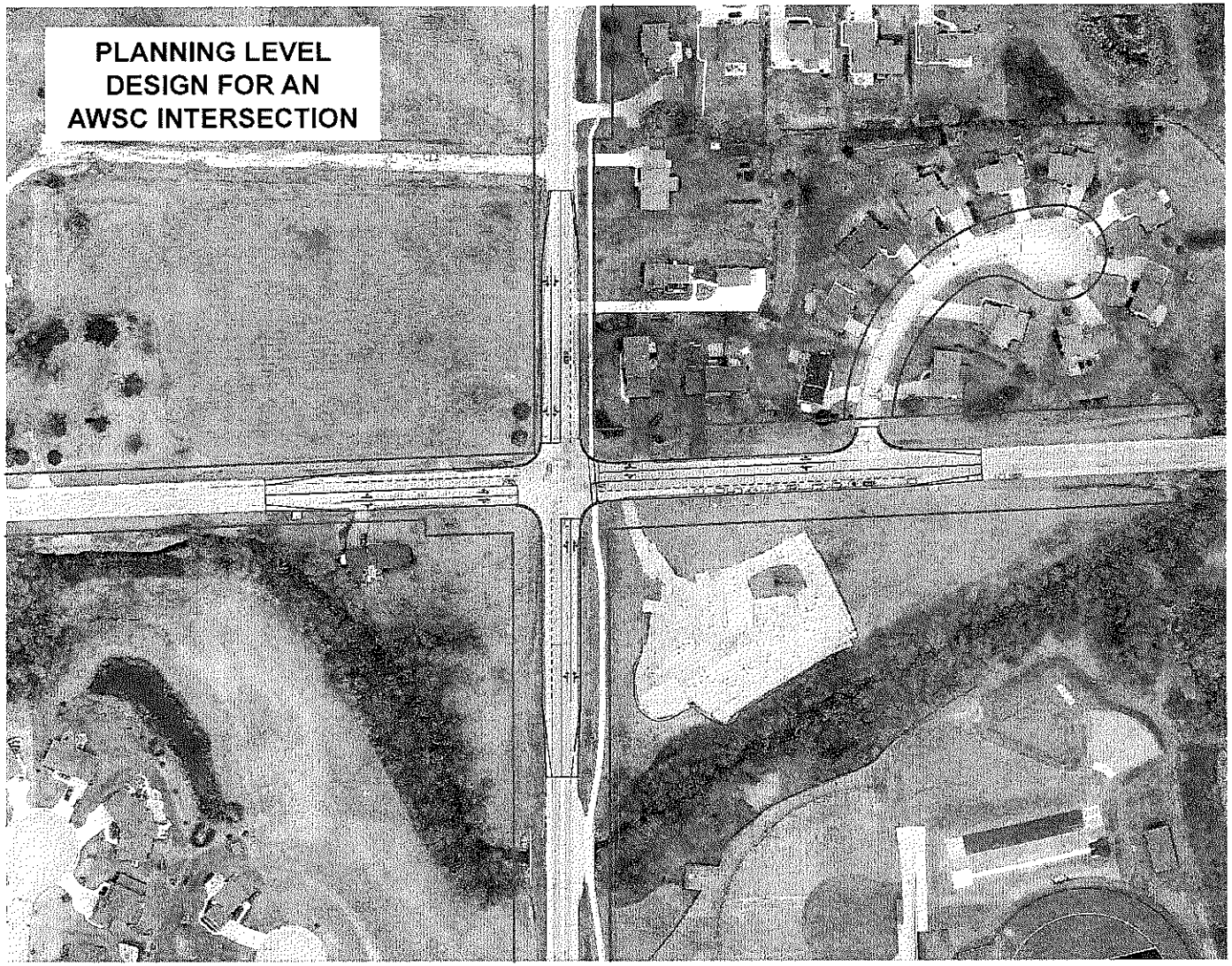
- Improving the current all-way stop control
  - Adding two lanes at each leg of the intersection to increase capacity
- Traffic control signal
- Roundabout

Alternative 1 – Enhance Existing AWSC Intersection

- Retain all-way stop control
  - Add additional traffic lane in all directions (as shown on diagram to right)
  - Additional lanes continue through the intersection to encourage drivers to use the additional lane
  - Additional lane dropped 220 feet to 230 feet from intersection on the north, south, and west legs, and 380 feet from the intersection on the east leg



Alternative 1 – Enhance Existing AWSC Intersection (continued)



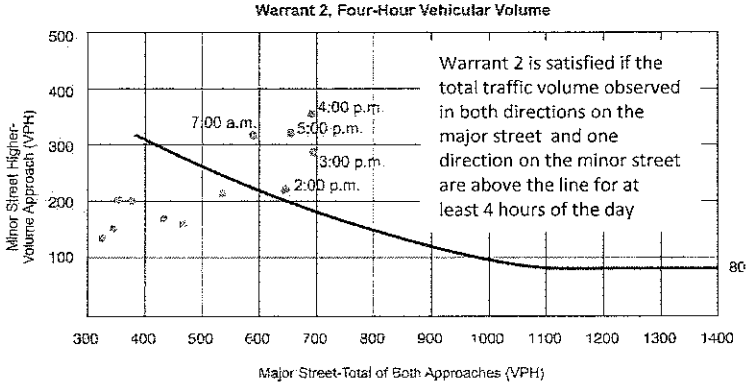
Traffic Signals – Warrant Analysis

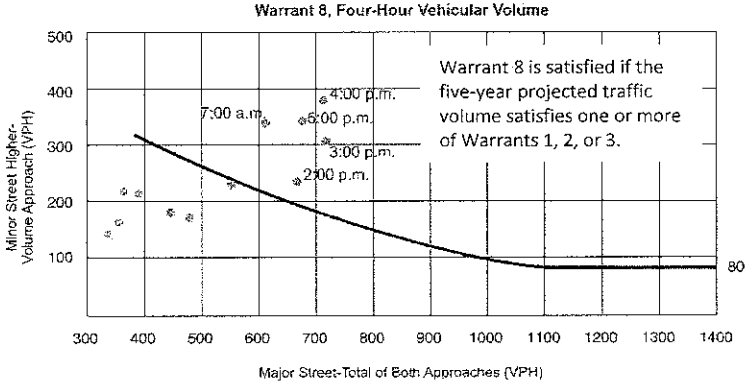
An analysis was conducted to determine whether signals are currently warranted

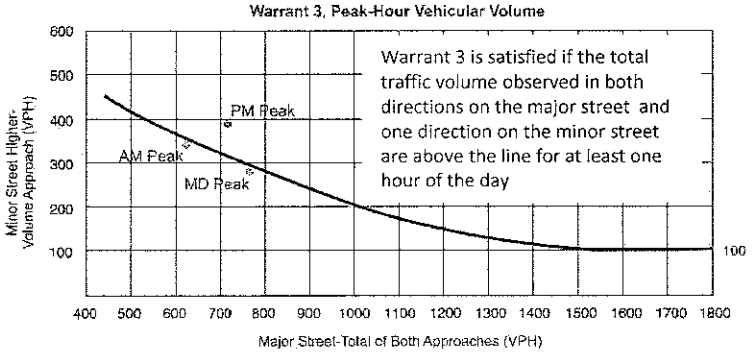
- Evaluated with 5 of 8 of the standard Signal Warrants
  - Warrant 1: Eight-Hour Volume (Evaluated)
  - Warrant 2: Four-Hour Volume (Evaluated)
  - Warrant 3: Peak-Hour Volume (Evaluated)
  - Warrant 4: Pedestrian Volume (Not Evaluated)
    - Pedestrian traffic was not high enough
  - Warrant 5: School Crossing (Not Evaluated)
    - Student pedestrian traffic not high enough
  - Warrant 6: Coordinated Signal System (Not Evaluated)
    - Would not be part of coordinated signal system
  - Warrant 7: Crash Experience (Evaluated)
  - Warrant 8: Roadway Network (Evaluated)

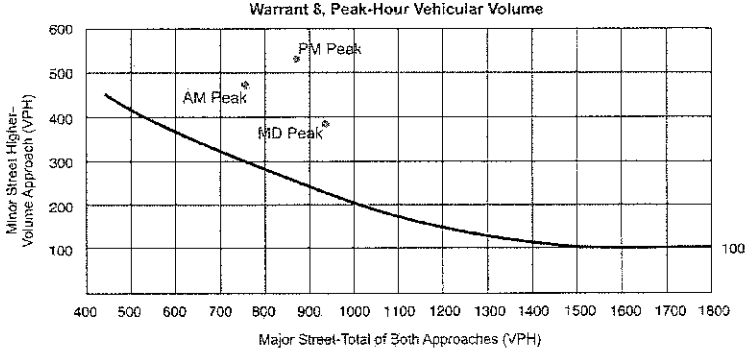
Traffic Signals – Warrant Analysis (continued)

- Signals were warranted based on Warrants 2, 3, and 8 being satisfied using existing traffic volume
  - Satisfied using either 51st Street or Drexel Avenue as major road









- Satisfies Condition for Warrant
- Does Not Satisfy Condition for Warrant

Traffic Signals (Alternatives)

- Two alternatives were considered:
  - Right- and left-turn lanes on all legs
  - Only left-turn lanes on all legs
- Assumptions (both alternatives)
  - Actuated Signal
    - Appropriate for isolated intersections
  - Two phases (one for northbound/southbound traffic and one for eastbound and westbound traffic)

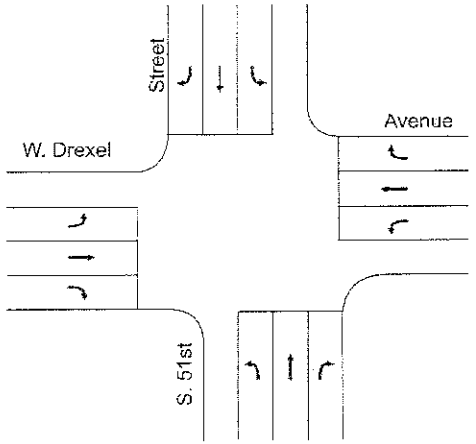
Phase	Drexel Avenue	51st Street
Minimum Green[1]	16 seconds	16 seconds
Maximum Green[2]	30 seconds	30 seconds
Yellow/Red	4 seconds	4 seconds
Gap Time[3]	2 seconds	2 seconds

[1]Minimum green time sufficient to accommodate the time it takes a pedestrian to cross the roadway

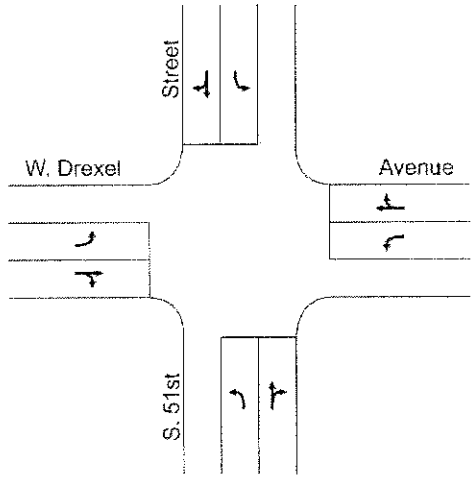
[2]The maximum green time countdown commences should a vehicle cross the vehicle loop detector before the minimum green time expires

