VILLAGE OF GERMANTOWN
N112 W17001 MEQUON ROAD
GERMANTOWN, WI 53022

MEETING: **PUBLIC WORKS & HIGHWAY COMMITTEE**

DATE AND TIME: **TUESDAY, December 4th, 2018** ***6:00 P.M.***

LOCATION: **Germantown Village Hall Board Room**

I. **CALL TO ORDER:** This meeting has been given public notice in accordance with Wisconsin Statutes, Section 19.83 and 19.84 in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.

II. **ROLL CALL:** Chairman Kaminski, Trustees Hughes, Warren and Zabel

III. **APPROVAL OF MINUTES:** November 7, 2018 & November 19, 2018

IV. **PUBLIC COMMENT:** Please be advised per State Statute Section 19.84(2), information will be received from the public. It is the policy of this municipality that there be a three minute time period, per person, with time extensions per the Chief Presiding Officer's discretion; be further advised that there may be limited discussion on the information received, however, NO ACTION will be taken under public comments.

V. **NEW BUSINESS:**

A. Consideration of Utility Credit – W175 N11037 Stonewood Drive
B. Cleaning Services – Village Buildings
C. Illicit Discharge Screening – N122 W17177 Fond du Lac Avenue – DPW Site
D. Traffic Analysis & Design – Freistadt Road at Maple Road
E. 10-Year Roadway Capital Improvement Plan

VI. **NEXT MEETING DATE:** Set January, 2019 Meeting Date and Time

VII. **ANNOUNCEMENTS:**

VIII. **ADJOURNMENT:**

***UPON REASONABLE NOTICE,** efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service please contact the Village Clerk at (262)250-4740 at least 2 days prior to the meeting.*

*** Notice is given that a majority of the Village Board 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 Village Board per State ex rel. Badke v. Greendale Village Board, even though the Village Board will not take formal action at this meeting.

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

November 7, 2018
Conference Room A

CALL: Chm. Kaminski called the meeting to order at 6:00 p.m.

ROLL CALL: Chm. Kaminski, Trustee Members Hughes (absent), Warren and Zabel. Also, present were Director Ratayczak, Engr. Nitschke, Secretary Wick and Trustee Wing.

APPROVAL OF MINUTES: MOTION made by Zabel, seconded by Warren to approve the Minutes of October 9, 2018.

Motion carried unanimously.

PUBLIC COMMENT: None

STARNET TECHNOLOGIES INVOICE:

MOTION made by Zabel, seconded by Warren authorizing the payment of $9,415.04 to Starnet Technologies for the repair of the VFD for Pump 1 at Lift Station #6 with rebate and insurance settlement funds to be credited back to Acct. #60-180-184-3230.

Motion carried unanimously.

GOLDENDALE ROAD WATER & SEWER EXTENSION – PHASE II BIDS: Dir. Ratayczak reported two bids received with one of the bids being non-responsive. The non-responsive bid had written a qualification of a revised completion date which automatically disqualified him. The Director suggested all bids be rejected.

The responsive bid submitted was $14,483,607. The TID study estimate was $3,775,000. Staff had decided to redesign the water main and proposed to bid as a separate project. The sanitary sewer was redesigned to traverse through an easement in place of Goldendale Road and Holy Hill Road to avoid the excessive depth and rock. Staff believed the redesign and separation of utilities would make the projects more appealing to contractors.

James Siebers, N140 W18170 Cedar Lane asked the following:

Who specifically estimated the cost of $3,775,00 for the utilities extension and how was it done? Was a study done?	Dir. Of Public Works and consulting firm raSmith. Costs were used from previous project bids. The current project was unique due to below surface rock at the intersection of Goldendale and Holy Hill Roads and staff was unsure of how contractors would address that.
Did the Village go ahead with the TIF prior to the estimate for the utilities? It will affect the payout of the TIF.	Yes. There are monies in the TIF.
Are the rebid costs going to be close to the Engr. estimate or the actual bid of $14 million? How will the funds be made up?	The sanitary sewer will take a different route and no longer be in the roadway. Dir. Ratayczak felt they had a solid estimate that could be met.
Will there be a Special Assessment?	No. If a property owner would request a lateral to be installed as part of the project, the individual owner would then have a deferred special assessment until the time of a hookup.

MOTION made by Zabel, seconded by Warren to reject Bids received October 18, 2018 for the Goldendale Road Water & Sewer Extension – Phase II project and rebid the proposed Goldendale Road Water & Sewer Extension – Phase II project.

Motion carried unanimously.

TOPSOIL REMOVAL – GERMANTOWN GATEWAY CORPORATE PARK (TID #8):
Dir. Ratayczak reported pursuant to Village Code 17.441, Pinnacle Engineering Group had submitted a request to remove 145,000 cubic yards of excess topsoil from the Zilbur parcel as part of the TID #8 Corporate Park. Earthwork quantity calculations were submitted. Discussion followed.

MOTION made by Warren, seconded by Zabel to allow Riley Construction to remove 145,000 cubic yards of excess topsoil from the Germantown Gateway Corporate Park (TID #8).

Motion carried unanimously.

STOP SIGN REQUEST – MAPLE & FREISTADT ROADS INTERSECTION: Engr. Nitschke reported a Motion was made and seconded by the Public Safety Committee requesting the Engineering Department review the Traffic Impact Study completed in 2015 to determine what actions could be taken to improve safety and traffic flow through the intersection. Suggestions by the Public Safety Committee for Public Works Committee review included;

1. Purchase upgraded stop signs for Maple Road at Freistadt Road. The stop signs are to be LED solar powered signs. The cost estimate is $1,600 per sign, and two signs are to be ordered.
2. Purchase two (2) LED solar powered radar speed signs to be installed on Freistadt Road. The cost estimate is approximately $4,000 per sign.
3. Upgrade the "Dangerous Intersection" signs to high reflectivity.
4. Upgrade both speed limit signs to high reflectivity.

The recommended upgrades were not to cost more than $14,000. Engr. Nitschke recommended items #1 & #2 be approved to come from the 2018 Road Program. Items #3 & #4 would be funded by the Highway Dept. Street Sign account. Engr. Nitschke noted items #1 through #4 were an interim measure he recommended based on his own professional experience and the study that was completed in year 2015. Staff was looking for authorization to move forward and solicit RFP's from professional engineering firms to complete the design and bid specifications for a signalized intersection. Discussion followed with the following comments:

- Engr. Nitschke was very cognizant of the issues with turning movements at some intersections in which the straight-ahead traffic is shared with the right turn traffic. This situation would be the same if the Village only put in a signalized intersection with the geometric design at the Freistadt/Maple intersection. The Committee was provided with a right of way map showing the Freistadt/Maple Road intersection areas of concern.
- In speaking with a consultant currently on board for TID #8, the consultant volunteered to pull traffic data for the intersection. It was believed there had been enough crashes to warrant possibly obtaining Highway Safety Improvement Program funding to pay for a portion of the intersection improvements.

- Trustee Warren clarified intersection improvements were not just about installing signals in the current geometrics but re-doing the geometrics which could impact the R.O.W. and cost more money. Engr. Nitschke stated some of the ways to supplement costs would be if the Village could obtain HSIP funding and use remaining funds from the 2018 Road Program.
- Estimated costs for intersection improvements in year 2015 were approximately $400,000 - $500,000.
- Would there be a cost comparison for the installation of signals vs. correcting the road profile? It was agreed the intersection was a sight line issue. Engr. Nitschke would request both costs as part of the RFP.

James Siebers, N140 W18170 Cedar Lane, noted when the intersection opened, he reported a problem the very next day. The Village should have gone back to the contractor to fix at that time. Accidents have increased. He encouraged the Committee to vote NO on all four suggestions by the Public Safety Committee. Most accidents occur after cars have stopped. The problem is not Maple Road. The problem is Freistadt Road. If the Committee chooses not to put in a four-way stop at the intersection, then take the stop signs away on Maple Road and put them on Freistadt Road. Lower the speed on Freistadt Road. The intersection would also be an ideal location for a roundabout. Mr. Siebers encouraged the Public Safety Committee members travel the intersection between 6-7 a.m. and 4-5:30 p.m.

Public Safety Committee Member Trustee Wing clarified accidents continue to increase and therefore a study was done with recommendations for improving the intersection. The study encouraged a signalized intersection but provided suggestions in order to improve it. With the suggestions put in place, it was found accidents increased 90 %. He had traveled the Freistadt Road intersection various times of the day/night with no problem. When he traveled Maple Road, he was shocked as to how difficult it was to exit on to Freistadt Road. Trustee Wing was in favor of a four way stop sign. If other Board members wanted signalization, he was for that also. If members chose to do nothing at the intersection, it was more than likely there would be a fatality.

- Engr. Nitschke stated roundabouts were never part of a discussion for the intersection due to political and design reasons. Stop signs would require design and construction which was very similar to the design and construction of a signalized intersection. The time frame was not necessarily that different than going between a full four-way stop vs. a signalized intersection. The study called for intermediate measures and then go to a signalized intersection. To do an intermediate measure that wasn't called out for, Engr. Nitschke did not agree when traffic counts, study, etc. were already determined. If the real desire was safety at the intersection, the Village needed to consider a signalized intersection, not stop signs.
- Dir. Ratayczak clarified stop signs were not equal to traffic signals as the Engr. would still like to have a left turn, right turn and straight through lane even with stop signs. Engr. Nitschke would not recommend stop signs in the current configuration of the intersection. He would have to look at a geometric configuration that would account for traffic flow. When upgrading stop signs, you would need multiple points of visuals when

comings into an intersection. Discussion continued with the comparison of the Maple/Freistadt intersection vs. the Maple/Mequon Rd. intersection where 4 way stop signs were currently in place. Engr. Nitschke stated you could not compare the two intersections as the geometrics were completely different.

- Trustee Warren noted the speed, the volume and topography makes a difference and can not make a direct comparison of both intersections. He felt if he was to make a choice between a four way stop or reducing speed, he would choose reducing the speed.

James Siebers, N140 W18170 Cedar Lane, questioned if he were to donate the funds, would the Village approve a signalized intersection? It shouldn't matter where the funding comes from. Trustees should represent the public safety. Trustee Wing stated there were many safety issues in the Village, and Trustees could not approve funding for every one of them. He agreed with the safety of the intersection, but funding was a big factor.
Engr. Nitschke stated the debate was not over cost but what was the appropriate measure to use for the intersection both now and moving forward into the future. There will still be upgrades and costs to the intersection for either the stop signs or signals.

- Trustee Zabel did not want to abandon the idea of building a roundabout. Dir. Ratayczak noted staff had researched the land that was required for the installation of a roundabout and there would be a lot of ground removal to make it work.
- Mr. Siebers stated take the funding and put it toward rumble strips.
- A traffic analysis and design would provide the pros and cons of stop signs vs signalization.
- Trustee Zabel suggested the installation of speed tables or at least rumble strips going west bound with appropriate signage of the dangerous intersection. Trustee Warren suggested looking at the environmental impacts of some of the options.

MOTION made by Warren, seconded by Kaminski to forward to Village Board with a positive recommendation authorizing the following:

1. **Purchase upgraded stop signs for Maple Road at Freistadt Road. The stop signs are to be LED solar powered signs. The cost estimate is $1,600 per sign, and two signs are to be ordered.**
2. **Purchase two (2) LED solar powered radar speed signs to be installed on Freistadt Road. The cost estimate is approximately $4,000 per sign.**
3. **Obtain TADI's proposal to study the intersection and provide recommendations for improvements.**

Motion carried 2-1 (Zabel)

NEXT MEETING DATE: The next Public Works and Highway Committee meeting will be held **TUESDAY**, December 4th, 2018 at 6:00 p.m.

ANNOUNCEMENTS: None
ADJOURNMENT: There being no further business, the meeting was adjourned at 7:08 p.m.