[3]During the maximum green countdown and beyond the minimum green time, should there be no vehicle that crosses the detector within the set gap time, the signal will change to yellow

ALTERNATIVE 2 – TRAFFIC SIGNAL WITH RIGHT/LEFT-TURN LANES



ALTERNATIVE 3 – TRAFFIC SIGNAL WITH LEFT-TURN LANES



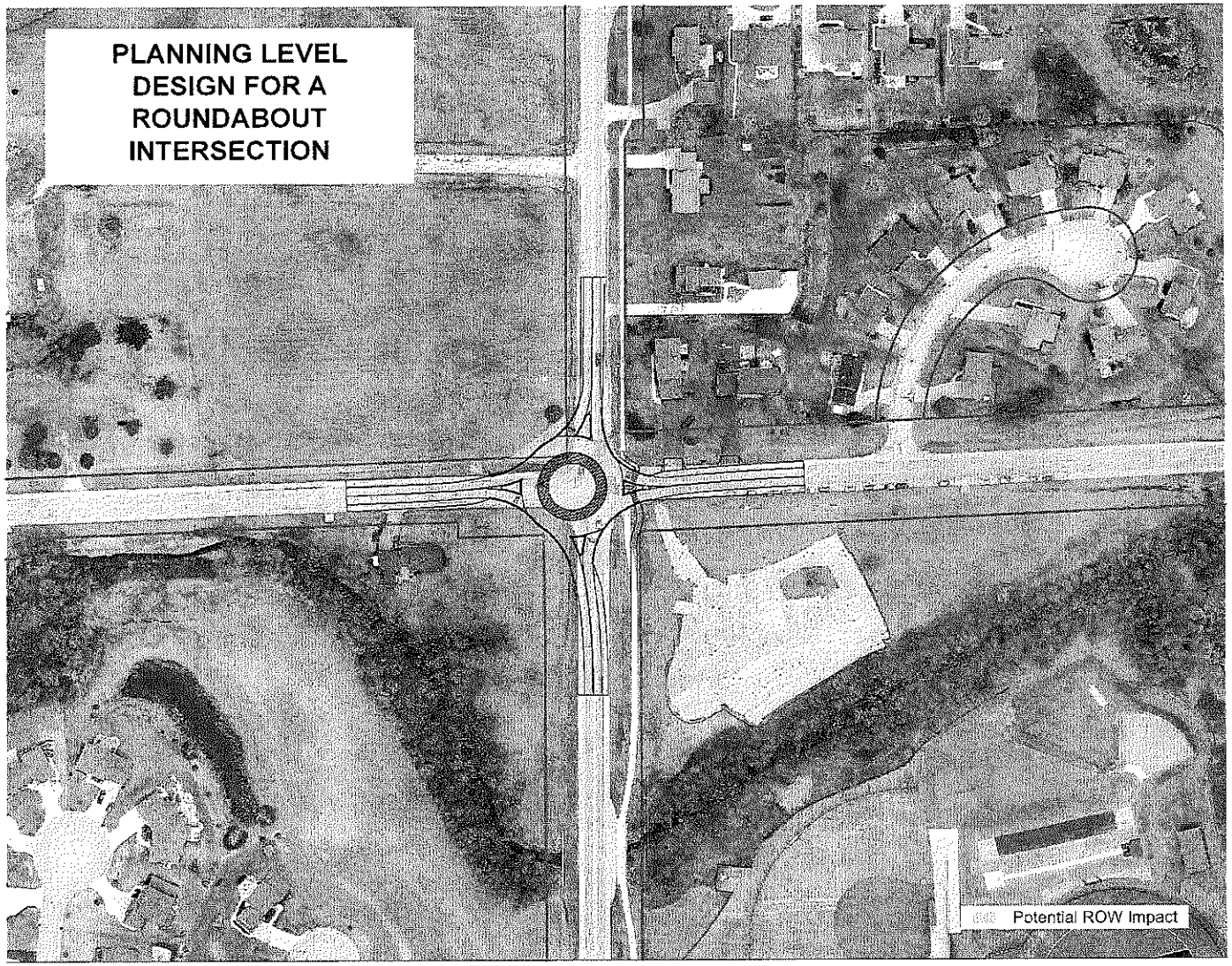
Alternative 2 – Traffic Signals With Right- And Left-Turn Lanes

Alternative 3 – Traffic Signals With Only Left-Turn Lanes

Alternative 4: Roundabout

- Roundabout
  - A single-lane roundabout may be expected to have the design capacity to operate under existing and future forecast year 2050 traffic volumes
  - 126-foot inscribed circle
  - Center of roundabout was offset about 25 feet west of current center of intersection to avoid impacting driveways on Drexel Avenue and utility poles on S. 51st Street

Alternative 4: Roundabout (continued)



Evaluation of Alternatives

- Ability to reduce delay and queueing
- Impacts to adjacent land
  - Right-of-way
  - Effect on residences
  - Effect on utilities
- Minimize construction costs

Ability to Reduce Delay (LOS) – Existing Conditions

AVERAGE INTERSECTION DELAY AND LEVEL-OF-SERVICE

	Morning Peak		After School Peak		Evening Peak	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
AWSC – No Improvement	59.4	F	31.3	D	29.9	D
Alternative 1: AWSC – Additional Lanes	19.4	C	14.0	B	14.4	B
Alternative 2: Traffic Signals With Right- and Left- Turn Lanes	8.7	A	8.5	A	8.5	A
Alternative 3: Traffic Signals With Only Left-Turn Lane	10.6	B	9.3	A	9.3	A
Alternative 4: Roundabout	10.8	B	8.1	A	8.1	A

Ability to Reduce Delay (LOS) – Forecast Year 2050

AVERAGE INTERSECTION DELAY AND LEVEL-OF-SERVICE

	Morning Peak		After School Peak		Evening Peak	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
AWSC – No Improvement	160.1	F	122.2	F	121.0	F
Alternative 1: AWSC – Additional Lanes	49.3	E	21.2	C	22.7	C
Alternative 2: Traffic Signals With Right- and Left- Turn Lanes	9.6	A	8.9	A	9.1	A
Alternative 3: Traffic Signals With Only Left-Turn Lane	18.7	B	10.1	B	10.3	B
Alternative 4: Roundabout	24.5	C	12.1	B	12.3	B

Ability to Reduce Queueing

- Highest Queueing Length (representing worst lane)

	Morning Peak		After School Peak		Evening Peak	
	Existing	Year 2050	Existing	Year 2050	Existing	Year 2050
AWSC – No Improvement	19	38	11	.34	8	23
Alternative 1: AWSC – Additional Lanes	4	12	3	6	2	5
Alternative 2: Traffic Signal With Right- and Left- Turn Lanes	2	3	3	3	2	4
Alternative 3: Traffic Signal With Only Left-Turn Lane	5	13	3	4	3	5
Alternative 4: Roundabout	4	14	3	5	2	5

Impacts to Adjacent Land

- Little to no right-of-way acquisition necessary for any of the alternatives

Alternative	Right-of-Way Acquisition (acres)
Alternative 1: AWSC – Additional Lanes	0.00
Alternative 2: Traffic Signals With Right- and Left- Turn Lanes	0.07
Alternative 3: Traffic Signals With Only Left-Turn Lane	0.00
Alternative 4: Roundabout	0.04

Impacts to Adjacent Land (continued)

- Effect on residences
  - Alternative 1 - AWSC With Additional Lanes
    - Entering/exiting the driveways of four residences would potentially be affected by two additional lanes within functional area of intersection
  - Alternatives 2/3 - Traffic Signals
    - Entering/exiting the driveways of two residences would potentially be affected by the added left-turn lane
  - Alternative 4 - Roundabout
    - Entering/exiting the driveway of one resident could potentially be affected by being in proximity to a splitter island (Should it be difficult for a vehicle exiting this driveway to travel eastbound on Drexel Avenue, the vehicle can exit the driveway and travel west on Drexel Avenue and complete a U-turn through roundabout to travel east. A vehicle turning into this driveway from the eastbound lane on Drexel Avenue may cause vehicles to stop in the roundabout.)
- Effect on utilities
  - Alternative 1 – AWSC With Additional Lanes
    - None (essentially remaining in existing pavement envelope)
  - Alternative 2 – Traffic Signals With Right- and Left- Turn Lanes
    - 2 utility poles would potentially need to be relocated (one in NE corner and one in SE Corner)
  - Alternative 3 – Traffic Signals With Only Left- Turn Lanes
    - None (essentially remaining in existing pavement envelope)
  - Alternative 4 - Roundabout
    - None (able to move roundabout to avoid impacts to utility poles)

Estimated Planning-Level Construction Cost

Alternative	Estimated Construction Cost[a]	Estimated Right-of-Way Cost	Estimated Total Cost[b]
Alternative 1: AWSC – Additional Lanes	$ 0.78 Million	$ 0.00 Million	$ 0.78 Million
Alternative 2: Traffic Signals With Right- and Left-Turn Lanes	$1.73 Million	$0.01 Million	$1.74 Million
Alternative 3: Traffic Signals With Only Left-Turn Lane	$ 1.53 Million	$ 0.00 Million	$ 1.53 Million
Alternative 4: Roundabout	$0.56 Million	$0.01 Million	$0.57 Million

[a] The estimated construction costs include reconstructing the segments of S. 51st Street and W. Drexel Avenue affected by each of the alternatives, as shown on the planning-level designs. The construction costs for Alternatives 1, 2, and 3 could be reduced if the current pavement structure for all or portions of the affected roadway is in good enough condition that they could be resurfaced or reconditioned, rather than reconstructed. The estimated construction costs include preliminary and final engineering.

[b] Does not include cost for utility relocation.

Note: With respect to operation and maintenance costs, Alternative 1 (upgrade existing AWSC) would have slightly higher annual operation and maintenance costs than the current intersection due to the additional lanes and pavement markings, but would be expected to have the lowest operation and maintenance costs of the four alternatives.

Alternatives 2 and 3 (provide traffic signals) would be expected to have the highest annual operation and maintenance costs of the alternatives, mostly due to the cost to provide electricity to the traffic signals and to regularly service equipment.

Alternative 4 (provide a roundabout) would be expected to have annual operation and maintenance costs less than those for Alternatives 2 and 3, but more than that for Alternative 1. Operation and maintenance costs for a roundabout typically include the costs to regularly re-stripe pavement markings, to maintain the additional pavement (including the colored pavement of the truck apron), and to maintain any landscaping in the center of the roundabout.

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APPROVAL Slw	REQUEST FOR COUNCIL ACTION	MTG. DATE 02/07/2017
Reports & Recommendations	**A RESOLUTION AUTHORIZING CHANGE ORDER 1 WITH LUNDA CONSTRUCTION COMPANY TO DEVELOP A PROPOSAL FOR W. ST. MARTINS BRIDGE COST REDUCTION INCENTIVE**	**ITEM NO.** G.9.

BACKGROUND

On December 20, 2016, Common Council awarded a contract to Lunda Construction Company for the construction of the W. St. Martins Bridge. Following the execution of the contract, Lunda submitted a Cost Reduction Incentive (CRI) concept to the City proposing an alternate way to construct the bridge for an estimated savings to the City of $52,500.

The CRI process is encouraged by WisDOT- standard spec 104.10. This process allows the contractor to submit a concept for consideration. The Department makes a cursory review of the idea and indicates if it is acceptable. If acceptable, a change order is issued to develop the idea and submit a CRI proposal.

Considering the cost of the original work in the original contract; the cost of the revised work per the proposal; the contractor's cost to develop the proposal; and the department's cost to evaluate and implement the proposal; the Owner and the Contractor share the net savings borne by the CRI process 50/50.

Lunda is proposing that a different design of the bridge be constructed. *"**The department will consider a CRI that changes but does not impair the essential functions or characteristics of the project**. These functions or characteristics include, but are not limited to, appearance, service life, economy of operations, ease of maintenance, **design**, and safety of structures and pavements, ..."* 104.10.1(5) emphasis added.

The City of Franklin has never performed a CRI and it is not in the City's standard specifications. However, *the general specifications for this Project are in the "City of Franklin Design Standards and Construction Specifications..."... and the W.D.O.T. "Standard Specifications for Highway and Structure Construction."* (Page 17 of 91).

ANALYSIS

Staff and the design engineer have discussed the attached CRI concept and believe that most/all of the changes deserve consideration. Furthermore, Staff believes that the proposed CRI concept does not impair the essential functions or characteristics of the project.

Note that this process has and will further delay the project. It is anticipated that a redesign will require additional DNR review of the hydraulics. Staff made a determination to postpone a preconstruction meeting. A delay in the project is not anticipated to be detrimental as long as it occurs before another winter season. In fact, waiting will minimize impact on school traffic. The DNR review time has not been established and therefore the project time extension is to be determined.

After the CRI proposal is analyzed, another change order with proposed quantities will be executed.

Lunda has agreed to extend the 5 business-day response window set forth in WDOT standard spec 104.10.2(2).

OPTIONS:
Execute the enclosed change order to develop a CRI Proposal; or

Instruct Staff to execute a change order extending the time without proceeding with the CRI proposal.

FISCAL NOTE
To award the project, additional funds had to be secured. The contract was awarded to Lunda for $652,407.99. A CRI savings of $52,500 would bring the anticipated project to $599,907.99. Note that this project is a unit price project and final cost will be established by installed quantities.

RECOMMENDATION
A resolution authorizing Change Order 1 with Lunda Construction Company to develop a proposal for W. St. Martins Bridge Cost Reduction Incentive.

STATE OF WISCONSIN: CITY OF FRANKLIN: MILWAUKEE COUNTY

RESOLUTION NO. 2017 - _____

A RESOLUTION AUTHORIZING CHANGE ORDER 1
WITH LUNDA CONSTRUCTION COMPANY
TO DEVELOP A PROPOSAL FOR W. ST. MARTINS BRIDGE
COST REDUCTION INCENTIVE

WHEREAS, the Common Council awarded a contract on December 20, 2016 to Lunda Construction Company for the construction of the W. St. Martins Bridge; and

WHEREAS, following the execution of the contract, Lunda submitted a Cost Reduction Incentive (CRI) concept to the City, which proposes an alternative way to construct the bridge; and

WHEREAS, the CRI concept could achieve an estimated saving to the City in the amount of $52,500; and

WHEREAS, the contract was developed based on Wisconsin Department of Transportation (WisDot) Standard Specifications; and

WHEREAS, the CRI process is encouraged by WisDot through standard specification 104.10; and

WHEREAS, the CRI proposal having been reviewed by staff and the design engineer it is believed these changes deserve consideration; and

WHEREAS, upon this authorization the CRI proposal will be analyzed for developing a change order with proposed quantities for Common Council action

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Franklin that Lunda Construction Company be authorized to develop a CRI proposal, by Change Order 1, for W. St. Martins Bridge Cost Reduction Incentive.

BE IT FURTHER RESOLVED that the Mayor and City Clerk are authorized and directed to execute Change Order 1 on behalf of the City.

Introduced at a regular meeting of the Common Council of the City of Franklin this 7th day of February 2017 by Alderman _____.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this 7th day of February 2017.

APPROVED:

_____
Stephen R. Olson, Mayor

ATTEST:

_____
Sandra L. Wesolowski, City Clerk

AYES _____ NOES _____ ABSENT _____

RJR/db

LUNDA
CONSTRUCTION CO.

620 Gebhardt Road, P.O. Box 669
Black River Falls, WI 54615
ph: (715) 284-9491 fax: (715) 284-9148
www.lundaconstruction.com

January 18, 2017

City of Franklin
Engineering Department
9229 West Loomis Rd
Franklin, WI 53132

Attn: Glen Morrow, P.E., City Engineer

REF: W. St. Martins Road, Tess Corners Creek Bridge Replacement, B-40-0927
CRI Concept (rev. 1)

Dear Glen,

Lunda Construction is submitting a CRI concept for consideration on the above stated project as per the section 104.10 of the WisDOT Standard Specifications. Our CRI concept would consider the cast-in-place rigid frame structure be modified to a conventional cast-in-place flat-slab deck. We believe that the flat slab deck option will provide at a minimum equivalent function to the current rigid frame design and in many respects will offer many other benefits all at a significantly reduced cost.

I have attached a draft plan detail illustrating the flat slab concept. There are two primary benefits with the modification to the design; 1) significantly reduce the required piling and 2) eliminate the cofferdam. In addition to these two key benefits, there are several others less prominent yet important benefits that would warrant the implementation of the CRI concept.

One of the primary benefits of the CRI is to reduce the amount of piling. In order to achieve this, the structure type needs to be modified from the more complicated and demanding rigid frame to a conventional slab deck. The conventional flat slab deck is the structure of choice for almost all WisDOT bridges with similar requirements. We have seen dozens of this type of structure let every year by WisDOT. Contrarily, the rigid frame structure is a type that is rarely seen especially given the size of bridge required for this project. The design of the flat slab deck is simple and could utilize the existing bid items in the contract.

The other key benefit of the CRI concept would be the elimination of the cofferdams. This is achieved by utilizing a simplified abutment type required for flat slab decks. The bottoms of these abutments do not require a deep excavation and as a result, the base of cut would be above normal water levels. This reduces the excavation, dewatering and backfill providing a more significant environmentally friendly construction option. Our concept also considers a slightly longer bridge. While this actually increases the concrete and riprap quantities, the purpose of the longer bridge length is to maintain the hydraulic demands of the original design. What we have illustrated shows the creek banks unchanged with

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the slopes extended out higher. In the end, our concept design would actually provide greater flow capabilities with increased freeboard resulting in an upgrade in the hydraulics.

There are several more noteworthy items to mention that would result from implementing our concept:

1) The top of structure is top of roadway/sidewalk. This eliminates the fill on the bridge, damp proofing, sidewalk, curb and gutter over the bridge and will also eliminate the need for any asphalt pavement over the bridge on the future contract.
2) Our concept illustrates C-railing which was part of the first rejected bridge project. While this would be a complete upgrade and outside the scope of what the CRI requires since it is not part of the current project, we are considering this as part of the CRI concept. As a result, Lunda essentially absorbs 50% of the material and installation cost for this feature.
3) We have only considered parapet and parapet/railing options per the original rejected and current designs. Another option due to the roadway speed would be a rail only option (see attached Type NY4 detail). The rail only option would likely result in additional savings as well as providing a potentially more aesthetically pleasing barrier considering the project location.
4) Redesign would be by others (original designer). We have not considered any redesign costs in our estimated costs of the concept. The alternate structure is a very straightforward design. While typically the cost would be considered in the CRI analysis, we assume that the designer would absorb these costs considering the simplicity of the design and numerous cost/budget issues the owner has had to deal with on this project. We have inquired with other consultants in regards to redesign costs and lead time. A new design could be completed in 2-4 weeks and would cost approximately $10,000 - $15,000.
5) Pre-boring and daylighting of utilities are still required. The pile layout (by others) in the concept would be adjusted to account for any utility conflicts.
6) The piling type could likely be changed to a lighter HP10x42 pile section in lieu of the HP12x53 in the plan. This could provide additional material savings.
7) The reduced pile quantity also reduces the amount of pile driving which is a noise reduction benefit in the residential neighborhood.
8) The installation of riprap would still require some type of turbidity barrier to key in the toe of the slopes. However, this cost is significantly less when compared to the original cofferdam.
9) By maintaining a cast-in-place option, material lead times are minimal.
10) The actual construction schedule duration would improve with the design concept.

There are a couple of issues that will need to be verified or worked out in order to pursue the CRI concept. One issue would be addressing any repermitting requirements with the WDNR and the ACOE. The duration on any repermitting may be quick or may require weeks to be approved. Another issue would be to verify that the bridge limits do not affect drainage or impact any boundary conditions. Finally, the completion date would need to be extended to allow for all of the required items to be addressed and finalized.

LUNDA
CONSTRUCTION CO.

620 Gebhardt Road, P.O. Box 669
Black River Falls, WI 54615
ph: (715) 284-9491 fax: (715) 284-9146
www.lundaconstruction.com

We have reassessed the project costs with our CRI concept and the above assumptions and estimate that the total savings would be approximately $105,000. This includes the savings with the reduced excavation, backfill, sidewalk, curb and gutter. We have not considered costs with redesign, repermitting, additional hydraulic analysis or approach slabs. However, we have not considered potential additional savings associated with implementing railing or pile section changes either. As indicated above, there are several other nonmonetary benefits that would result from the implementation of the CRI and should be considered. As per the CRI specification, these savings would be split equally between the City of Franklin and Lunda resulting in approximately $52,500 savings to the City of Franklin in conjunction with the many other benefits pointed out. Please review the concept ideas and attached detail and let us know if we should proceed with a CRI proposal.