Janice Wick, Recording Secretary

SPECIAL

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

November 19, 2018
Village Hall Conference Room "A"

CALL: Chm. Kaminski called the meeting to order at 6:20 p.m.

ROLL CALL: Chm. Kaminski, Trustees Hughes, Warren and Zabel. Also present were Dir. Ratayczak.

GOLDENDALE ROAD WATER MAIN – PHASE 2 – BIDS: Dir. Ratayczak presented for review bids received ranging from $756,598 to $3,490,700 for the proposed extension of 16" water main on Goldendale Road from approximately 50 feet north of the rail road tracks on Freistadt Road to Holy Hill Road ending at Gateway Crossing.

MOTION made by Warren, seconded by Zabel to forward to the Village Board with a positive recommendation to award the Goldendale Road Water Main – Phase 2 project to Wood Sewer & Excavating, Inc. in the amount of $756,598 plus a 10% contingency for a total project cost of $832,258.00

Motion carried unanimously.

ADJOURNMENT: There being no further business, the meeting was adjourned at 6:26 p.m.

Lawrence Ratayczak, Director of Public Works

BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI

MEETING DATE: December 4, 2018

AGENDA ITEM: New Business A

ITEM TITLE: Consideration to Adjust 3rd Quarter of 2018 Sewer & Water Invoice for Momentum Early Learning, W175 N11037 Stonewood Drive

SUBMITTED BY: Lawrence W Ratayczak, P.E., Director of Public Works

SUMMARY EXPLANATION:

On behalf of Momentum Early Learning located at W175 N11037 Stonewood Dr. Cindy Katzke has brought a possible overbilling issue to the Village's attention by a letter (attached) post marked November 10, 2018. The letter describes the recently high, well above average, water bill received. The bill for the period of 7/1/18 – 9/28/18 was $6,299.14. Cindy also describes the water utility staff investigating the plumbing and determining that there were no leaks. Convinced there was a problem Cindy hired S&K Plumbing which located a leaking valve attached to the lawn irrigation system. The leak in this area would not be connected to the sanitary sewer system, therefore, none of the overage water would have gone to the sanitary sewer.

Normal average water usage for the 3rd Quarter is 302,000 gallons for 2017. The water use for the 3rd Quarter of 2018 was 569,000 gallons. The over average use was 267,000 gallons. The cost for the over average water use is $2.29/1,000 gallons times 267,000 gallons or $611.43. The cost for the over average sewer use is $6.913/1,000 gallons times 267,000 gallons or $1,845.77.

ATTACHMENT: ORDINANCE_____ RESOLUTION____ OTHER _X__

Letter from Cindy Katzke (Momentum Early Learning)
Billing History

RECOMMENDATION:

Staff is looking to the Public Works Committee for direction with regard to allowing a reduction in the 3rd Quarter sewer & water invoice for Momentum Early Learning, W175 N11037 Stonewood Dr.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

Larry Radachek, Director of Public Works, Germantown

P.O. Box 337

Germantown, WI 53022

Dear Larry,

Momentum Early Learning Child Care Center is requesting a refund be issued for the sewer usage charges for the 3rd quarter water bill due to a valve leak that was located in our plumbing by S&K Plumbing. I will provide a letter from the plumber stating the issue and confirming that the water did not go down the sprinkler system as soon as I receive it. I wanted to forward you my request as soon as possible to get on the December agenda at the next council meeting.

Our water usage from 2nd to 3rd quarter was significantly higher due to this leak and I realize there is nothing we can recover from that expense, but please consider issuing a refund for the sewer charges due to this leak. I have provided a spreadsheet with last years usage and the water and sewer charges for comparison to the 3rd quarter charges being significantly higher than the previous bills.

Please let me know if you need any further documentation. I appreciated all the help from the water department as both Paul and Eric have been extremely helpful and patient with me through this process. I can be reached by cell at 414-265-6655 or email at ckatzke@momentumearlylearning.com.

Thank you for your time and consideration.

Sincerely,

Cindy Katzke

Executive Director of Momentum Early Learning

DATE RUN: 11/13/18 VILLAGE OF GERMANTOWN PAGE 1
TIME RUN: 13:10:55 UTILITY BILLING ACTIVITY
ID: UB340000.WOW

FROM DATE: 12/01/2016
TO DATE: 11/13/2018

DATE	ACTIVITY DESCRIPTION	READ TYPE	QUANTITY	AMOUNT
0028197200-00 MOMENTUM EARLY LEARNING		W175 N11037 STONEWOOD DR		
12/29/16	WATER	ACT	53	146.83
12/29/16	SEWER	ACT	53	531.99
12/29/16	FIRE PRO	ACT		130.00
01/24/17	PENALTY ON 12/29/16 BILLING			8.09
01/31/17	PAYMENT: CK CHECK			816.91-
03/31/17	WATER	ACT	71	188.05
03/31/17	SEWER	ACT	71	687.53
03/31/17	FIRE PRO	ACT		130.00
04/20/17	PAYMENT: CK CHECK			1,005.58-
06/30/17	WATER	ACT	176	404.18
06/30/17	SEWER	ACT	176	1,594.84
06/30/17	FIRE PRO			130.00
07/28/17	PENALTY ON 06/30/17 BILLING			21.29
08/18/17	PAYMENT: CK CHECK			2,150.31-
09/29/17	WATER	ACT	302	652.40
09/29/17	SEWER	ACT	302	2,683.60
09/29/17	FIRE PRO			130.00
10/24/17	PAYMENT: CK CHECK			3,466.00-
12/28/17	WATER	ACT	162	376.60
12/28/17	SEWER	ACT	162	1,473.86
12/28/17	FIRE PRO			130.00
01/10/18	PAYMENT: CK CHECK			1,980.46-
03/29/18	WATER	ACT	85	220.11
03/29/18	SEWER	ACT	85	808.51
03/29/18	FIRE PRO			130.00
04/06/18	PAYMENT: 2 CHECK			1,158.62-
06/29/18	WATER	ACT	118	289.92
06/29/18	SEWER	ACT	118	1,093.66
06/29/18	FIRE PRO			130.00
07/19/18	PAYMENT: CK CHECK			1,513.58-
09/28/18	WATER	ACT	569	1,178.39
09/28/18	SEWER	ACT	569	4,990.75
09/28/18	FIRE PRO			130.00
10/29/18	PAYMENT: CK CHECK			6,299.14-
			BALANCE:	.00 *

569
-302
267

Assume average 3rd qtr flow is 302,000 gal
High billing in 2018 3rd qtr is 569,000 gal
Overage for 3rd qtr 2018 is 267,000 gal

→ Owner is requesting a credit for Sewer
→ 267 x $6.913 = $1,845.77

GERMANTOWN WATER UTILITY
CUSTOMER COMPLAINT INSPECTION
REPORT

PROPERTY ADDRESS W175 N11037 Stonewood Drive
OWNER/OCCUPANT Cindy
PHONE NO 414-265-6655

10/25/18-I called Cindy to discuss she was not available left message.
11/5/18- A plumber was called and found the inlet valve to the outside sprinkler system was malfunctioning.

REASON FOR INSPECTION

X High Water Usage
____ Rusty/Odor
____ Leakage
____ Other

FINDINGS
Water meter showed continues use at a rate of approximitly 22 gallons every 15 min. Meter stopped when master valve was turned off. I determined usage was not from irrigation system or Hot water. I inspected all inside faucets, wash machine, dishwasher. No leaks found. I also walked around the building and did see any hose bibs running. water softner was not leaking

ACTION TAKEN
I was unable to dye test toilets as they were in use with children. I showed Cindy Her the meter reads and shows usage, how to shut off the water completly and how to dye test toilets.

ADDITIONAL COMMENTS
All plumbing in building appears to be above ground in walls and ceiling.

Entered Residence/Building X Yes ____ No
Arrival time on site/entered building 10:30am
Departure time from site/bldg. 11:00am
Date of Inspection 10/19/18 Day of Work Friday
Inspectors Signature Eric Klem
Occupants/Witness Signature ____
Street Name Stonewood DR.

BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI

MEETING DATE: Tuesday December 4th 2018

AGENDA ITEM: New Business B

ITEM TITLE: Cleaning Contract Approval

SUBMITTED BY: Jay Olszewski, Highway Superintendent

SUMMARY EXPLANATION:

Staff is presenting for Committee review the results of the proposals provided by area janitorial services. Staff sent out RFP's to 6 areas vendors and only 2 responded. Staff held an open house for vendors to tour the facilities and ask questions and 5 vendors were present or contacted us regarding the scope of work requested. The buildings covered under this contract include; Library, PD, PD Annex, Survive Alive, Senior Center, Fire Company, Wolf Haus, and Park restrooms. The results are as follows:

CLEAN POWER	$9,170.53/ Month
Coverall	$11,089/ Month
Vanguard	DNR
City Wide	DNR
JB Janitorial	DNR
Eagle	DNR

ATTACHMENT: ORDINANCE_____ RESOLUTION_____ OTHER_____

RECOMMENDATION:

Staff recommends contracting with Clean Power for the monthly rate of $9,170.53 and a term of 2 years. There is an option for a 3rd year that we can address after year two. Funds shall be allocated from building line item 10-519-530-4400.

COMMITTEE ACTION:
Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

BUSINESS OF THE PUBLIC WORKS AND HIGHWAY COMMITTEE
GERMANTOWN, WI

MEETING DATE: December 4, 2018

AGENDA ITEM: New Business C

ITEM TITLE: Discussion regarding the Village's Illicit Discharge Screening at the Public Works yard located at N122 W17177 West Fond Du Lac Avenue

SUBMITTED BY: Eric Nitschke, P.E., Village Engineer

SUMMARY EXPLANATION:

Per Germantown's MS4 permit, Engineering staff conduct an annual Illicit Discharge Screening program for various storm water outfalls located in Germantown. During the screening, village staff detected elevated levels of ammonia, phenols and detergents downstream of the Public Works yard. The elevated levels were above permit requirements. After completing field investigations, it was determined the source of the contaminants is the Public Works yard and fueling station. WisDNR was notified, per MS4 permit requirements, and a site meeting was held on November 13, 2018. A summary of that meeting is attached.

ATTACHMENT: ORDINANCE_____ RESOLUTION____ OTHER_X

2008 DPW Campus Storm Water Pollution Prevention Plan (SWPPP)
WisDNR correspondence from November 21, 2018

RECOMMENDATION:

This report is for informational purposes only. It is anticipated that interim and long-term cleanup efforts will be required to address storm water discharge from the Public Works yard. Further updates will be forthcoming at future meetings.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

Village of Germantown Illicit Discharge Screening Meeting Summary

Meeting Date: November 13, 2018

Attendees: Eric Nitschke (Village of Germantown)
Ryan Ehlerding (Village of Germantown)
Scott Anderson (Village of Germantown)
Brooke Robinson (WDNR)
Jacob Zimmerman (WDNR)

Village of Germantown and DNR staff met on November 13th to discuss the illicit discharge sample detection at the Germantown Department of Public Works Yard. Prior to the site visit, the village detected detergents, ammonia, and phenols at the outfall. They traced the source of pollutants to Municipal garage 2 and the fueling station. Village staff and DNR completed a site tour to have a visual of the storm sewers and discussed alternatives for source control. Alternatives discussed include, offsite vehicle washing, inlet protection retrofits (FlexStorm), underground storage tank and filtering, end of pipe controls, connection to sanitary sewer, and building a new DPW facilitiy. The Village noted that the DPW yard sits on high bedrock, so any underground construction requires additional cost for blasting rock. The village indicated they would investigate these options further and discuss the alternatives with the Public Works Committee.