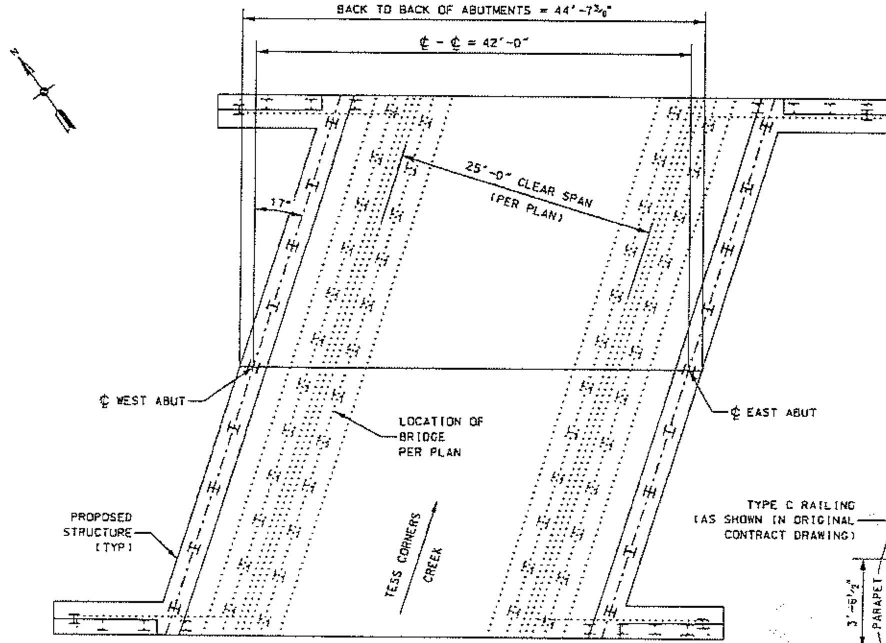
We originally anticipated starting on February 6th to meet the original project deadline. However, it is our understanding that in order to move forward with developing a CRI proposal a change order would need to be approved by the City of Franklin Council which meets on February 7th. Considering this initial delay along with the duration for redesign and potential delays for repermitting with the WDNR and ACOE if necessary, the original project deadline would need to be adjusted to pursue the change. Since it is feasible that the project could be delayed by a few months, an extension would need to be included as part of the change order allowing the development of the CRI proposal. Please let us know how you would like us to proceed.

If you have any questions and would like to discuss further feel free to contact me.

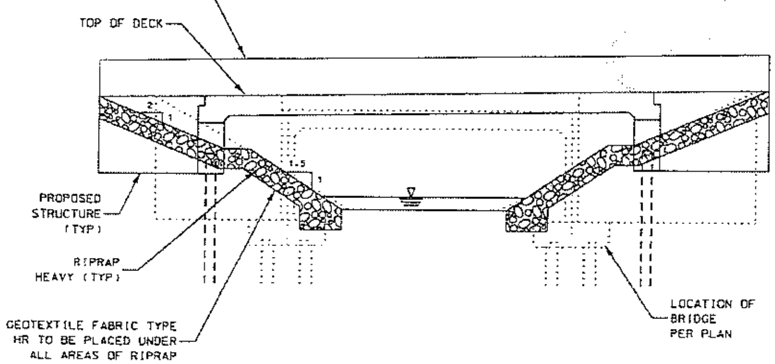
Sincerely,

Daniel Kowalski
Operations Manager

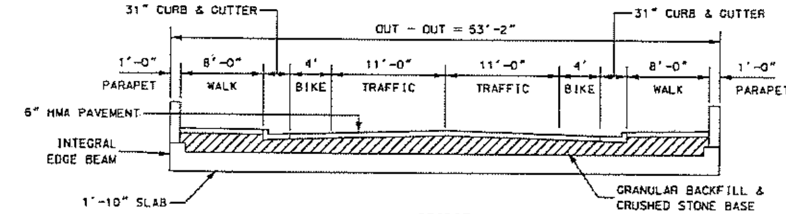
Cc: Jim Forsythe, Jobfile



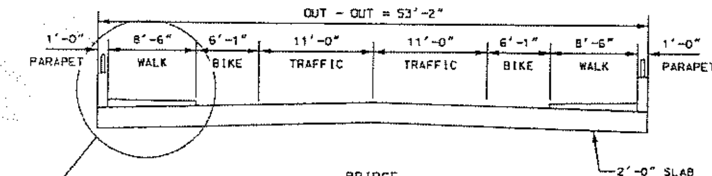
PROPOSED BRIDGE
PLAN
(SINGLE SPAN REINFORCED CONCRETE SLAB)



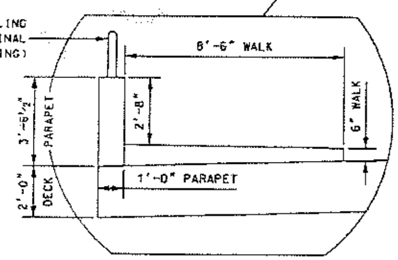
PROPOSED BRIDGE
ELEVATION



BRIDGE SECTION PER PLAN



BRIDGE SECTION PROPOSED



DETAIL

ESTIMATED QUANTITIES						
ITEM	WEST ABUT	EAST ABUT	SLAB	WALK	PARAPET	TOTAL
CONCRETE (CY)	48	48	182	20	18	316
PILING - 12x53 (LF)	660	660	-	-	-	1320
REBAR (LBS) *	4800	4800	32305	820	2800	45525

* REBAR QUANTITIES ARE APPROXIMATED BASED ON SIMILAR STRUCTURES

Date	Revision

W. ST. MARTINS ROAD OVER
TESS CORNERS CREEK
MILWAUKEE COUNTY
FRANKLIN, WI

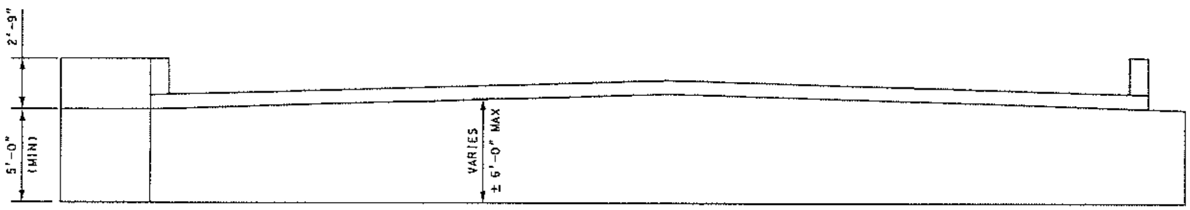
PROPOSED STRUCTURE

LUNDA
CONSTRUCTION CO.

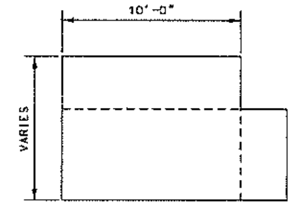
Bridge No.: B-40-927

Date: 1/12/2017 Sheet: 1 of 2

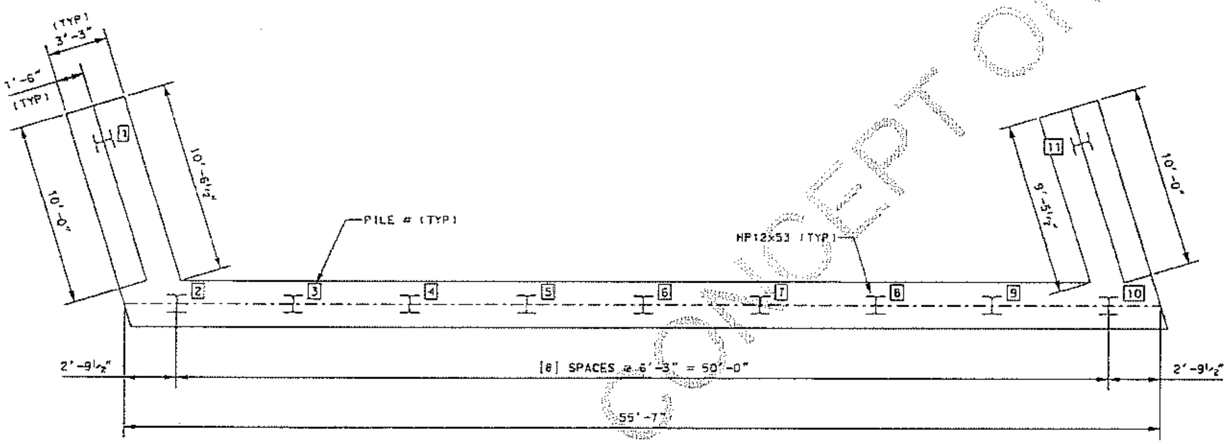
1/12/2017 3:12:21 PM



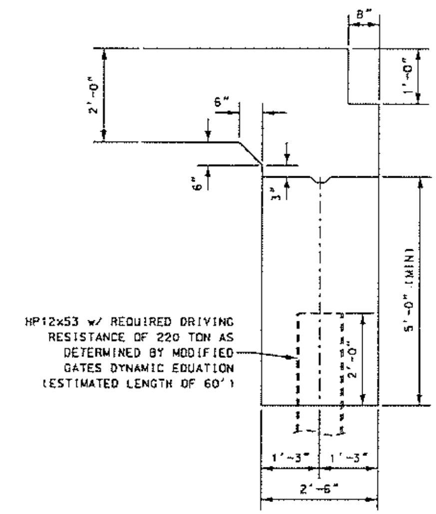
ABUTMENT
ELEVATION



TYPICAL WING
ELEVATION

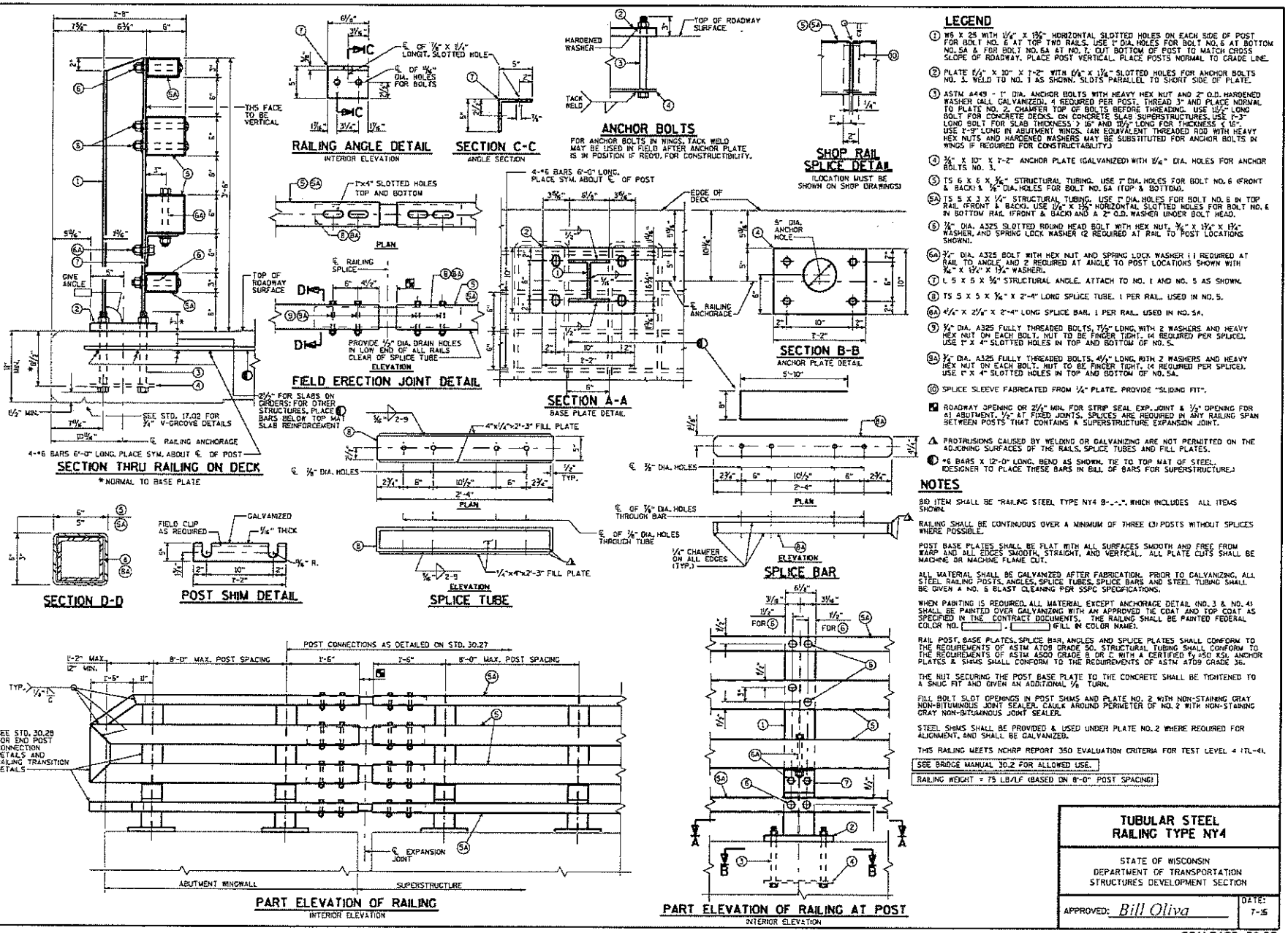


ABUTMENT
PLAN



ABUTMENT
SECTION

Date	Revision	
Job Title: W. ST. MARTINS ROAD OVER TESS CORNERS CREEK MILWAUKEE COUNTY FRANKLIN, WI	Page Title: PROPOSED STRUCTURE	
LUNDA CONSTRUCTION CO.	Bridge No.: B-40-927	
	Date: 1/12/2017	Sheet: 2 of 2