While the alternatives are assessed, the Village plans to complete the following interim measures:

- Monthly cleaning of the Garage 2 floor drain. A vacuum truck will be utilized to minimize wash out of material.
- The village will update their SWPPP and describe their current operations and BMPs to prevent discharge of pollutants to the storm sewers.
- The village will provide training to public works staff on good housekeeping procedures to prevent pollutants from washing into the storm sewer and the downstream river.
- Monthly inspections and sampling at the DPW yard. The sampling will determine if the BMPs and actions are working to eliminate the discharge of pollutants. Sampling should attempt to capture flow at the outfall because pollutants are likely not discharging if there is no flow.
- Inspection forms and reports will be used to document actions required by the SWPPP

The Department and Village agreed to meet again in January after the Village has evaluated the alternatives and discussed the issues in detail with the public works committee.

Village of Germantown

Facility Name:

DPW Campus

Facility Address:

N122 W17177 Fond du Lac Ave

12/31/2008

Storm Water Pollution Prevention Plan

Authored by: Lauren Justus

1. STORM WATER POLLUTION PREVENTION PLAN (SWPPP) OVERVIEW

This Storm Water Pollution Prevention Plan:

- Identifies the SWPPP coordinator with a description of the coordinator's duties;
- Identifies members of the SWPPP team and list their responsibilities;
- Describes the facility, with information on location and activities, a site map, and a description of the storm water drainage system;
- Identifies potential storm water contaminants;
- Describes storm water management controls and various Best Management Practices (BMP's) needed to reduce pollutants in storm water discharges;
- Describes the facility's monitoring plan; and
- Describes the implementation schedule and provisions for amendment of the plan.

2. PLANNING AND ORGANIZATION

SWPPP Coordinator and Team

Leader: Daniel Naze, P.E. Office Phone: (262) 250-4720

Title: Village Engineer

Responsibilities: Coordinate all stages of plan development and implementation. Oversee sampling program.

Member: Jay Olszewski Office Phone: (262) 253-8253]

Title: Superintendent of Streets

Responsibilities: Coordinate employee training programs and inspections. Implement the preventive maintenance program. Oversee good housekeeping activities. Serve as spill response coordinator. Keep all records and ensure reports are submitted.

Member: Larry Heft Office Phone: (262) 253-8252

Title: Superintendent of Buildings & Grounds

Responsibilities: Assist with inspections and training programs.

3. ASSESSMENT

Site Description and Map

The Village of Germantown Department of Public Works Campus is located at N122 W17177 Fond du Lac Avenue with additional properties located across Division Rd. The total area for both sites is 9.32 acres. The buildings located on these properties are listed below.

- Main office for DPW employees, building 1, with attached mechanics garage.
- 6 – Storage buildings, building 2 to 7, for various departments' equipment. Building 2 contains a vehicle wash area.
- Dome for salt and sand storage.
- Small building housing communication equipment with tower.

The vehicle fueling bay is next to building 1. The outfalls for storm water are shown on the site map attached in Appendix A. Also attached in Appendix B are the equipment lists for each department and storage area.

Material Inventory

Materials used by these facilities that are exposed to storm water runoff are listed in Appendix C.

Vehicle Wash Water and Wastewater

Vehicle washing currently takes place outside of building 2. Wash water then sheet flows to a catch basin (installed August 2008) out to the Division Road ditch. A water recycler has been proposed for the spring of 2009. Washing would then take place in building 2 and waste water would be used for pre-wetting for salt trucks or disposed through the municipal sanitary system.

Salt Storage

The Village salt and sand piles are enclosed by a dome located at the southwest corner of Division Road and Fond du Lac Avenue. This prevents exposure to precipitation at all times during storage.

Spills and Leaks

There have been no significant spills or chronic leaks at this facility in the past 3 years.

Non-Storm Water Discharges

The outfall pipes discharging to Division Road ditch will be included in the annual Illicit Discharge Detection & Elimination screening of major outfalls. The same procedures will be followed as Illicit Discharge Detection & Elimination Program Procedures prepared by Earth Tech AECOM, June 2008. The test parameter will be as follows.

- pH
- Detergents
- Total Residual Chlorine
- Phenols
- Total Copper

Allowable Non-Storm Water Discharges

All allowable non-storm water discharges are identified as follows.

- Water line flushing
- Potable water discharge
- Compressor condensate
- Irrigation drainage
- Landscape irrigation
- Lawn watering
- Pavement washing without detergents
- Exterior building washing without detergents
- Uncontaminated groundwater infiltration
- Uncontaminated pumped groundwater
- Foundation Drains
- Air conditioning condensate
- Fire fighting

Existing Storm Water Monitoring Data

No monitoring was completed in 2008. Monitoring of this outfall will be completed in 2009 as part of the major outfall inspection and sampling.

Site Summary (of Pollution Sources)

Potential sources of storm water pollution are attached in Appendix E. The list includes areas, activities, and materials that could pose a threat to storm water.

4. IMPLEMENTATION

This section describes practices that are in place or that will be implemented to control pollutants that have the potential to contaminate storm water.

Good Housekeeping

The following is a list of good housekeeping practices followed at this facility:

- Spills are immediately cleaned up with an absorbent. (See Spill Prevention and Response Procedures Section Below)
- All fluid products and wastes are kept indoors.
- Waste oil drums are stored in mechanics garage (Building 1).
- Used antifreeze is kept in a covered container.
- All changing of fluids is done indoors in the maintenance garage.
- Spillages occurring during addition or removal from salt storage piles or sand pile mixing are promptly cleaned up.
- Liquid and dry material storage is located indoors with proper containment and separation of potentially volatile materials.
- Spigots/funnels will be used to minimize drips and leaks.
- Drip pans are used when changing fluids.
- Above ground tanks have secondary containment.

The following is a list of good housekeeping practices that will be implemented , along with date of implementation, at this facility.

- No washing of equipment or vehicles to the storm drain will be allowed. Washing will be done indoors, and the wash water will be collected and treated with recycler and discharged to a holding tank. Spring 2009.

Preventive Maintenance

The following is a list of preventive maintenance procedures practiced at this facility:

- The facility has a written spill prevention and response policy.
- All staff are aware of spill prevention and response procedures
- Spill response equipment is located at all potential spill areas.
- All transfers to and from the tank are observed by qualified personnel trained in spill response procedures.
- Catch basins and sediment chambers are checked and cleaned as needed.
- Drainage swales are kept clear.
- Underground storage tank filling areas are inspected regularly for signs of spills.
- Hydraulic equipment is kept in good repair to prevent leaks.

- Fueling areas are inspected regularly for signs of spills or leaks. Hoses and fittings are also regularly inspected.
- All materials, waste storage areas, drains, tanks and cans are properly labeled.
- Above ground storage tanks are regularly inspected for signs of corrosion or leaks.

Best Management Practices (BMP's)

The following management practices for runoff are used at this facility.

- Drainage outfalls discharge to riprap pads.
- Impervious runoff from the site discharges to vegetative ditches.

Sediment and Erosion Control

Below is a list of measures to prevent erosion.

- Management practices to prevent erosion.
    - Seed non vegetated areas as needed.
    - Riprap at storm sewer discharge points.

Management of Storm Water Runoff

The following management practices for runoff are used at this facility.

- Drainage outfalls discharge to riprap pads.
- Runoff from the site drains to vegetated ditches.

Spill Prevention and Response

Attached in Appendix F is a copy of the Spill Prevention and Response Procedures for tanks, fuel pumps, or hazardous materials.

Employee Training

The topics below will be covered at employee training sessions. All employees will be trained annually. Attached in Appendix G is a sample form that will track attendance by employees and topics covered during training session.

- Spill Prevention and Response
- Good Housekeeping
- Materials Management Practices

5. EVALUATION

Quarterly Visual Monitoring

Every three months (quarterly) visual inspections will be completed. These inspections will be completed during day light hours and within 30 minutes after storm water begins to runoff. Contaminations or problems will be documented with the date and time. The source shall be determined and action shall be taken to eliminate the problem. See Appendix H for a sample log.

Annual Site Inspection

An annual inspection of the entire site will be completed. This inspection will include evaluating BMPs, looking for evidence of pollution, and equipment inspection. The site inspection report will include date of inspection, name of personnel conducting the inspection, observations, assessment of BMPs, corrective actions taken, and a signed certification. See Appendix I for annual site inspection form.

Recordkeeping and Reporting

Records described in this report shall be kept on site for 5 years. These reports shall be made available to Wisconsin Department of Natural Resources (WDNR) upon request.

Plan Revisions

If this facility expands its operations, or changes any significant material handling or storage practices which could impact storm water, this SWPPP will be amended. The amended SWPPP will describe the new activities that contribute to increased pollution and planned control measures.

This SWPPP will also be amended if WDNR determines that it is not effective in controlling storm water pollutants discharged to waterways.

6. ENDANGERED SPECIES

The WDNR Bureau of Endangered Resources map for Washington County shows no aquatic or terrestrial occurrences in the section of the facility, see Appendix J. This map was generated using data from 10/01/2008.

7. HISTORIC PLACES

No historic site is listed or registered on this property per www.nr.nps.gov.

8. CERTIFICATIONS

This Storm Water Pollution Prevention Plan has been prepared in accordance with good engineering practices. The information in this SWPPP, to the best of my knowledge, is accurate and complete.

Author:

X_____:

Lauren Justus Date

Engineering Tech II

APPENDIX A
SITE MAP

STORM WATER POLLUTION
PREVENTION PLAN
SITE MAP
VILLAGE OF GERMANTOWN, WI

SW Corner of Division Rd & Fond du Lac Ave

APPENDIX B
EQUIPMENT LIST

By Department

ASSET SUMMARY REPORT

Sorted By: Budget ID

12/10/2008

Asset ID	Master Asset	Asset Type	Group	Description	Budget ID	Manufacturer	Model	Serial#	Hours	Miles	Fuel	Oil	Tire
452		CAR	VEHICLES	1999 FORD CROWN VIC	BUILD	FORD	10479	2FAFP71W2XX185915	0.00	0.00	0.00	20.50	0.00
453		CAR	VEHICLES	1999 Ford Crown Vic	BUILD	Ford		2EAFP71W7XX10742	0.00	133,142.00	0.00	6.00	0.00
462		CAR	VEHICLES	2000 FORD CROWN VIC	BUILD	FORD	22174	2FAFP71WXYX163064	8,903.00	154,373.00	0.00	54.00	0.00
443		SUV	VEHICLES	1999 GMC JIMMY 4DR	ENG	GMC	53547	1GKDT13WZ2536606	0.00	46,075.00	0.00	32.50	0.00
454		SUV	VEHICLES	1999 CHEVY SUBURBA	ENG	CHEVY	52741	1GCFK16RXXJ409353	0.00	20,834.00	0.00	29.50	0.00
459		PICKUP	VEHICLES	2001 GMC SONOMA W/	ENG	GMC	59529	1GTDT19W718228134	0.00	43,379.00	0.00	31.00	0.00
1701		CAR	VEHICLES	1996 FORD CROWN VIC	FIRE	FORD	CROWN VIC	2FACP71W4TX169857	0.00	108,305.00	0.00	0.00	0.00
1750		TRUCK	VEHICLES	1987 E-450 AMBULANC	FIRE	FORD	E-450	1FDKE30LXHHC13746	65,199.00	65,244.00	0.00	23.00	0.00
1751		SUV	VEHICLES	2002JEEP LIBERTY	FIRE	JEEP	LIBERTY	IJ4EL4BK62W272341	0.00	56,619.00	0.00	51.00	0.00
1752		TRUCK	VEHICLES	1992 SUPERDUTY AMB	FIRE	FORD	SUPERDUTY	2FDLF47M0NCA50534	0.00	77,248.00	0.00	57.00	0.00
1753		MISC	VEHICLES	2001 E350 Ford Ambula	FIRE	FORD	E350	1FDXE45F11HA88303	3,949.00	54,643.00	0.00	75.00	0.00
1754		MISC	VEHICLES	2003 E350 FORD SUPEI	FIRE	FORD	E350	1FDXE45F73HB15121	2,991.00	42,318.00	0.00	58.50	0.00
1755		TRUCK	VEHICLES	1980 CHEVY 3500 BOX	FIRE	CHEVY	3500	TPH35A3502199	0.00	11,252.00	0.00	5.00	0.00
1756		TRUCK	VEHICLES	2006 INT'L 4300 SBA LP	FIRE	INTERNATION	4300 SBA LP 4X2	1HTMNAAM28H654993	324.00	5,587.00	0.00	0.00	0.00
1760		TRUCK	VEHICLES	2007 Pierce Dash	FIRE	Pierce		4P1CS01A67A006895	215.00	2,783.00	0.00	0.00	0.00
1761		TRUCK	VEHICLES	1989 MACK	FIRE	MACK		1M2H197C2KM001081	230.00	39,000.00	0.00	32.00	0.00
1762		TRUCK	VEHICLES	1985 SPARTAN	FIRE	SPARTAN		S29DT8F07FC423794	3,486.00	25,065.00	0.00	0.00	0.00
1770		TRUCK	VEHICLES	1974 PIRSCH LADDER	FIRE	PIRSCH		3101	2,015.00	16,115.00	0.00	1.00	0.00
1771		TRUCK	VEHICLES	2001PIERCE AERIAL PL	FIRE	PIERCE		HP1CT0281A001046	1,000.00	12,050.00	0.00	37.00	0.00
1771A		GENERATOR	TOOLS	NP 75 Generator	FIRE	Generac	09344-2	3224452	0.00	0.00	0.00	0.00	0.00
1780		PICKUP	VEHICLES	1979 GMC 3500 4X4	FIRE	GMC	3500	TKR339J513111	0.00	13,022.00	0.00	14.00	0.00
1785		PICKUP	VEHICLES	1995 F350 4 DOOR	FIRE	FORD	F350	1FTJW35H7EA58843	0.00	98,566.00	0.00	32.00	0.00
1790		TRUCK	VEHICLES	1994 FREIGHTLINER FL	FIRE	FREIGHTLINE	FL70	1FV6HLBB5SL657062	798.00	6,809.00	0.00	6.00	0.00
1791		TRUCK	VEHICLES	1989 MACK	FIRE	MACK		VG6M112C5KB067952	0.00	7,066.00	0.00	0.00	0.00
465		CAR	VEHICLES	2003 CROWN VIC	FIRE	FORD	57589	2FAHP71W63X189694	0.00	72,899.00	0.00	0.00	0.00
401		PICKUP	VEHICLES	1996 GMC 1500 4X4	HIGHWAY	GMC	22189	1GTEK14M2TZ535575	0.00	153,918.00	0.00	78.00	0.00
402		PICKUP	VEHICLES	1999 GMC 1500 EXCAB	HIGHWAY	GMC	54272	1GTEK19V3XZ530182	0.00	118,089.00	0.00	29.00	0.00
407		DUMP TRUCK	VEHICLES	2009 GMC 5500	HIGHWAY	GMC	5500	1GDE5C3969F406762	0.00	15.00	0.00	0.00	0.00
408		TRUCK	VEHICLES	2007 CHEVY C5500	HIGHWAY	CHEVY	71215	1GDE5C12X7F401194	437.00	9,807.00	0.00	29.50	0.00
414		TRUCK	VEHICLES	1987 FORD 7000 SWEE	HIGHWAY	FORD	22183	9BFPH70P1H0M3461	4,930.00	30,343.00	0.00	31.00	0.00
414A		ATTACHMENTS	ATTACHMENTS	1987 JOHN DEERE ELG	HIGHWAY	ELGIN	WHIRLWIND	1686D	5,809.00	0.00	0.00	58.00	0.00
415		1 TON	VEHICLES	1995 GMC 3500 4X4 DU	HIGHWAY	GMC	22184	1GDJK34K2SE509004	0.00	116,941.00	0.00	56.00	0.00
416		DUMP TRUCK	VEHICLES	1988 OSHKOSH P2526 -	HIGHWAY	OSHKOSH	22181	10T2C3BP5J1033661	675.00	4,703.00	0.00	27.00	0.00
417		TRUCK	VEHICLES	1960 OSHKOSH WB906	HIGHWAY	OSHKOSH	22180	7105	0.00	17,000.00	0.00	52.00	0.00
419		1 TON	VEHICLES	1989 GMC 3500 DUMP \	HIGHWAY	GMC	32100	1GDHV34K2KF700597	0.00	134,295.00	0.00	35.50	0.00
420		PATROL TRUCI	VEHICLES	2001 INT'L 2654 DUMP \	HIGHWAY	INTERNATION	22186	1HTGMADR22H508513	1,696.00	19,326.00	0.00	21.00	0.00
422		PATROL TRUCI	VEHICLES	1994 INT'L 2554 DUMP \	HIGHWAY	INTERNATION	22171	1HTSDPCR1RH560398	4,737.00	50,750.00	0.00	33.00	0.00
423		PATROL TRUCI	VEHICLES	1995 FORD L8000 DUMI	HIGHWAY	FORD	43787	1FDYK82E6SVA07285	3,629.00	37,708.00	0.00	93.00	0.00
424		PATROL TRUCI	VEHICLES	1995 INT'L 2554 DUMP \	HIGHWAY	INTERNATION	45220	1HTGBAAR8SH647569	2,875.00	36,782.00	0.00	54.00	0.00
426		PATROL TRUCI	VEHICLES	1991 INT'L 2554 DUMP \	HIGHWAY	INTERNATION	22179	1HTGBPBR1NH396979	4,800.00	62,068.00	0.00	35.00	0.00
427		PATROL TRUCI	VEHICLES	1990 INT'L 2554 DUMP \	HIGHWAY	INTERNATION	36128	1HTGBNHR5MH309787	5,103.00	53,498.00	0.00	14.00	0.00
429		PATROL TRUCI	VEHICLES	1993 INT'L 2554 DUMP \	HIGHWAY	INTERNATION	40447	1HTGBPCR8PH475485	4,818.00	62,345.00	0.00	79.00	0.00
430		PATROL TRUCI	VEHICLES	2004 INTERNATIONAL 4	HIGHWAY	INTERNATION	65128	1HTWCADR44J087629	1,415.00	16,544.00	0.00	26.00	0.00
431		TRUCK	VEHICLES	1978 INT'L 1600 JETTEI	HIGHWAY	INTERNATION	22167	D0512H35858	0.00	28,366.00	0.00	6.00	0.00
431A		ATTACHMENTS	ATTACHMENTS	1978 FORD BEAN JETT	HIGHWAY	BEAN	FORD	A208867	0.00	0.00	0.00	6.00	0.00
433		PICKUP	VEHICLES	1991 GMC SONOMA	HIGHWAY	GMC	36194	1GTCS14Z6M8509331	0.00	102,489.00	0.00	23.00	0.00
437		PATROL TRUCI	VEHICLES	1996 FORD L8000 DUMI	HIGHWAY	FORD	22163	1FDYK82E5VVA17483	3,630.00	39,024.00	0.00	97.00	0.00
441		PATROL TRUCI	VEHICLES	1997 LOUISVILLE L8513	HIGHWAY	FORD	49843	1FDYS80E1WVA06937	3,056.00	33,605.00	0.00	53.00	0.00
442		PATROL TRUCI	VEHICLES	1999 INT'L 4900 TANDE	HIGHWAY	INTERNATION	22188	1HTSHADTIYH243134	3,598.00	40,622.00	0.00	55.00	0.00
444		PATROL TRUCI	VEHICLES	2006 INTERNATIONAL 7	HIGHWAY	INTERNATION	70722	1HTWNAZT86J388244	1,100.00	13,990.00	0.00	54.00	0.00
447		PICKUP	VEHICLES	1990 GMC 1500	HIGHWAY	GMC	36193	1GTDC14Z8LZ539182	0.00	153,810.00	0.00	29.50	0.00
448		TRUCK	VEHICLES	2003 320 PETRBILT	HIGHWAY	PETERBILT	65129	1NPZHD6X54D715131	1,621.00	14,028.00	0.00	34.00	0.00
448A		MISC	ATTACHMENTS	VAC/ALL SWEEPER	HIGHWAY	VAC/ALL	LV10-SC	T1257V301610AEJ03	1,314.00	0.00	0.00	12.00	0.00
449		PATROL TRUCI	VEHICLES	2003 INT'L 4700 DUMP \	HIGHWAY	INTERNATION	62368	1HTWCADRX3J058618	1,240.00	13,778.00	0.00	33.00	0.00
450		1 TON	VEHICLES	1996 GMC 3500 DUMP \	HIGHWAY	GMC	51777	1GDJK34R9TE538207	0.00	91,782.00	0.00	50.00	0.00
~~460~~		~~SUV~~	~~VEHICLES~~	~~1992 JEEP CHOROKEE~~	~~HIGHWAY~~	~~JEEP~~	~~22186~~	1J4FJ28S4NL202719	0.00	150,397.00	0.00	11.50	4.00
464		CAR	VEHICLES	2001 FORD CROWN VIC	HIGHWAY	FORD	48963	2FAFP71WX1X183840	0.00	155,993.00	0.00	0.00	0.00
470		PATROL TRUCI	VEHICLES	2006 INT'L 7500 DUMP \	HIGHWAY	INTERNATION		1HTWKAZR78J639674	436.00	5,135.00	0.00	0.00	0.00