LEGEND

① W6 X 25 WITH 1⅛" X 1⅝" HORIZONTAL SLOTTED HOLES ON EACH SIDE OF POST FOR BOLT NO. 6 AT TOP TWO RAILS. USE 1" DIA. HOLES FOR BOLT NO. 6 AT BOTTOM NO. 5A & FOR BOLT NO. 6A AT NO. 7. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.

② PLATE ⅝" X 10" X 1'-2" WITH ⅝" X 1⅛" SLOTTED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN. SLOTS PARALLEL TO SHORT SIDE OF PLATE.

③ ASTM A449 - 1" DIA. ANCHOR BOLTS WITH HEAVY HEX NUT AND 2" O.D. HARDENED WASHER (ALL GALVANIZED). 4 REQUIRED PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 10½" LONG BOLT FOR CONCRETE DECKS. ON CONCRETE SLAB SUPERSTRUCTURES, USE 1'-3" LONG BOLT FOR SLAB THICKNESS ≥ 16" AND 10½" LONG FOR THICKNESS < 16". USE 1'-9" LONG IN ABUTMENT WINGS. (AN EQUIVALENT THREADED ROD WITH HEAVY HEX NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WINGS IF REQUIRED FOR CONSTRUCTABILITY.)

④ ⅜" X 10" X 1'-2" ANCHOR PLATE (GALVANIZED) WITH 1⅛" DIA. HOLES FOR ANCHOR BOLTS NO. 3.

⑤ TS 6 X 6 X ⅜", STRUCTURAL TUBING. USE 1" DIA. HOLES FOR BOLT NO. 6 (FRONT & BACK) & ⅝" DIA. HOLES FOR BOLT NO. 6A (TOP & BOTTOM).

⑤A TS 5 X 3 X ¼" STRUCTURAL TUBING. USE 1" DIA. HOLES FOR BOLT NO. 6 IN TOP RAIL (FRONT & BACK). USE ⅞" X 1⅜" HORIZONTAL SLOTTED HOLES FOR BOLT NO. 6 IN BOTTOM RAIL (FRONT & BACK) AND A 2" O.D. WASHER UNDER BOLT HEAD.

⑥ ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH HEX NUT, ⅜" X 1½" X 1¾" WASHER, AND SPRING LOCK WASHER (2 REQUIRED AT RAIL TO POST LOCATIONS SHOWN).

⑥A ¾" DIA. A325 BOLT WITH HEX NUT AND SPRING LOCK WASHER (1 REQUIRED AT RAIL TO ANGLE AND 2 REQUIRED AT ANGLE TO POST LOCATIONS SHOWN WITH ⅜" X 1¾" X 1¾" WASHER).

⑦ L 5 X 5 X ⅝" STRUCTURAL ANGLE. ATTACH TO NO. 1 AND NO. 5 AS SHOWN.

⑧ TS 5 X 5 X ⅜" X 2'-4" LONG SPLICE TUBE. 1 PER RAIL. USED IN NO. 5.

⑧A 4½" X 2½" X 2'-4" LONG SPLICE BAR. 1 PER RAIL. USED IN NO. 5A.

⑨ ¾" DIA. A325 FULLY THREADED BOLTS, 7½" LONG, WITH 2 WASHERS AND HEAVY HEX NUT ON EACH BOLT. NUT TO BE FINGER TIGHT. 14 REQUIRED PER SPLICE. USE 1" X 4" SLOTTED HOLES IN TOP AND BOTTOM OF NO. 5.

⑨A ¾" DIA. A325 FULLY THREADED BOLTS, 4½" LONG, WITH 2 WASHERS AND HEAVY HEX NUT ON EACH BOLT. NUT TO BE FINGER TIGHT. 14 REQUIRED PER SPLICE. USE 1" X 4" SLOTTED HOLES IN TOP AND BOTTOM OF NO. 5A.

⑩ SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".

■ ROADWAY OPENING OR 2½" MIN. FOR STRIP SEAL EXP. JOINT & ½" OPENING FOR A1 ABUTMENT. ½" AT FIXED JOINTS. SPLICES ARE REQUIRED IN ANY RAILING SPAN BETWEEN POSTS THAT CONTAINS A SUPERSTRUCTURE EXPANSION JOINT.

△ PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE RAILS, SPLICE TUBES AND FILL PLATES.

◐ #6 BARS X 12'-0" LONG, BEND AS SHOWN, TIE TO TOP MAT OF STEEL. (DESIGNER TO PLACE THESE BARS IN LIEU OF BARS FOR SUPERSTRUCTURE.)

NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE NY4 B-_-_", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS, ANGLES, SPLICE TUBES, SPLICE BARS AND STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS.

WHEN PAINTING IS REQUIRED, ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 3 & NO. 4) SHALL BE PAINTED OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. [ ], [ ] (FILL IN COLOR NAME).

RAIL POST, BASE PLATES, SPLICE BAR, ANGLES AND SPLICE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50, STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED F_y ≥50 KSI. ANCHOR PLATES & SHIMS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.

THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.

FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. CAULK AROUND PERIMETER OF NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER PLATE NO. 2 WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

THIS RAILING MEETS NCHRP REPORT 350 EVALUATION CRITERIA FOR TEST LEVEL 4 (TL-4).

SEE BRIDGE MANUAL 30.2 FOR ALLOWED USE.

RAILING WEIGHT = 75 LB/LF (BASED ON 8'-0" POST SPACING)

TUBULAR STEEL RAILING TYPE NY4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: Bill Oliva

DATE: 7-15

STANDARD 30.27

SWORN STATEMENT OF BIDDER
AS REQUIRED BY
SECTION 66.29(7) WISCONSIN STATUTES:

I, being first duly sworn at_____, _____,
City State
on oath state on behalf of said bidder, that I have examined and carefully prepared this proposal from the plans, specifications and other contract documents and have checked the same in detail before submitting this proposal; and this sworn statement is hereby made a part of the foregoing proposal.

_____
(Signature)

_____
(Title, if any)

_____
(Address)

_____
(Telephone Number of Bidder)

Subscribed and sworn before me this_____day of_____, 2016

_____

Notary Public,_____County My commission expires_____

State of _____

GENERAL SPECIFICATIONS

The general specifications for this Project are the "City of Franklin Design Standards and Construction Specifications, dated May 2007", with all subsequent additions or revisions and the W.D.O.T. "Standard Specifications for Highway and Structure Construction".

2-44.1 General

The purpose of the cost reduction incentive (CRI) clause is to encourage innovative, groundbreaking ideas involving improved work methods, new products, and improved equipment. The CRI can include more efficient techniques, substitution of contract items, or elimination of contract items. The major intended result is cost savings for the department, but secondary results include decreased shutdown time for the motoring public, less material use, and significant savings for the contractor. The department equally shares the net cost savings with the contractor. This is a win-win situation for both the department and the contractor, and the department highly encourages the use of the cost reduction incentive.

2-44.2 CRI Concept

The original cost savings idea may be generated by the contractor, the department, or a subcontractor, but the CRI submittal must come from the contractor. As specified in standard spec 104.10, the submittal of a CRI is a two-step process. The initial submittal is referred to as a concept, and the second submittal is a CRI proposal. The CRI concept contains the contractor's estimate of overall CRI savings, and the proposed costs involved to develop the proposal. If the department deems the concept has merit, and will not introduce an inappropriate level of risk, the department will write a change order directing the contractor to develop and submit the CRI proposal.

2-44.3 CRI Proposal and Acceptance

Coordination in the region is encouraged at the time a proposal is being reviewed, to determine if the idea was considered during project development and rejected, or if it has been accepted previously by the department. Accepted proposals and the idea behind them become the property of the department for possible use on future contracts, and the department does not intend to pay for an accepted proposal more than once. Check the past CRI approvals with the central office construction oversight engineer in Bureau of Project Development to avoid duplication of previously accepted proposals.

The department is the sole judge of acceptability of a CRI proposal, and will accept or reject the CRI proposal in writing. If a proposed CRI is initially deemed by the department to have merit, and the contractor develops the CRI, but the department later rejects the CRI, the department will reimburse the contractor for development costs, and the issue will be dropped.

2-44.4 Payment

2-44.4.1 General

There are 3 components of payment for a CRI that has been accepted by the department.

1. Development cost
2. Cost of the work
3. 50% of the department's net savings, as defined in standard spec 104.10.4.2:

$$NS = CW - CRW - CC - DC$$

Where:

- **NS =** Net Savings
- **CW =** The cost of the work required by the original contract that is revised by the CRI. CW is computed at contract bid prices if applicable.
- **CRW =** The cost of the revised work, computed at contract bid prices if applicable.
- **CC =** The contractor's cost of developing the CRI proposal.
- **DC =** The department's cost for investigating, evaluating, and implementing the CRI proposal.

The contractor's cost of developing the CRI proposal, as well as the costs incurred by the department in evaluation and modification of the plans and contract, will be deducted from the total estimated savings of an accepted proposal. The resulting net savings is split equally between the contractor and the department. Time savings resulting from the CRI should not be included in the calculation of net savings.

2-44.4.2 Change Orders

The intent of the CRI specification is that the engineer write a change order to compensate for development costs just after approving the concept. In cases when the department has not initially paid the contractor for development costs, or when the timeframe between the development and completion of work is very short, the development costs and savings payment can be performed under one single change order.