ASSET SUMMARY REPORT

Sorted By: Budget ID

12/10/2008

Asset ID	Master Asset	Asset Type	Group	Description	Budget ID	Manufacturer	Model	Serial#	Hours	Miles	Fuel	Oil	Tire
471		3 PATROL TRUCI	VEHICLES	2009 INT'L 7500 DUMP	HIGHWAY	INTERNATION		1HTWKAZR09J076906	0.00	0.00	0.00	0.00	0.00
T-01		4 LOADER/BACKI	TRACTORS	1990 JOHN DEERE 624	HIGHWAY	JOHN DEERE	624 E	DW624EH531195	5,402.00	0.00	0.00	22.00	0.00
T-01A		ATTACHMENTS	TOOLS	1991 KLAUER BLOWER	HIGHWAY	KLAUER	MP3D	3487	87.00	0.00	0.00	0.00	0.00
T-02		3 SKID LOADER	TRACTORS	1995 GEHL DX 5625 SK	HIGHWAY	GEHL	DX 5625	10350	1,795.00	0.00	0.00	38.00	0.00
T-02A		ATTACHMENTS	TOOLS	GEHL CP 424 COLDER	HIGHWAY	GEHL	CP 424	142969	0.00	0.00	0.00	0.00	0.00
T-02B		ATTACHMENTS	TOOLS	LOWE POST HOLE DIG	HIGHWAY	LOWE	235CE	952238	0.00	0.00	0.00	0.00	0.00
T-02C		ATTACHMENTS	TOOLS	1997 GEHL BH9HD BA(	HIGHWAY	GEHL	BH9HD	7204	0.00	0.00	0.00	0.00	0.00
T-05		5 TRACTOR	TRACTORS	1989 JOHN DEERE 215	HIGHWAY	JOHN DEERE	2155	LO2155R634314	3,512.00	0.00	0.00	35.00	0.00
T-07		1 ROLLER/VIBRA	TOOLS	1979 ROSCO ROLLER	HIGHWAY	ROSCO		408	0.00	0.00	0.00	0.00	0.00
T-08		0 TRAILER	TOOLS	1984 HAULT TRAILER	HIGHWAY	HAULT		1XJK00125EFE04808	0.00	0.00	0.00	0.00	0.00
T-09		1 LOADER/BACKI	TRACTORS	1985CLARK 55C LOADE	HIGHWAY	CLARK	55C	489A235CB	8,268.00	0.00	0.00	91.00	0.00
T-10		2 ROLLER/VIBRA	TOOLS	1998 WACKER 1550AW	HIGHWAY	WACKER	1550AW	757610840	0.00	0.00	0.00	0.00	0.00
T-12		1 CHIPPER	TOOLS	1990 VERMEER 1250 CI	HIGHWAY	VERMEER	1250	1VRC1413K1001272	1,353.00	0.00	0.00	0.00	0.00
T-13		1 ROLLER/VIBRA	TOOLS	1974 HYSTER RUBBER	HIGHWAY	HYSTER		A-091-C-2298-U	1,465.00	0.00	0.00	1.00	0.00
T-14		MISC	TOOLS	HONDA GENERATOR	HIGHWAY	HONDA	EN25	AP00537	0.00	0.00	0.00	0.00	0.00
T-15		4 LOADER/BACKI	TRACTORS	1999 CASE 621C LOADI	HIGHWAY	CASE	621C	JEE0092744	3,510.00	0.00	0.00	51.00	0.00
T-15A		ATTACHMENTS	TOOLS	1980 KLAUER VP3D BL(	HIGHWAY	KLAUER	VP3D	3277	87.00	0.00	0.00	22.00	0.00
T-16		2 LOADER/BACKI	TRACTORS	1991 CRUZ AIR 1085C F	HIGHWAY	CASE CRUZ A	1085C	JAK0032487	4,800.00	0.00	0.00	22.50	0.00
T-17		1 ROLLER/VIBRA	TOOLS	1997 WACKER RS800V	HIGHWAY	WACKER	RS800V	0718701076	0.00	0.00	0.00	0.00	0.00
T-18		TRAILER	TOOLS	1998 WARNING SIGNAI	HIGHWAY			1	0.00	0.00	0.00	0.00	0.00
T-18A		TRAILER	TOOLS	1998 WARNING SIGNAL	HIGHWAY			2	0.00	0.00	0.00	0.00	0.00
T-19		1 TRACTOR	TRACTORS	1976 JOHN DEERE 301	HIGHWAY	JOHN DEERE	301-A	301AD252989	3,550.00	0.00	0.00	0.00	0.00
T-20		ROLLER/VIBRA	TOOLS	1992 WACKER VPA-135	HIGHWAY	WACKER	VPA-1350W	650502365	0.00	0.00	0.00	0.00	0.00
T-21		0 SHOULDER MA	TRACTORS	LE ROI	HIGHWAY	LE ROI		25X2272	0.00	0.00	0.00	0.00	0.00
T-22		MISC	TOOLS	1991AGRIMETAL BAIL (	HIGHWAY	AGRIMETAL		L/S 10042	47.00	0.00	0.00	0.00	0.00
T-23		MISC	TOOLS	1993 CRAFCO CS 25 CI	HIGHWAY	CRAFCO	CS 25	284119	2,947.00	0.00	0.00	0.00	0.00
T-24		MISC	TOOLS	1996 I-RAND P-185 AIR	HIGHWAY	I-RAND	P-185	268068UHG327	793.00	0.00	0.00	40.00	0.00
T-28		GENERATOR	TOOLS	1996 WIN/POWER 7500	HIGHWAY	WIN/POWER	7500W	9533408	0.00	0.00	0.00	0.00	0.00
T-29		MISC	TOOLS	FEDERAL MOBILE ARR	HIGHWAY	FEDERAL			9,975.00	0.00	0.00	3.00	0.00
T-32		MISC	TOOLS	1997 DIAMOND CONCR	HIGHWAY	DIAMOND	CC1800	CC1816KC2061255857	0.00	0.00	0.00	2.00	0.00
T-32A		0 TRAILER	TOOLS	TRAILER	HIGHWAY				0.00	0.00	0.00	0.00	0.00
T-33		MISC	TOOLS	1991 PAVEMENT CUTT	HIGHWAY	CRAFCO		91-2-075	0.00	0.00	0.00	3.00	0.00
T-34		MISC	TOOLS	HEAT LANCE	HIGHWAY				0.00	0.00	0.00	0.00	0.00
T-35		MISC	TOOLS	1998 LAZER LINER WIT	HIGHWAY	GRACO		BA3903	0.00	0.00	0.00	0.00	0.00
T-36		MISC	TOOLS	MORSPEED 3 1/2 CEM	HIGHWAY				0.00	0.00	0.00	0.00	0.00
T-37		0 TRAILER	TOOLS	2004 Spaulding RMV Ho	HIGHWAY	Spaulding	T2D	T2D-04-0308-218	0.00	0.00	0.00	0.00	0.00
T-47		GENERATOR	TOOLS	HOMELITE 4800 GENEF	HIGHWAY	HOMELITE	4800	HO2630960	0.00	0.00	0.00	0.00	0.00
T-48		GENERATOR	TOOLS	WINCO K1600 GENERA	HIGHWAY	WINCO	K1600	64949	0.00	0.00	0.00	0.00	0.00
T-49		GENERATOR	TOOLS	1999 GENERAC 80/40K	HIGHWAY	GENERAC	80/40KW	3178216	0.00	0.00	0.00	0.00	0.00
T-50		0 TRAILER	TOOLS	6 WHEEL TRAILER	HIGHWAY				0.00	0.00	0.00	0.00	0.00
T-51A		ATTACHMENTS	TOOLS	TR60 Worksite Pro	HIGHWAY	John Deere	TR60	KVTR60X100151	0.00	0.00	0.00	0.00	0.00
T-52		MISC	TOOLS	PORTABLE FLOOD LIG	HIGHWAY		2CCK/255	UNK	0.00	0.00	0.00	0.00	0.00
T-54		5 TRACTOR	TRACTORS	1999 NEW HOLLAND M	HIGHWAY	NEW HOLLAN	7740	074392B	4,222.00	0.00	0.00	18.00	0.00
T-55		MISC	TOOLS	MOHAWK 9000LBS LIFT	HIGHWAY	MOHAWK	SYS I	301453	0.00	0.00	0.00	0.00	0.00
T-56		MISC	TOOLS	SEFAC TRUCK LIFT	HIGHWAY	SEFAC	120M65BL	PME412065 B	0.00	0.00	0.00	0.00	0.00
T-58		5 LOADER/BACKI	TRACTORS	2002 LIEBHERR A904	HIGHWAY	LIEBHERR	A904	WLHZ0666ZZK013392	2,127.00	0.00	0.00	42.00	0.00
T-58A		ATTACHMENTS	TRACTORS	ROTOBEC GRAPLE	HIGHWAY	ROTOBEC	5809 MUL-C-A3	4J09-034	0.00	0.00	0.00	0.00	0.00
T-58B		ATTACHMENTS	TRACTORS	POWERTILT QUICK TA	HIGHWAY				0.00	0.00	0.00	0.00	0.00
T-59		MISC	TOOLS	LANDA PRESSURE WA	HIGHWAY	LANDA	SEA4-20000	P1199-30960	0.00	0.00	0.00	0.00	0.00
T-62		MISC	TOOLS	1974 Clark 4000# Fork L	HIGHWAY	Clark	DY 40	4 KA95	148.20	0.00	0.00	4.00	0.00
T-65		MISC	TOOLS	MANITOWOC 12000 LB	HIGHWAY	MANITOWOC	MW12CF	10003	0.00	0.00	0.00	0.00	0.00
T-66		TRAILER	TOOLS	2004 PACE AMERICA C	HIGHWAY	PACE AMERIC	WS58HD	40LFB08124P104112	0.00	0.00	0.00	0.00	0.00
301		1 TON	VEHICLES	2003 F450 FORD	PARKS	FORD	62635	1FDXF47FX3EA32522	0.00	19,571.00	0.00	76.00	0.00
302		PICKUP	VEHICLES	2006 3500 HD EXT CAB	PARKS	GMC	70650	1GTHK20U76E284673	604.00	13,600.00	0.00	0.00	0.00
313		TRUCK	VEHICLES	2008 GMC CANYON	PARKS	GMC	74897	1GTDT39E988210344	0.00	1,604.00	0.00	0.00	0.00
408		PICKUP	VEHICLES	2001 GMC 2500 4X4	PARKS	GMC	2500	1GTHK24U21E226292	0.00	53,312.00	0.00	78.00	0.00
409		1 TON	VEHICLES	1989 CHEVY 3500 DUM	PARKS	CHEVY	32064	1GBHR34K3KF300741	0.00	105,453.00	0.00	51.00	0.00
410		PICKUP	VEHICLES	1995 GMC 1500	PARKS	GMC	41030	1GTEC14Z9PZ536150	0.00	138,396.00	0.00	56.50	0.00