It's important that all costs are carefully documented on the change order. Whether done under separate change

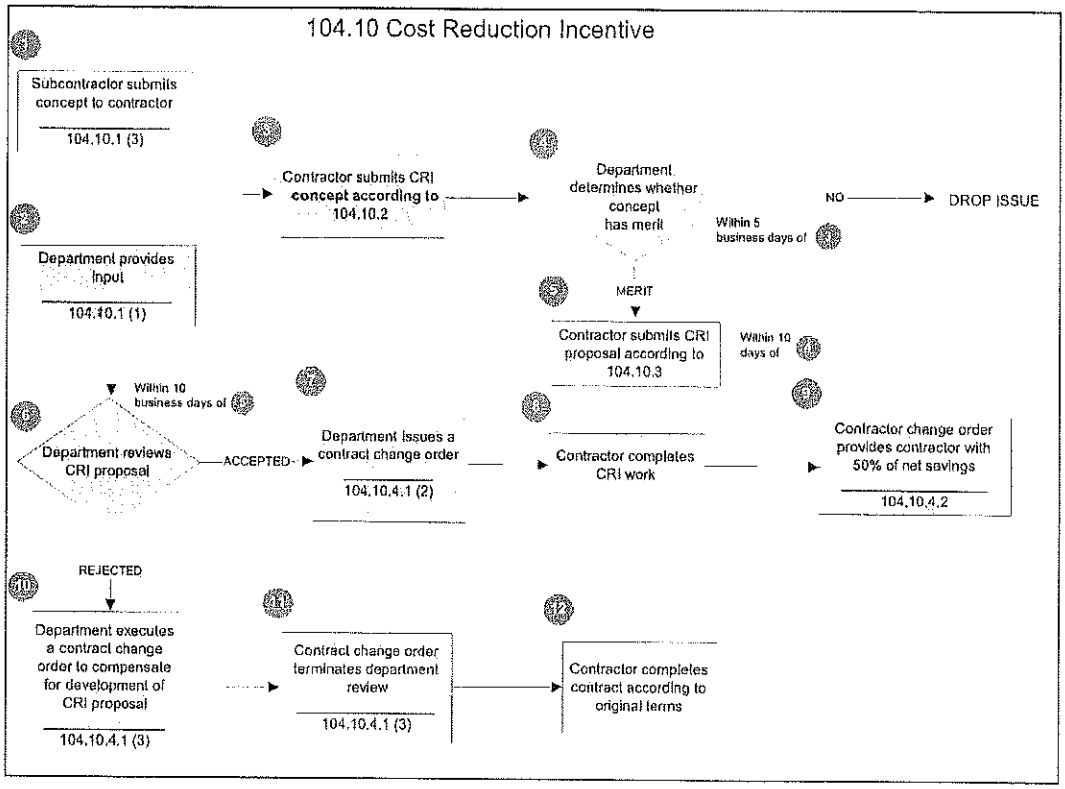
orders or one change order, the development costs and the payment for 50% of department savings to the contractor should be paid using Administrative Item 801.0150. The change orders should adjust contract time and/or interim completion dates, if necessary.

See CMM 2-42 for additional instructions in completing the CCO. The supplemental description on the CCO will be utilized in the preparation of CRI reports for future use in incorporating the concepts in other projects, so provide a supplemental description that is specific enough to fulfill that purpose, in addition to the normal considerations.

2-44.5 CRI Process Flow Chart

Figure 1 below describes the CRI process in a flow chart format:

Figure 1 Cost Reduction Incentive



that no water collects or stands therein. Do not create or enlarge an area of open water except as allowed under 208.2.2.

(3) The cost of final cleanup is incidental to the contract. The department will not allow separate or additional payment for final cleanup.

104.10 Cost Reduction Incentive

104.10.1 General

(1) Subsection 104.10 specifies a 2-step process for contractors to follow in submitting a cost reduction incentive (CRI) for modifying the contract in order to reduce direct construction costs computed at contract bid prices. The initial submittal is referred to as a CRI concept and the second submittal is a CRI proposal. The contractor and the department will equally share all savings generated to the contract due to a CRI as specified in 104.10.4.2(1). The department encourages the contractor to submit CRI concepts for the following situations:

1. The contractor generates the original cost savings idea and formulates it into a concept.
2. The department generates the original cost savings idea and obtains the contractor's assistance to formulate the idea into a concept.

(2) Follow the procedures specified in 104.10.2 for submitting a CRI concept. If the department determines a CRI concept has merit, the department will encourage the contractor to submit a CRI proposal. Follow the procedures specified in 104.10.3 for submitting a CRI proposal.

(3) The contractor may submit a CRI concept from a subcontractor. The department will reimburse the contractor. Subcontractors may not submit a CRI except through the contractor.

(4) The contractor may submit a CRI concept only after the execution of the contract. Do not base bid prices on the anticipated approval of a CRI proposal. If the department rejects a CRI proposal, complete the contract as specified in the original terms or as otherwise modified.

(5) The department will consider a CRI that changes but does not impair the essential functions or characteristics of the project. These functions or characteristics include, but are not limited to, appearance, service life, economy of operations, ease of maintenance, design, and safety of structures and pavements, construction phasing or procedures, or other contract requirements.

(6) The department will decide whether or not to approve a CRI. The department will bear no liability for causing a delay to the project in considering a CRI or for refusing to approve a CRI. The department may consider a noncompensable time extension as specified in 104.10.2(3). The department will consider no contractor claims for additional costs related to the acceptance or rejection of a CRI, including loss of anticipated profits, or increased material or labor costs. The department will reimburse the contractor for the development costs of CRI proposals as specified in 104.10.4.1(3).

(7) A CRI, approved or not approved by the department, applies only to the contract for which the contractor submits it. Impose no restrictions on the CRI for its use or disclosure. The department has the right to use, duplicate, and disclose in whole or in part all data necessary for the utilization of the CRI. The department may use an accepted CRI or part of an accepted CRI on other projects without obligation to the contractor. This provision does not deny rights granted by law with respect to patented materials or processes. The department will not use this provision as the basis for rejecting the contractor's submittal of a CRI concept from past projects.

(8) Continue to perform the work as the contract specifies until receipt of the engineer's written acceptance or rejection of the CRI Proposal.

(9) Work produced under an approved CRI contract change order is subject to the provisions of 105.3.2 for nonconforming work.

104.10.2 Submittal and Review of a CRI Concept

(1) Initially, submit a brief letter with graphics as necessary to the engineer to describe and illustrate the CRI concept. Estimate the overall CRI savings and the costs to develop the CRI proposal specified in 104.10.3. The engineer will use the contractor's estimate of the CRI proposal development costs as specified in 104.10.4.1(3). Indicate whether adequate time is available in the project schedule for submitting a complete CRI proposal and for the department's review before implementation.

(2) The department will review the CRI concept and, within 5 business days of the contractor's initial submittal, notify the contractor in writing whether the CRI concept has merit and whether the contractor should submit it as a CRI proposal. The contractor and the department can mutually agree to extend this 5-day review requirement. The department will notify the contractor if a professional engineer registered in the state of Wisconsin should seal the CRI proposal. If the department informs the contractor to submit the CRI proposal, the department will share in the cost for developing the CRI proposal as specified in 104.10.4.1(3).

(3) If the department determines the time for response indicated in the CRI concept letter is insufficient for review, the department may choose to evaluate the need for a noncompensable time extension to the contract. The department will base its evaluation on the additional time that the department needs for its review of the CRI proposal and the effect on the contractor's schedule caused by the added review time.

(4) If the department has already taken action to implement revisions to the contract subsequently proposed in a CRI concept, the department may reject the CRI concept and revise the contract without obligation to the contractor.

(5) The department may reject a CRI concept if it addresses a potential contract change situation as specified in 104.2.

(6) The savings generated by the CRI must be sufficient to warrant its review and processing and offset the level of risk. The department will assess the risk of the CRI relative to departmental design policies and criteria for the project. The department may reject a CRI concept for the following reasons:

1. It requires excessive time or costs for the contractor to develop the CRI proposal.
2. It requires excessive time or costs for review, evaluation, investigation, or implementation.
3. It introduces an inappropriate level of risk.

104.10.3 Submittal of the CRI Proposal

(1) Within 10 business days after the department has determined that the CRI concept has merit, submit the CRI proposal. The contractor and department can mutually agree to extend this 10-day submittal requirement. Ensure that the CRI proposal includes sufficient data for the department to make an informed decision regarding the proposal and includes, at a minimum, the following information:

1. A statement that the proposal is submitted as a CRI.
2. A description of the difference between the existing contract and the proposed change and the advantages and disadvantages of each, which may include effects on service life, economy of operations, ease of maintenance, benefits to the traveling public, desired appearance, and safety.
3. A complete set of plans and specifications showing the proposed revisions relative to the original contract features and requirements. Support the proposed revisions with design computations as necessary for a thorough and expeditious evaluation.
4. A complete analysis indicating the final estimated costs and quantities to be replaced by the CRI compared to the new costs and quantities generated by the CRI. The department will use these costs as specified in 104.10.4.2(1) to compute the proposed net savings.
5. A statement specifying the time within which the department must make a decision.
6. A statement detailing the effect the CRI will have on interim completion dates and the time for completing the contract.
7. A description of a previous use or testing of the CRI and the conditions and results. If the contractor previously submitted the CRI on another department project, the contractor shall indicate the date, contract number, and action taken by the department.
8. A detailed statement that indicates the costs for developing the CRI proposal and implementing the changes. The department will use these costs as the contractor's CRI development and implementation costs as specified in 104.10.4.1(3) and 104.10.4.2(1).
9. Ensure that a professional engineer registered in the state of Wisconsin seals the CRI proposal if the department requires it as specified in 104.10.2(2).
10. If proposing design changes, the contractor may include with the additional information, results of field investigations and surveys, design computations, and field change sheets.

104.10.4 Acceptance, Rejection, and Payment

104.10.4.1 Acceptance, Rejection, and Payment of a CRI Proposal

(1) Within 10 business days of the contractor's submission of the CRI proposal, the department will accept or reject the CRI proposal in writing. The contractor and the department can mutually agree to extend this 10-day review requirement. Provide requested additional information needed to evaluate the CRI proposal in a timely manner. The department may reject a CRI proposal for untimely submittal of additional information.

(2) After accepting the CRI proposal, the department will execute a change order reimbursing the contractor for the cost of preparing the CRI proposal. The department will limit reimbursement to the contractor's estimate of the CRI proposal development costs provided in the CRI concept submittal. The change order will also state the conditions for the department's acceptance and which of the following the net savings will be based on:

1. Agreed lump sum prices before the contractor performs the CRI.
2. Agreed unit prices before the contractor performs the CRI in conjunction with quantities that the department will measure after the contractor completes the CRI.

(3) If the department informs the contractor to submit a CRI proposal as specified in 104.10.2 and later rejects the CRI proposal, the department will execute a contract change order to adjust the contract for the contractor's CRI development costs as listed in Item 8 of 104.10.3(1). The department will limit the contract revision amount to the contractor's estimate of the CRI proposal development costs provided in the CRI concept submittal. The contract change order will terminate the department's review of the CRI.

(4) Rejection of a CRI proposal is not an allowable basis for a claim against the department for delay or for other costs.

104.10.4.2 Payment for the CRI Work

(1) The department will pay for completed CRI work as specified for progress payments under 109.6. The department will pay for CRI's under the Cost Reduction Incentive administrative item. When all CRI costs are determined, the department will execute a contract change order that does the following:

1. Adjusts the contract time, interim completion dates, or both.
2. Pays the contractor for the unpaid balance of the CRI work.
3. Pays the contractor 50 percent of the net savings resulting from the CRI, calculated as follows:

$$NS = CW - CRW - CC - DC$$

Where:

NS = Net Savings

CW = The cost of the work required by the original contract that is revised by the CRI. CW is computed at contract bid prices if applicable.

CRW = The cost of the revised work, computed at contract bid prices if applicable.

CC = The contractor's cost of developing the CRI proposal.

DC = The department's cost for investigating, evaluating, and implementing the CRI proposal.

(2) The department is the sole judge of the acceptability of a CRI proposal and of the agreed net savings in construction costs from the adoption of all or part of the CRI proposal. The department will not include time savings resulting from the CRI in the calculation of net savings.

CHANGE ORDER
CITY OF FRANKLIN
DEPARTMENT OF ENGINEERING

Change Order No: 01 Dated: February 07, 2017

PROJECT NAME W. St. Martins Road, Tess Corners Creek Bridge Replacement

PROJECT LOCATION 12100 block of W. St. Martins Road

CONTRACTOR: Lunda Construction Company

Contract For

Nature of the Changes:

Develop Cost Reduction Incentive Proposal

Increase Project Time

These changes result in the following adjustment of Contract Price and Contract Time: (CITY CONTRACT ONLY)

Original Contract Price $ 652,407.99

Contract price prior to this Change Order $ 652,407.99

Net Increase resulting from this Change Order $ - 52,500

Current contract price including this Change Order $ 599,907.99.

Net (Increase/Decrease) in time resulting from this Change Order TBD (Days)

The above changes are Approved by:

Mayor	City Clerk	Contractor:
By: Stephen R. Olson	By: Sandra L. Wesolowski	By:
Date:	Date:	Date:

Director of Finance & Treasurer	City Attorney
By: Paul Rotzenberg	By: Jesse A. Wesolowski
Date:	Date:

APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE 2/7/2017
REPORTS & RECOMMENDATIONS	**Authorization to Execute and Complete Cleanup of the Property at 11436 W. Swiss St. (Cynthia Girmscheid, Owner) in Accordance with an Order of the Milwaukee County Circuit Court.**	ITEM NUMBER G.10.

The complaint system lists at least 5 complaints against 11436 W. Swiss St. that address a need to clean up and remove junk and debris from the property. The complaints go back as far as the summer of 2014. Violations were identified and orders were issued to clean up the property, but all efforts at enforcement were unsuccessful. Ultimately, in September of 2016, the City filed a lawsuit in Circuit Court seeking a court order for the cleanup that would also permit the City to execute the cleanup if the property owner failed to comply with the Court order.

The Milwaukee County Circuit Court issued the necessary order on November 30, 2016. With the order as leverage, the City Attorney's Office (with this project being addressed by Assistant City Attorney Chris Smith) attempted two more times (letters on 12/5 and 1/17) to compel the property owner to take action on their own. The property owner did not do so. The City Attorney's Office had previously identified EK Construction as an experienced vendor in property cleanup that came recommended by another municipality both for their service and price. Prior to the issuance of the Court order, EK Construction had provided an estimate of $5,000 to complete the work, based upon the portion of the property they were able to view from the street, which was the limit of property access available to the contractor prior to the Court order.

It is important to note that charges for Court-ordered property cleanup become an assessment against the property and, ultimately, the City can expect to be fully reimbursed. Upon the property owner's final failure to comply and after consultation with the Director of Finance and Treasurer, the Assistant City Attorney approved a verbal purchase order with EK Construction to commence clean-up work, which work began Friday, January 27th, as per the 1/17 final warning letter. Early in the clean-up process the contractor contacted the Assistant City Attorney indicating that the previously unseen back portions of the property contained a significant amount of debris, primarily piles of wood, that made the total project significantly larger than provided for by the initial quote. The contractor was instructed to complete labor and cleanup based upon the initial agreed upon value and to cease work pending further authorization.

Although the property looks significantly better from the point of view of the street, the Director of Administration recommends the Common Council authorize staff and the City Attorney's Office to execute and complete the cleanup of the property at 11436 W. Swiss St. (Cynthia Girmscheid, Owner) to the full extent of Circuit Court order. The process and effort of obtaining the Court order justifies completing the entirety of the cleanup. The contractor has identified that the entire project can be completed for an amount not to exceed $10,000 (which includes the $5,000 of work already completed). Although the full charge will be assessed against the property, if approved, General Fund Contingency appropriations would be matched against the initial expenditure. Please note that if the Director of Finance and Treasurer identifies an appropriate accounting mechanism that would not require use of the Contingency appropriations, that mechanism will be used. The recommended motion is written to incorporate this flexibility.

COUNCIL ACTION REQUESTED

Authorization to execute and complete cleanup of the property at 11436 W. Swiss St. (Cynthia Girmscheid, Owner), in accordance with the Circuit Court order, using EK Construction for an amount not to exceed $10,000 and accounted for in a manner as determined by the Director of Finance and Treasurer.

DOA - MWL

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APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
Slw MWL		2/7/2017
REPORTS & RECOMMENDATIONS	Authorization to Purchase Two 2017 Jeep Cherokees	ITEM NUMBER G.11.

In the 2017 Revolving Equipment budget, the City funded for the replacement of two Building Inspection vehicles in the amount of $30,000.00 each. These vehicles will replace a 1999 Ford explorer and a 2003 Ford Explorer at a cost of $22,781.00 each and total cost for the two vehicles of $45,562.00.

The vehicles are being purchased from the 2017 State of Wisconsin vehicle bids. The State awarded contract was issued to Ewald Automotive Group and reflects a "State of Wisconsin Municipal Discount" of $4,793 per vehicle. The State bid pricing guarantees the City receives a competitive deal and has been the lowest prices that have been found. The vehicles requested are the Jeep Cherokee. This is the lower cost version of two Cherokee models that Jeep manufactures. It is not the large and higher priced Grand Cherokee model.

In addition to the purchase cost of the two vehicles, the total amount budgeted covers the setup and reinstallation of equipment that is being removed from the two current vehicles and which will be reinstalled in the new vehicles. This set up includes, for example, the reinstallation of mobile radios, lights, and the installation of storage drawers. The final pricing will come in well below the total budgeted amount.

COUNCIL ACTION REQUESTED

Motion to authorize Building Inspection to order two Jeep Cherokee Sport 4x4s, using State contract pricing, from Ewald Automotive Group, as per the 2017 Equipment Replacement Fund budget and to complete the vehicle and equipment set up.

DOA - MWL

Prepared For:
FRED BAUMGART
CITY OF FRANKLIN
7979 W RYAN RD
FRANKLIN, WI 53132
Phone: (414) 425-0084
Email: generalinspection@franklinwi.gov

Prepared By:
SCOTT KUSSOW
EWALD AUTOMOTIVE GROUP, LL
36833 E. WISCONSIN AVE.
OCONOMOWOC, WI 53066
Phone: (262) 567-5555
Fax: (262) 560-1303
Email: skfleet@ewaldauto.com

2017 Fleet/Non-Retail Jeep Cherokee Sport 4x4 KLJL74

QUOTE WORKSHEET

QUOTE WORKSHEET - 2017 Fleet/Non-Retail KLJL74 Sport 4x4

MSRP		$25,595.00
Destination Charge		$995.00
Optional Equipment		$984.00
Dealer Advertising		$0.00
PRE-TAX ADJUSTMENTS:		
STATE OF WISCONSIN MUNICIPAL DISCOUNT	($4,793.00)	
Total Pre-Tax Adjustments		($4,793.00)
Taxable Price		$22,781.00
TOTAL		$22,781.00

Customer Signature / Date

Dealer Signature / Date

2017 JEEP CHEROKEE SPORT 4WD BLACK WITH A BEIGE/BLACK INTERIOR TO YOUR SPECS AS DETAILED. REGISTRATION FEES ARE EXTRA. DELIVERY CAN BE ANTICIPATED 90-120 DAYS FROM RECEIPT OF YOUR ORDER. PAYMENT TERMS ARE NET TEN DAYS.

Customer File:

Prepared For:
FRED BAUMGART
CITY OF FRANKLIN
7979 W RYAN RD
FRANKLIN, WI 53132
Phone: (414) 425-0084
Email: generalinspection@franklinwi.gov

Prepared By:
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36833 E. WISCONSIN AVE.
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Phone: (262) 567-5555
Fax: (262) 560-1303
Email: skfleet@ewaldauto.com

2017 Fleet/Non-Retail Jeep Cherokee Sport 4x4 KLJL74

QUOTE WORKSHEET

QUOTE WORKSHEET - 2017 Fleet/Non-Retail KLJL74 Sport 4x4

MSRP		$25,595.00
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Optional Equipment		$984.00
Dealer Advertising		$0.00
PRE-TAX ADJUSTMENTS:		
STATE OF WISCONSIN MUNICIPAL DISCOUNT	($4,793.00)	
Total Pre-Tax Adjustments		($4,793.00)
Taxable Price		$22,781.00
TOTAL		$22,781.00

Customer Signature / Date

Dealer Signature / Date

2017 JEEP CHEROKEE SPORT 4WD BLACK WITH A BLACK INTERIOR TO YOUR SPECS AS DETAILED. REGISTRATION FEES ARE EXTRA. DELIVERY CAN BE ANTICIPATED 90-120 DAYS FROM RECEIPT OF YOUR ORDER. PAYMENT TERMS ARE NET TEN DAYS.

Customer File:

BLAKE PAGE

APPROVAL	REQUEST FOR	MEETING DATE
Slw	COMMON COUNCIL ACTION	Feb. 7, 2017
REPORTS & RECOMMENDATIONS	AN ORDINANCE TO AMEND ORDINANCE 2015-2198, AN ORDINANCE ADOPTING THE 2016 ANNUAL BUDGETS FOR THE GENERAL FUND FOR THE CITY OF FRANKLIN FOR FISCAL YEAR 2016 TO PROVIDE ADDITIONAL PARKS APPROPRIATIONS FOR MAINTENANCE COSTS	ITEM NUMBER G. 12.

Background

The Parks Superintendent requests additional materials for parks maintenance. He placed an order for 225 yards of wood chips for play areas using 2016 appropriations.

The Superintendent would like to use $5,000 of un-used personnel costs to provide appropriations for these supplies.

Fiscal Impact

The proposed budget change transfers $5,000 of excess personnel appropriations (which were transferred in from the Highway Dept) to Parks Non-Personnel costs. No increase in the overall 2016 Parks budget would occur as a result of this change. Rather, additional Non-personnel costs would be provided by reducing un-used Personnel costs.

Staff recommends approval.