ASSET SUMMARY REPORT

Sorted By: Budget ID

Asset ID	Master Asset	Asset Type	Group	Description	Budget ID	Manufacturer	Model	Serial#	Hours	Miles	Fuel	Oil	Tire
412		PICKUP	VEHICLES	1988 CHEVY 1500	PARKS	CHEVY	22185	1GCDC14Z2JZ250344	0.00	141,929.00	0.0039	00	0.00
413		PICKUP	VEHICLES	1995 GMC 2500 4X4 W/I	PARKS	GMC	45607	1GTGK24KXSZ547453	0.00	107,245.00	0.0072	00	0.00
434		PICKUP	VEHICLES	1993 GMC 1500	PARKS	GMC	22165	1GTDC14Z0PZ549131	0.00	128,926.00	0.0031	50	0.00
MOWER#1		MOWER	TRACTORS	1995 TORO 345	PARKS	TORO	30789	50628	1,850.00	0.00	0.00	0.00	0.00
MOWER#2		MOWER	TRACTORS	1997 TORO 345	PARKS	TORO	30789	70191	999.00	0.00	0.00	0.00	0.00
MOWER#3		MOWER	TRACTORS	1984 TORO 327	PARKS	TORO	30781	70536	2,317.00	0.00	0.00	0.00	0.00
MOWER#4		MOWER	TRACTORS	1992 TORO 345	PARKS	TORO	30789	20403	1,290.00	0.00	0.00	0.00	0.00
MOWER#5		MOWER	TRACTORS	1993 TORO 345	PARKS	TORO	30789	30191	2,278.00	0.00	0.00	0.00	0.00
MOWER#6		MOWER	TRACTORS	1994 TORO 345	PARKS	TORO	30789	30565	1,887.00	0.00	0.00	0.00	0.00
MOWER#7		MOWER	TRACTORS	JOHN DEERE 777 MAX	PARKS	JOHN DEERE	777	TC777MB020083	453.00	0.00	0.00	0.00	0.00
MOWER#8		MOWER	TRACTORS	JOHN DEERE 777 MAX	PARKS	JOHN DEERE	777	TC777MB010210	0.00	0.00	0.00	0.00	0.00
MOWER#9		MOWER	TRACTORS	1991 TORO 322D	PARKS	TORO	30795	00552	772.00	0.00	0.00	0.00	0.00
T-03		MOWER	TRACTORS	1998 TRACKLESS MT51	PARKS	TRACKLESS	MT5T	1519	3,941.00	0.00	0.0011	00	0.00
T-03A		ATTACHMENTS	TOOLS	TRACKLESS B3 BLOWI	PARKS	TRACKLESS	B3	1377	0.00	0.00	0.00	0.00	0.00
T-27		TRAILER	TOOLS	1991 HOLDEN 4 TON T/	PARKS	HOLDEN		911175	0.00	0.00	0.00	0.00	0.00
T-30		TRAILER	TOOLS	1996 FELLING FT10W T	PARKS	FELLING	FT10W	1F9FS1422T1072700	0.00	0.00	0.00	0.00	0.00
T-31		TRAILER	TOOLS	1994 FELLING FT7W TA	PARKS	FELLING	FT7W	1F9FS1428S1072313	0.00	0.00	0.00	0.00	0.00
T-51		SKID LOADER	TRACTORS	2000 JOHN DEERE SKII	PARKS	JOHN DEERE	250	KV0250E251509	795.00	0.00	0.0016	00	0.00
T-53		TRAILER	TOOLS	2000 FT-10LE TANDEM	PARKS	FELLING	FT-10LE	320-352-5239	0.00	0.00	0.00	0.00	0.00
T-57		MISC	TOOLS	MANITOWOC 9000LBS	PARKS	MANITOWOC	CLT-9000	1190-JK	0.00	0.00	0.00	0.00	0.00
T-61		TRAILER	TOOLS	91 CHILTON TRAILER 6	PARKS	CHILTON	66103	14DBE1620MV000239	0.00	0.00	0.00	0.00	0.00
T-64		TRACTOR	TRACTORS	2005 TRACKLESS MT5T	PARKS	TRACKLESS	MT5T	3176	1,340.00	5,696.00	0.00	0.00	0.00
T-69		MOWER	TRACTORS	Ferris IS 5000	PARKS	Ferris	IS 5000	592	0.00	0.00	0.00	0.00	0.00
T-70		MOWER	TRACTORS	John Deere 855	PARKS	John Deere	855	M00855D026806	0.00	0.00	0.00	0.00	0.00
T-71		MOWER	TRACTORS	John Deere 1445	PARKS	John Deere	1445	TC1445D08476	0.00	0.00	0.00	0.00	0.00
SQ-01		SQUAD	VEHICLES	2007 Mercury Marquis	POLICE	MERCURY	MARQUIS	2MEFM74V77X638270	0.00	26,884.00	0.00	0.00	0.00
SQ-02		CAR	VEHICLES	2002 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W32X158814	10,293.00	130,039.00	0.0093	00	0.00
SQ-03		SQUAD	VEHICLES	2005 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAHP71W45X105763	4,393.00	83,165.00	0.0095	00	0.00
SQ-04		SQUAD	VEHICLES	2004 CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W04X166825	7,344.00	117,168.00	0.0045	00	0.00
SQ-05		VAN	VEHICLES	1995 CHEVY LUMINA AI	POLICE	CHEVY	LUMINA APV	1GNDV06D15T140017	0.00	124,731.00	0.0050	00	0.00
SQ-06		SQUAD	VEHICLES	1998 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71WXWX144544	0.00	112,632.00	0.0094	00	0.00
SQ-07		SUV	VEHICLES	2002 FORD EXPEDITIOI	POLICE	FORD	EXPEDITION	1FMRU16WX2LA96634	0.00	133,426.00	0.0035	50	0.00
SQ-08		SQUAD	VEHICLES	2004 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W64X139323	0.00	31,956.00	0.00	0.00	0.00
SQ-09		CAR	VEHICLES	2007 FORD CROWN VIC	POLICE	FORD		2FAFP71WX7X128023	1,564.00	59,313.00	0.0035	00	0.00
SQ-10		SQUAD	VEHICLES	2008 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W8YX163063	4,770.00	68,734.00	0.0093	50	0.00
SQ-11		CAR	VEHICLES	2002 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W52X158815	7,764.00	111,402.00	0.0046	00	0.00
SQ-12		SQUAD	VEHICLES	2008 FORD CROWN VIC	POLICE	FORD		2FAFP71V48X101358	520.00	20,866.00	0.00	00	0.00
SQ-13		SUV	VEHICLES	1998 FORD EXPLORER	POLICE	FORD	EXPLORER	1FM2V35P1WV895154	4,256.00	98,162.00	0.0048	00	0.00
SQ-14		SQUAD	VEHICLES	2004 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAFP71W94X166824	6,455.00	110,030.00	0.0032	00	0.00
SQ-15		CAR	VEHICLES	2007 Mercury Grand Mar	POLICE	Mercury		2MEFM74V27X635499	0.00	28,674.00	0.00	0.00	0.00
SQ-16		CAR	VEHICLES	96 NISSAN MAXIMA	POLICE	NISSAN	MAXIMA	JN1CA21DXTM419643	4.00	159,263.00	0.0034	50	0.00
SQ-17		CAR	VEHICLES	2003 FORD CROWN VIC	POLICE	FORD	CROWN VIC	2FAHP71W43X189693	0.00	78,280.00	0.0055	00	0.00
SQ-18		TRUCK	VEHICLES	1982 CHEVY P-60 BOX	POLICE	CHEVY	P-60	1GBE62B2CV135458	0.00	69,270.00	0.00	0.00	0.00
SQ-19		CAR	VEHICLES	2007 CROWN VIC	POLICE	FORD		2FAFP71W27X110485	45.00	14,102.00	0.0025	00	0.00
SQ-20		SQUAD	VEHICLES	2008 FORD CROWN VIC	POLICE	FORD		2FAFP71V28X101357	626.00	25,235.00	0.00	7.00	0.00
SQ-21		SQUAD	VEHICLES	2008 FORD CROWN VIC	POLICE	FORD		2FAFP71V68X101359	308.00	26,000.00	0.00	6.00	0.00
SQ-22		MISC	VEHICLES	2008 HARLEY DAVIDSC	POLICE	HARLEY DAVI	POLICE	FMM8674670	0.00	0.00	0.00	0.00	0.00
SQ-25		SQUAD	VEHICLES	95 HONDA FOURTRAX	POLICE	HONDA		478TE1509SA724904	0.00	0.00	0.00	0.00	0.00
SQ-50		MISC	VEHICLES	Misc repairs	POLICE	N/A	N/A	N/A	0.00	0.00	0.00	0.00	0.00
350		CAR	VEHICLES	2001 PONTIAC MONTAI	REC	PONTIAC	65485	1GMDX03E21D309091	0.00	44,186.00	0.0016	50	0.00
404		VAN	VEHICLES	1991 DODGE CARAVAN	REC	DODGE	22191	2B4GK2531MR324011	0.00	72,000.00	0.0016	00	0.00
390		VAN	VEHICLES	2007 CHRYSLER TOWN	SENIOR	CHRYSER	74746	2A4G54L77R315545	0.00	0.00	0.00	0.00	0.00
391		CAR	VEHICLES	2007 DODGE CHARGEI	SENIOR	DODGE	74712	2B3KA43R27H756556	0.00	0.00	0.00	0.00	0.00
455		VAN	VEHICLES	1998 FORD E350 VAN	SENIOR	FORD	53142	1FBSE30S8WHB91668	0.00	45,311.00	0.0050	00	0.00
439		PICKUP	VEHICLES	1999 GMC 2500 4X4 W/I	SEWER	GMC	53371	1GTGK24F1XF034863	5,311.00	76,395.00	0.0030	00	0.00
550		PICKUP	VEHICLES	2003 GMC 2500 EXT CA	SEWER	GMC	63651	1GTH29133E292948	2,837.00	43,501.00	0.0079	00	0.00
551		TRUCK	VEHICLES	2004 GMC 2500 EX CAB	SEWER	GMC	66167	1GTHK29244E328902	1,839.00	40,776.00	0.0036	00	0.00
552		TRUCK	VEHICLES	2005 PETERBILT	SEWER	PETERBILT		1NP-ALVOX-5-6N635218	0.00	0.00	0.00	0.00	0.00

ASSET SUMMARY REPORT

Sorted By: Budget ID

12/10/2008

Bonding

Asset ID	Master Asset	Asset Type	Group	Description	Budget ID	Manufacturer	Model	Serial#	Hours	Miles	Fuel	Oil	Tire
553	2	VAN	VEHICLES	2000 3500 GMC VAN	SEWER	GMC	60377	1GDJG31R3211O3O81	0.00	1,563.00	0.00	8.00	0.00
554		1 TON	VEHICLES	2006 GMC 3500	SEWER	GMC	70973	1GDJK34D16E257396	132.00	292.00	0.00	12.00	0.00
T-06		GENERATOR	TOOLS	2000 CATERPILLAR XQ	SEWER	CATERPILLAR	XQ225	E36HVA04	1,534.00	0.00	0.00	0.00	0.00
T-25		TRAILER	TOOLS	12 000 LBS DUMP TRAI	SEWER	BEHNKE ENT	DT81X12E602	4L5ST16293F005059	0.00	0.00	0.00	0.00	0.00
T-26		PUMP	TOOLS	CH&E 6" WATER PUMP	SEWER	CH&E		5107139	0.00	0.00	0.00	0.00	0.00
T-39		PUMP	TOOLS	1998 WACKER 6" WATI	SEWER	WACKER		1W9PS0519WM203044	70.00	0.00	0.00	6.00	0.00
T-40		TRAILER	TOOLS	1999 PACE 12' ENCLOS	SEWER	PACE		40LFB1214XP055143	0.00	0.00	0.00	0.00	0.00
T-41		GENERATOR	TOOLS	1999 HONDA GENERAT	SEWER	HONDA	EB5000	EA7 3142501	0.00	0.00	0.00	0.00	0.00
T-43		MISC	TOOLS	SNAPPER SNOW BLOV	SEWER	SNAPPER	I7243	85153656	0.00	0.00	0.00	0.00	0.00
T-44		PUMP	TOOLS	1999 WACKER 4" PUMI	SEWER	WACKER	PTS4	5084515	0.00	0.00	0.00	0.00	0.00
T-45		PUMP	TOOLS	1998 WACKER 4" PUMI	SEWER	WACKER	PTS4	5021701	0.00	0.00	0.00	0.00	0.00
T-46		PUMP	TOOLS	1998 WACKER 4" PUMF	SEWER	WACKER	PTS4	07033016920	0.00	0.00	0.00	0.00	0.00
T-67		TRAILER	TOOLS	07 14 000 LBS GOOSE I	SEWER	B&B ENTERPI	72955	4L5FB35276F011447	0.00	0.00	0.00	0.00	0.00
400		PICKUP	VEHICLES	1995 GMC SONOMA 4X-	SEWER/WATEI	GMC	44852	1GTCT1922S8525724	0.00	129,247.00	0.00	8.50	0.00
503	2	VAN	VEHICLES	2005 CHEVY EXPRESS	SEWER/WATEI	CHEVY	68167	1GCFH15T151229994	0.00	42,225.00	0.00	30.00	0.00
T-04		TRACTOR	TRACTORS	2004 CAT 430D BACKH	SEWER/WATEI	CATERPILLAR	430D	CAT0430DKBML02523	427.00	373.00	0.00	7.50	0.00
T-11		LOADER/BACKI	TRACTORS	1989 CASE 580K BACKI	SEWER/WATEI	CASE	580K	225289	4,306.00	0.00	0.00	47.00	0.00
T-11A		ATTACHMENTS	TOOLS	1992 TRAMAC 125 CON	SEWER/WATEI	TRAMAC	125		0.00	0.00	0.00	0.00	0.00
380		~~SUV~~	~~VEHICLES~~	~~2003 CHEVY TRAILBLA~~	~~V H~~	~~CHEVY~~	~~22100~~	1GNDT13S132158780	0.00	42,331.00	0.00	14.00	0.00
456		CAR	VEHICLES	1999 FORD CROWN VIC	V H	FORD	62317	2FAFP71WOXX185914	8,804.00	121,099.00	0.00	91.00	0.00
457		CAR	VEHICLES	1999 FORD CROWN VIC	V H	FORD	66765	2FAFP71W9XX185913	0.00	129,031.00	0.00	6.00	0.00
461		CAR	VEHICLES	1997 FORD CROWN VIC	V H	FORD	64417	2FALP71W9VX152583	0.00	116,029.00	0.00	87.50	0.00
463		CAR	VEHICLES	2001 FORD CROWN VIC	V H	FORD	66593	2FAFP71W11X153841	264.00	152,302.00	0.00	94.00	0.00
411		PICKUP	VEHICLES	2001 GMC 1500 EX/CAB	WATER	GMC	59584	1GTEC19T71Z297913	0.00	35,694.00	0.00	35.00	0.00
432		1 TON	VEHICLES	2000 FORD F350 W/UT	WATER	FORD	57992	1FDWF37FX1EB03642	0.00	59,332.00	0.00	19.00	0.00
440	2	PICKUP	VEHICLES	2001 GMC 2500 W/VPL(	WATER	GMC	59072	1GTHK29UX1Z294857	0.00	55,042.00	0.00	33.50	0.00
501		PICKUP	VEHICLES	2003 GMC 2500 EXT CA	WATER	GMC	63650	1GTH29173E294699	36,806.00	48,675.00	0.00	16.00	0.00
502		PICKUP	VEHICLES	2005 GMC 2500 EXT CA	WATER	GMC	68226	1GTHK29225E276462	1,230.00	36,955.00	0.00	75.00	0.00
T-36		TRAILER	TOOLS	1999 PACE20' ENCLOSI	WATER	PACE	8C8201A2	40LWB2024XP05034	0.00	0.00	0.00	0.00	0.00
T-42		GENERATOR	TOOLS	1999 WACKER GENERA	WATER	WACKER	G59 7	5029283	0.00	0.00	0.00	0.00	0.00
T-60		MISC	TOOLS	2003 REX VALVE TURN	WATER	REX	98001	011404	0.00	0.00	0.00	0.00	0.00
T-62		TRAILER	TOOLS	10 Foot Trailer	WATER				0.00	0.00	0.00	0.00	0.00
T-68		MISC	TOOLS	vacuum valve turner	WATER	Underground Ir	Pipe Hunter 2834V(		36.00	0.00	0.00	0.00	0.00

APPENDIX C
MATERIAL INVENTORY

MATERIAL INVENTORY

MATERIAL	ACTIVITY/USE	QUANTITY STORED	POLLUTANT	LIKELIHOOD OF STORM WATER CONTACT	COMMENTS
Diesel Fuel	Vehicle Fueling		Oil Sheen	High	Spill Absorbants Available.
Diesel Fuel	Storage	2,000 Gallons Below Ground	Oil Sheen	Low	
Motor Oil	Storage	+/- 250 Gallons	Oil Sheen	Low	Stored Inside
Waste Oil	Storage	500 Gallons	Oil Sheen	Low	Stored Inside
Hydraulic Fluid	Storage	+/- 100 Gallons	Oil Sheen	Low	Stored Inside
Radiator Coolant	Storage	+/- 100 Gallons	Oil Sheen	Low	Stored Inside
Other Vehicle Fluids	Storage		Oil Sheen	Low	Stored Inside
Vehicles/Equipment	Washing		Salt, Grease, Oils, Detergent	High - Parking Lot	
Vehicles/Equipment	Washing		Salt, Grease, Oils, Detergent	Low - Wash Bay	Proposed for 2009
Vehicles/Equipment	Storage		engine oil, hydraulic fluid	Medium- small leaks, drips	repair leaks and use absorbent pads
Fertilizer	Storage			Low	Stored Inside NR151 Compliant
Pesticides	Storage	Mimimal		Low	Store Inside
Scrap Metal	Storage		Debris	High	Cover with Tarp
Dumpsters	Waste Disposal	6 yards	Debris	Low	Covered
Paint	Storage	+/- 50 Gallons	Paint	Low	Stored Inside
Used Tires	Storage	10 to 15		High	Place under roof
Salt Storage Pile(s)	Storage	+/- 2,000 Tons	Salt	Low	Enclosed
Sand Storage Pile(s)	Storage	+/- 200 Tons	Sand	Low	Enclosed

APPENDIX D
SIGNIFICANT SPILLS

SIGNIFICANT SPILLS

THERE HAVE BEEN NO SIGNIFICANT SPILLS OR CHRONIC LEAKS AT THIS FACILITY IN THE PAST 3 YEARS.

APPENDIX E
SITE SUMMARY POLLUTION SOURCES

APPENDIX E
SITE SUMMARY
POLLUTION SOURCES

ACTIVITY	POLLUTANT	CURRENT PRACTICE	FUTURE PRACTICE
Sand storage for mixing mortar	sand	store outside	store inside in bins

APPENDIX D
SIGNIFICANT SPILLS

SIGNIFICANT SPILLS

THERE HAVE BEEN NO SIGNIFICANT SPILLS OR CHRONIC LEAKS AT THIS FACILITY IN THE PAST 3 YEARS.

APPENDIX E
SITE SUMMARY POLLUTION SOURCES

APPENDIX E
SITE SUMMARY
POLLUTION SOURCES

ACTIVITY	POLLUTANT	CURRENT PRACTICE	FUTURE PRACTICE
Sand storage for mixing mortar	sand	store outside	store inside in bins

APPENDIX F
SPILL PREVENTION AND RESPONSE

TANKS, FUEL PUMPS, AND HAZARDOUS MATERIALS

The Village of Germantown DPW Campus has two diesel fuel pumps, a waste oil tank, and underground diesel fuel tank, and various hazardous materials. The underground fuel tank is continuously monitored by an electrical monitoring system. The fueling station is inspected often and all emergency shut off points are clearly marked. Minor spills are absorbed with a loose material as they occur. In the event of a substantial spill or a spill of a hazardous material the spill is cordon off and contained as best as possible. The Germantown Fire Department will be notified immediately of the spill.

WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURE

The Village of Germantown recognizes that spills in the workplace can cause hazards from slips and falls, exposure to spilled materials, and accidental release into the environment. For these reasons the Village uses proper storage, handling, and this spill response plan.

MSDS sheets are posted in specific areas of the DPW campus and employees are aware of these locations. Employees are expected to wear appropriate PPE for the specific spill that may occur. Minimal spills are simply cleaned up by the employee as described by the MSDS sheet. If the spill is substantial or is a volatile substance the spill shall be reported to the appropriate supervisor immediately.

Spills that are minor in nature are commonly cleaned up immediately. Products used to attend to the spill shall be compatible to the material spilled. Oil dry products are commonly used for spills and leaks that are minor in nature. The saturated materials (rags, towels, oil dry, etc.) are brushed into a dustpan and disposed of into a metal garbage can or dumpster. Rags and towels are placed in a double plastic bag and disposed of according to the MSDS.

Hazardous materials that may be spilled or spills that are greater than 2 gallons shall be reported to a Supervisor IMMEDIATELY. These spills shall be contained with absorbent materials on hand (sand, oil dry, etc.). The absorbent material shall be spread from the outside of the spill and work the loose material toward the inside of the spill to reduce splashing or spreading. The spill area shall be cordon off and protected to prevent further access and potential exposure. If an employee is exposed to a spilled material, use an emergency eye wash station or shower. If the area is enclosed get to a well ventilated area and seek medical attention if necessary. Spills of this size may require the assistance of the Germantown Fire Department. Once the spill is contained the used absorbent material will be vacuum swept with the Village's truck mounted vacuum sweeper and disposed of at a proper land fill site.

In order to prevent spills good storage techniques are used. Materials are kept in a proper container and in a sheltered area. Materials are stored indoors and away from exterior doors and sewer drains. Absorbent covers on placed on top of drums to help absorb minor spills. Containers are properly labeled and checked for leaks periodically. Equipment and dispensing areas are checked and cleaned regularly.

This spill prevention and response plan is a guide for all employees. Good housekeeping and common sense are ALWAYS required when performing any job task. If an employee has a question regarding this or any situation he or she should consult their immediate supervisor.

APPENDIX G
EMPLOYEE TRAINING LOG

EMPLOYEE TRAINING LOG

DATE:_____

TIME:_____

INSTRUCTOR(S):_____

_____

_____

TOPIC(S) COVERED:_____

_____

_____

ATTENDEES:

APPENDIX H
QUARTERLY MONITORING LOG

QUARTERLY MONITORING LOG

DATE:_____

TIME:_____

INSPECTOR:_____

WEATHER CONDITIONS:_____

OUTFALL OR LOCATION DESC.	OBSERVATIONS	SOURCE OF CONTAMINATION	ACTION TAKEN

APPENDIX I
ANNUAL SITE INSPECTION

ANNUAL SITE INSPECTION

DATE:_____ TIME:_____

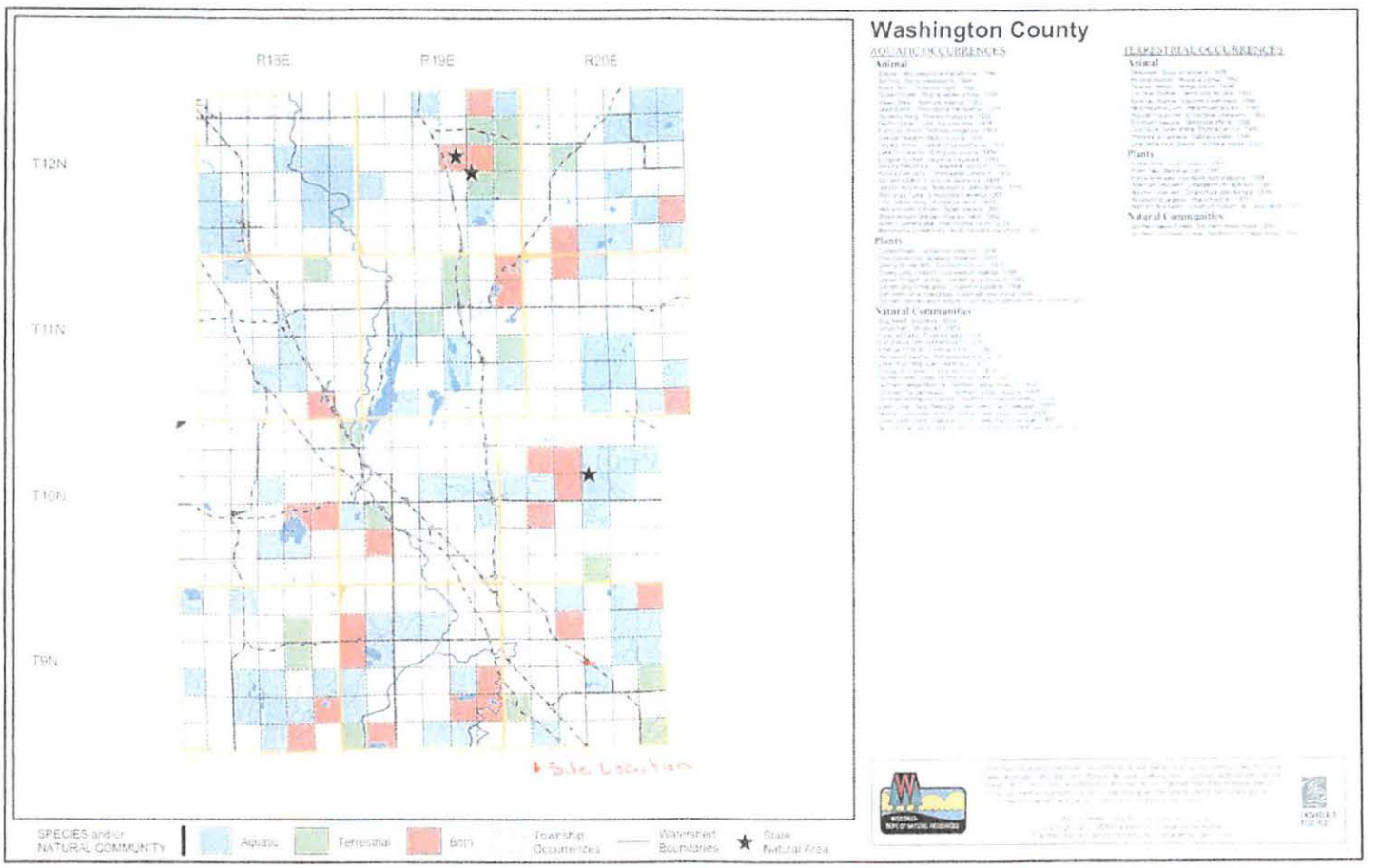
INSPECTOR:_____

WEATHER CONDITIONS:_____

BMP EVALUATION

INSPECTOR_____

APPENDIX J
ENDANGERED RESOURCES MAP


Washington County
AQUATIC OCCURRENCES
Animal
Plants
Natural Communities
TERRESTRIAL OCCURRENCES
Animal
Plants
Natural Communities
R18E
R19E
R20E
T12N
T11N
T10N
T9N
Site Location
SPECIES and/or NATURAL COMMUNITY
Aquatic
Terrestrial
Both
Township Occurrences
Watershed Boundaries
State Natural Area

BUSINESS OF THE PUBLIC WORKS AND HIGHWAY COMMITTEE
GERMANTOWN, WI

MEETING DATE: December 4, 2018

AGENDA ITEM: New Business D

ITEM TITLE: Discussion and possible action to award a contract to Traffic Analysis & Design Inc. (TADI) for the analysis of the intersection of Maple Road and Freistadt Road, as well as preparation of a Highway Safety Improvement Program (HSIP) application.