COMMON COUNCIL ACTION REQUESTED

Motion to adopt An ordinance to amend Ordinance 2015-2198, an ordinance adopting the 2016 annual budgets for the General Fund for the City of Franklin for Fiscal year 2016 to provide additional parks appropriations for maintenance costs.

Fin - PAR

STATE OF WISCONSIN: CITY OF FRANKLIN: MILWAUKEE COUNTY

ORDINANCE NO. 2017_____

AN ORDINANCE TO AMEND ORDINANCE 2015-2198, AN ORDINANCE ADOPTING THE 2016 ANNUAL BUDGETS FOR THE GENERAL FUND FOR THE CITY OF FRANKLIN FOR FISCAL YEAR 2016 TO PROVIDE ADDITIONAL PARKS APPROPRIATIONS FOR MAINTENANCE COSTS

WHEREAS, the Common Council adopted the 2016 Budget for the City of Franklin providing resources and appropriations for 2016 and

WHEREAS, the Parks Department non-personnel appropriations provide for maintenance costs, and

WHEREAS, an additional $5,000 of materials are needed for parks grounds, and

WHEREAS, the Common Council of the City of Franklin believes these expenditures provide for the well being of the Community.

NOW, THEREFORE, the Common Council of the City of Franklin does hereby ordain as follows:

Section 1 That the 2016 Budget of the General Fund be adjusted as follows:

Parks	Non-Personnel	Increase	5,000
Parks	Personnel	Decrease	5,000

Section 2 Pursuant to §65.90(5)(a), Wis. Stats., the City Clerk is directed to publish a Class 1 notice of this budget amendment within ten days of adoption of this ordinance.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2017.

APPROVED:

_____
Stephen R Olson, Mayor

ATTEST:

_____
Sandra L. Wesolowski, City Clerk

AYES____NOES____ABSENT____

APPROVAL Slw	REQUEST FOR COMMON COUNCIL ACTION	MEETING DATE Feb 7, 2017
REPORTS & RECOMMENDATIONS	**AN ORDINANCE TO AMEND ORDINANCE 2016-2240, AN ORDINANCE ADOPTING THE 2017 ANNUAL BUDGETS FOR THE GENERAL FUND AND CAPITAL OUTLAY FUND FOR THE CITY OF FRANKLIN FOR FISCAL YEAR 2017 TO APPROPRIATE FUNDS FOR SOFTWARE DEVELOPMENT PROFESSIONAL SERVICES AND RE-APPROPRIATE UNUSED 2016 CAPITAL OUTLAY APPROPRIATIONS IN MUNICIPAL BUILDING, FIRE DEPARTMENT AND INFORMATION SYSTEMS EQUIPMENT**	ITEM NUMBER G.13

Background

During the December 20, 2016 Common Council meeting, the Council directed staff to prepare a 2017 Budget Amendment to re-appropriate $21,600 of unused 2016 Capital Outlay appropriations for Station #1 apparatus floor sealing in 2017. (G.5)

During the December 20, 2016 Common Council meeting, the Council directed staff to prepare a 2017 Budget Amendment to re-appropriate $18,000 of unused 2016 carpeting appropriations at City Hall for 2017 carpet appropriations at City Hall. (G.6)

During the December 20, 2016 Common Council meeting, the Council directed staff to prepare a 2017 Budget Amendment to re-appropriate $46,250 of unused 2016 Information Services Capital Outlay projects for 2017 projects. The $26,950 Edit-App project has been modified to a software maintenance project more apply recorded as an operating expenditure in the General Fund. The 2016 Capital Outlay appropriation will be transferred to the General Fund. (G.17)

COMMON COUNCIL ACTION REQUESTED

Motion adopting an ordinance to amend Ordinance 2016-2240, an ordinance adopting the 2017 annual budgets for the General Fund and Capital Outlay Funds for the City of Franklin for fiscal year 2017 to appropriate funds for software development professional services and re-appropriate unused 2016 Capital Outlay appropriations in Municipal Building, Fire Department and Information Systems equipment.

Finance Dept – PAR – ROLL CALL VOTE Required

STATE OF WISCONSIN: CITY OF FRANKLIN: MILWAUKEE COUNTY

ORDINANCE NO. 2017_____

AN ORDINANCE TO AMEND ORDINANCE 2016-2240, AN ORDINANCE ADOPTING THE 2017 ANNUAL BUDGETS FOR THE GENERAL FUND AND CAPITAL OUTLAY FUND FOR THE CITY OF FRANKLIN FOR FISCAL YEAR 2017 TO APPROPRIATE FUNDS FOR SOFTWARE DEVELOPMENT PROFESSIONAL SERVICES AND RE-APPROPRIATE UNUSED 2016 CAPITAL OUTLAY APPROPRIATIONS IN MUNICIPAL BUILDING, FIRE DEPARTMENT AND INFORMATION SYSTEMS EQUIPMENT

WHEREAS, the Common Council adopted the 2017 Budget for the City of Franklin providing resources and appropriations for 2017 in the General Fund and Capital Outlay Fund; and

WHEREAS, the 2016 Capital Outlay Fund included unused appropriations for items in the amount of $21,600 for Fire Department equipment that can be repurposed in 2017 for building improvements at Station #1; and

WHEREAS, the 2016 Capital Outlay Fund included unused Municipal Building appropriations for a $18,000 carpeting project that is now planned for 2017; and

WHEREAS, the 2016 Capital Outlay Fund included an unused $26,950 appropriation for Edit-App solution that remains uncompleted; and

WHEREAS, the 2016 Capital Outlay Fund included a $19,300 appropriation for two uncompleted computer equipment projects that are now planned for 2017; and

WHEREAS, the Common Council directed staff to prepare a 2017 budget modification to bring the unused appropriations forward; and

WHEREAS, the Edit-App project has changed from software development to professional services more properly recognized as an operating cost in the General Fund; and

WHEREAS, the Common Council believes such projects are necessary for the welfare of the Community.

NOW, THEREFORE, the Common Council of the City of Franklin does hereby ordain as follows:

Section 1 That the 2016 Budgets be adjusted as follows:

General Fund

Info Services	Non-Personnel Services	Increase	26,950
Transfers	Transfers In	Increase	26,950

Capital Outlay Fund

Info Services	Computer Equipment	Increase	19,300
Muni Buildings	Building Improvements	Increase	18,000
Fire	Building Improvements	Increase	21,600
Transfers	Transfers Out	Increase	26,950

Section 2 Pursuant to §65.90(5)(a), Wis. Stats., the City Clerk is directed to publish a Class 1 notice of this budget amendment within ten days of adoption of this ordinance.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2017.

APPROVED:

_____
Stephen R Olson, Mayor

ATTEST:

_____
Sandra L. Wesolowski, City Clerk

AYES____NOES____ABSENT____

BLAKE PAGE

APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
Slw		2/7/17
LICENSES AND PERMITS	MISCELLANEOUS LICENSES	ITEM NUMBER H.1.

See attached list from meeting of February 7, 2017.

COUNCIL ACTION REQUESTED

City of Franklin
9229 W. Loomis Road
Franklin, WI 53132-9728
414-425-7500

License Committee
Agenda*
Aldermen's Room
February 7, 2017 – 5:30 pm

1.	**Call to Order & Roll Call**	**Time:**		
2.	**Applicant Interviews & Decisions**			
License Applications Reviewed		**Recommendations**		
Type/ Time	**Applicant Information**	**Approve**	**Hold**	**Deny**
Operator 2016-17	**Tanya J Bielinski** 10568 W Cortez Cir., #28 Franklin, WI 53132 Swiss Street Pub & Grill			
Operator 2016-17	**Nicole M Del Valle** 721 W Grange Ave., #103 Milwaukee, WI 53221 Mulligan's Irish Pub & Grill			
Operator 2016-17	**Rebecca R Fox** 8243 Shadwell Cir Franklin, WI 53132 Walgreens #05459			
Operator 2016-17	**Leah A Gdaniec** S76 W20251 Sunny Hill Dr Muskego, WI 53150 To be Determined			
Operator 2016-17	**Jeni B Knoedler** 25710 Dover Line Rd Waterford, WI 53185 Mulligan's Irish Pub & Grill			
Operator 2016-17	**Laura A Martinez** 3742 E Obrien Rd Oak Creek, WI 53154 Mulligan's Irish Pub & Grill			
Operator 2016-17	**Guy R Ouellette** 5224 S 60th St Greendale, WI 53129 Landmark			
Operator 2016-17	**Eric J Reuteler** 2978 S Herman St Milwaukee, WI 53207 Polish Center of Wisconsin			
Operator 2016-17	**Toni M Ruyle** 1835 Ellis Ave Racine, WI 53402 Swiss Street Pub & Grill			
Police Incidient Reports from July 1, 2016 thru January 1, 2017 for Class A and B Establishments	Review of Police Incident Reports from July 1, 2016 thru January 1, 2017 for Class A and B Establishments.			
3.	**Adjournment**			
		Time		

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

APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE 2/7/17
Bills	Vouchers and Payroll Approval	ITEM NUMBER I. 1

Attached are vouchers dated January 13, 2017 through February 2, 2017 Nos. 163542 through Nos. 163801 the amount of $ 3,075,389.72. Included in this listing are EFT's Nos. 3360 through Nos. 3375 and Library vouchers totaling $ 21,634.40. Voided checks in the amount of $ (364.80) are separately listed.

Early release disbursements dated January 13, 2017 through February 1, 2017 under Resolution 2013-6920 in the amount of $ 2,141,603.83 are provided on a separate listing and are also included in the complete disbursement listing.

The net payroll dated January 20, 2017 is $ 402,264.33, previously estimated at $ 420,000.00. Payroll deductions for January 20, 2017 are $ 396,934.10, previously estimated at $ 373,000.00.

The net payroll dated February 3, 2017 is $ 358,415.62, previously estimated at $ 377,000.00. Payroll deductions for February 3, 2017 are $ 202,801.00, previously estimated at $ 208,000.00

The estimated payroll for February 17, 2017 is $ 391,000.00 with estimated deductions and matching payments of $ 370,000.00.

Attached is a list of property tax payments and refunds Nos. 17072 through Nos. 17153 and EFT Nos.132 through Nos. EFT 135 dated January 13, 2017 through February 2, 2017 in the amount of $ 17,000,049.75. These payments have been released as authorized under Resolution 2013-6920. Voided checks in the amount of $ (31,708.25) are separately listed.

COUNCIL ACTION REQUESTED

Motion approving the following:

- City vouchers with an ending date of February 2, 2017 in the amount of $ 3,075,389.72 and
- Payroll dated January 20, 2017 in the amount of $ 402,264.33 and payments of the various payroll deductions in the amount of $ 396,934.10, plus City matching payments and
- Payroll dated February 3, 2017 in the amount of $ 358,415.62 and payments of the various payroll deductions in the amount of $ 202,801.00, plus City matching payments and
- Estimated payroll dated February 17, 2017 in the amount of $ 391,000.00 and payments of the various payroll deductions in the amount of $ 370,000.00, plus City matching payments and
- Property Tax payments and refunds with an ending date of February 2, 2017 in the amount of $ 17,000,049.75.

Finance Dept – KM