SUBMITTED BY: Eric Nitschke, P.E., Village Engineer

SUMMARY EXPLANATION:

Concerns from residents and elected officials have been raised regarding the intersection of Freistadt Road and Maple Road. Despite temporary modifications to the intersection in recent years, there continues to be a significant amount of traffic accidents each year. Engineering staff requested a proposal from TADI to analyze the intersection, based on direction provided by the Public Works & Highway Committee at the November 7, 2018 meeting. This traffic study will become a part of a future traffic analysis for the Holy Hill Road, Goldendale Road and Freistadt Road corridor.

ATTACHMENT: ORDINANCE_____ RESOLUTION____ OTHER_X

TADI's scope of services

RECOMMENDATION:

Staff recommends awarding a contract to TADI in an amount not to exceed $27,542 for services described in Phase 1 and Phase 2 of their proposed scope of services. Funds are to come from the 2018 Roadway Capital Improvement Program.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between the **Village of Germantown** (Client) and **Traffic Analysis & Design, Inc.** (Engineer), based upon Client's intention to conduct a Traffic and Safety Analysis for the Freistadt Road intersection with Maple Road in Germantown, Wisconsin (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".

2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.

5. Engineer and Client waive all rights against each other for damages covered by property insurance during and after the completion of the Services.

6. Not withstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.

7. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.

8. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

9. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

10. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

11. Any notice required by this Agreement shall be made in writing to the address specified below:

Client: Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
Attn: Mr. Steve Kreklow
Village Administrator

Engineer: Traffic Analysis & Design, Inc.
N36 W7505 Buchanan Street
Cedarburg, WI 53012
Attn: Mr. John A. Bieberitz, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of November 16, 2018.

Village of Germantown (Client)

By:_____

Title: _____

Date: _____

Traffic Analysis & Design, Inc. (Engineer)

By:
John A. Bieberitz, P.E., PTOE

Date: 11/16/18

ATTACHMENT A

SCOPE OF SERVICES

General – Two Phase Study

This scope of services is broken down into two separate authorized tasks consisting of:

Phase 1: Traffic and Safety Analysis: This phase will evaluate the existing traffic conditions, future traffic conditions, existing geometrics and past crash history (last 5 years) and will develop potential improvements to improve the safety and efficiency of the intersection for both current and future/design year traffic conditions. Engineer's probable opinion of construction/installation costs will also be included as part of this phase. The crash analysis for this phase and potential improvements will also be evaluated to determine if HSIP (Highway Safety Improvement Program) funding would be met and approved for the recommended intersection improvements.

Phase 2: HSIP Funding Application Submittal: If the Phase 1 traffic and safety analysis shows that HSIP funding is likely to be accepted, Engineer will proceed with this phase upon authorization. This includes the WisDOT/FHWA required HSIP Application Report, submittal and meetings. It is noted that the HSIP (Highway Safety Improvement Program) is a federal funding program, but NOT a federal grant program. Typical HSIP eligible safety treatments include traffic signals, turn lanes, speed control, and crash pattern specific improvements, which all are expected to apply to the Freistadt Road intersection with Maple Road. Ninety percent (90%) federal HSIP funds are available for projects that meet a set of criteria. A ten percent (10%) match is required by the local government for non-STH projects. The HSIP program is on an annual cycle, the future submittal dates for the HSIP Application is February 15, 2019 and August 15, 2019. The HSIP program emphasis is:

- Projects that reduce the number and severity of crashes and decrease the potential for crashes.
- Focused on infrastructure improvements identified and selected through a data-driven approach.
- Emphasis is on lower cost improvements (such as at the Freistadt Road intersection with Maple Road) that can be implemented relatively quickly.

Phase 1 – Traffic and Safety Analysis

Data Collection

Engineer will collect traffic turning movement counts at the Freistadt Road with Maple Road on a typical weekday from 6 AM to 7 PM. The traffic turning movement counts will be conducted to WisDOT standards with cars, trucks, busses, bikes and pedestrians counted separately per movement in 15-minute intervals. Engineer will collect a photo log, intersection geometric data, and turn bay lengths. The Engineer will compile the traffic count data and geometric data for a base map for the traffic analysis.

Engineer will determine the intersection sight distance and stopping sight distance at the intersection and will measure the sight distance in the field to determine if the distances are met and for what speeds on Freistadt Road they are met or not met.

Engineer will review the 2015 intersection study and will site differences in that report versus this traffic and safety study.

Existing and Design Year Traffic

Engineer will utilize TADI's historical traffic data base of ADT's on arterials and collectors from WisDOT within the study area from 1976 to present to determine expected growth rates in future traffic. Engineer will use the growth rate to factor the existing traffic turning movement counts to the Design Year 2028 traffic volumes. Engineer will then determine the weekday AM and PM peak hour traffic turning movements for the Year 2018 and Design Year 2028 conditions for the traffic analysis. Engineer will also determine the Year 2018 and Design Year 2028 ADT's on the four legs of the Freistadt Road intersection with Maple Road.

Traffic Operational Analysis

Engineer will conduct an intersection operational analysis for the weekday AM and PM peak hours for the Freistadt Road intersection with Maple Road for the following scenarios:

- Existing Conditions with no improvements
- Existing Conditions with geometric improvements
- Existing Conditions with a four-way stop
- Existing Conditions with a traffic signal with geometric improvements
- Design Year Conditions with no improvements
- Design Year Conditions with geometric improvements
- Design Year Conditions with a four-way stop
- Design Year Conditions with a traffic signal with geometric improvements

Engineer will make recommendations such as turn bay length extensions, additional turn lanes, channelization, traffic control modifications and other improvements required to provide LOS 'D' or better for all traffic movements.

Engineer will conduct both a four-way stop warrant analysis and a traffic signal warrant analysis for both the existing and design year conditions and compare that data to the traffic signal warrant thresholds in the Manual of Uniform Traffic Control Devices (MUTCD) and the WisDOT left turn conflict analysis to determine if a four-way stop and/or traffic signal is warranted. More specifically, all traffic volume warrants will be evaluated except for the School Crossing Warrant.

Safety Analysis

Engineer will plot the past five years of crashes at the Freistadt Road intersection with Maple Road. Engineer will review the crash patterns identified in the crash plots, conduct a site visit, and identify potential safety improvement options, including changing the traffic control of the intersection from side-stop control to traffic signal control. Engineer will utilize the crash data to determine the "Economic Loss" at the intersection due to crashes. Engineer will utilize the crash data, economic loss and potential recommended improvements to determine if the Freistadt Road intersection with Maple Road would meet the requirements for HSIP funding. If it is anticipated that the Freistadt Road intersection with Maple Road will meet HSIP funding, then it is recommended that "Phase 2" of the agreement be authorized such that HSIP funding for the improvements can be secured.

Conceptual Improvements
Engineer will utilize the recommended improvements from the safety analysis and traffic analysis to develop the recommended conceptual intersection/roadway improvements for the Freistadt Road intersection with Maple Road for both interim and design year conditions. Engineer will develop a conceptual drawing of the improvements, which will be an overlay on a Google Earth or GIS image. Engineer will develop a probable opinion of cost estimates for the design and construction of the recommended improvements. The cost estimates will also be used for the HSIP application (if authorized).

Meetings
Engineer will attend two meetings in the base scope of this contract consisting of:

1. Meeting with Village Staff to present safety issues, analysis results/findings, and potential improvements
2. Meeting/Presentation to the Board of Public Works or Village Board to present the findings, recommendations and HSIP funding recommendations.

If additional meeting(s) are required with attendance by the Engineer, it will be considered as additional services requiring a contract amendment.

Report
A draft traffic and safety analysis documenting the findings of the analysis will be prepared by the Engineer and submitted via a pdf file to the Client for review and comments. The report will include text, tables, exhibits and appendix. The Client shall provide comments to the Engineer so the Engineer can finalize the report and submit a final electronic pdf copy to the Client.

Schedule
Engineer will submit a report to the Client for review within four weeks of receiving a signed agreement. The Client shall provide comments on the draft report to the Engineer so the Engineer can finalize the report and submit a final report to the Client within two days of receiving comments from the Client.

Phase 2 – HSIP Funding Application Submittal

HSIP Application Report
Engineer will coordinate and work with the Village on the preparation of the HSIP application for safety improvements at the Freistadt Road intersection with Maple Road.

Engineer will coordinate the WisDOT's safety engineer and HSIP coordinator to discuss the project prior to submittal of the application.

Engineer will prepare an HSIP Application Report based on the crash, safety and operational analysis for WisDOT and FHWA approval. The HSIP application report will include the text, tables and exhibits containing the following elements:

- Project Location(s)
- Intersection(s) Information
- Identification of Hazards
- Description of Proposed Improvement(s)
- Traffic Operational Analysis
- Conceptual Sketch of Proposed Improvement(s)

- Intersection Collision Diagram(s)
- Site Photos
- Crash Reports
- Conceptual Design Cost Estimate

Engineer will forward the HSIP Application Report to the Village for review and approval. Per WisDOT requirements, the Village with then submit the final HSIP Application Report to WisDOT for their review and approval.

Meetings
Engineer will attend the following three meetings as part of Phase 2 of this agreement:

- Meeting with the WisDOT SE Region Safety Engineer to discuss the preliminary benefit/cost analysis of the proposed improvements
- Meeting with Village to discuss the HSIP Application Report, prior to finalizing the report
- Meeting with the WisDOT SE Region Safety Engineer to present the final benefit/cost analysis of the proposed improvements

Any additional meetings will be considered additional work and will require a contract amendment.

Schedule
Engineer will complete a draft HSIP Application report to the Client by January 31, 2019. Upon receiving comments from the Client on the draft report, Engineer will submit a final HSIP Application to WisDOT by February 15, 2019 (the WisDOT/FHWA deadline date). Should Client identify a need to expedite this schedule, every effort will be made to meet the Client's needs

COMPENSATION

For the services described in "Phase 1: Traffic and Safety Analysis": Client shall pay Engineer the lump sum fee of Eighteen Thousand Two Hundred Eighty-Five Dollars ($18,285.00).

For the services described in "Phase 2: HSIP Funding Application Submittal": Client shall pay Engineer the lump sum fee of Nine Thousand Two Hundred Fifty-Seven Dollars ($9,257.00)

All services not cited in the Scope of Services, will be conducted as additional services under an Amendment to this Agreement.

Authorization for Phase 1: Traffic and Safety Analysis

Village of Germantown (Client)

By:_____

Title:_____

Date:_____

Authorization for Phase 2: HSIP Funding Application Submittal

Village of Germantown (Client)

By: _____

Title: _____

Date: _____

BUSINESS OF THE PUBLIC WORKS AND HIGHWAY COMMITTEE
GERMANTOWN, WI

MEETING DATE: December 4, 2018

AGENDA ITEM: New Business E

ITEM TITLE: Discussion and possible action regarding the 10-Year Roadway Capital Improvement Plan

SUBMITTED BY: Eric Nitschke, P.E., Village Engineer

SUMMARY EXPLANATION:

Engineering staff have created a draft 10-year Roadway Capital Improvement Plan in order to better define immediate and long-term roadway needs. The overall goal is to increase efficiency and effectiveness of the road program. To that end, staff is requesting formal direction from the Public Works and Highway Committee regarding the draft proposal. Following feedback from the committee, it is staff's intent to finalize the 2019 roadway improvement plans and specifications with the goal of bidding the various projects in late January or early February.

ATTACHMENT: ORDINANCE_____ RESOLUTION____ OTHER_X

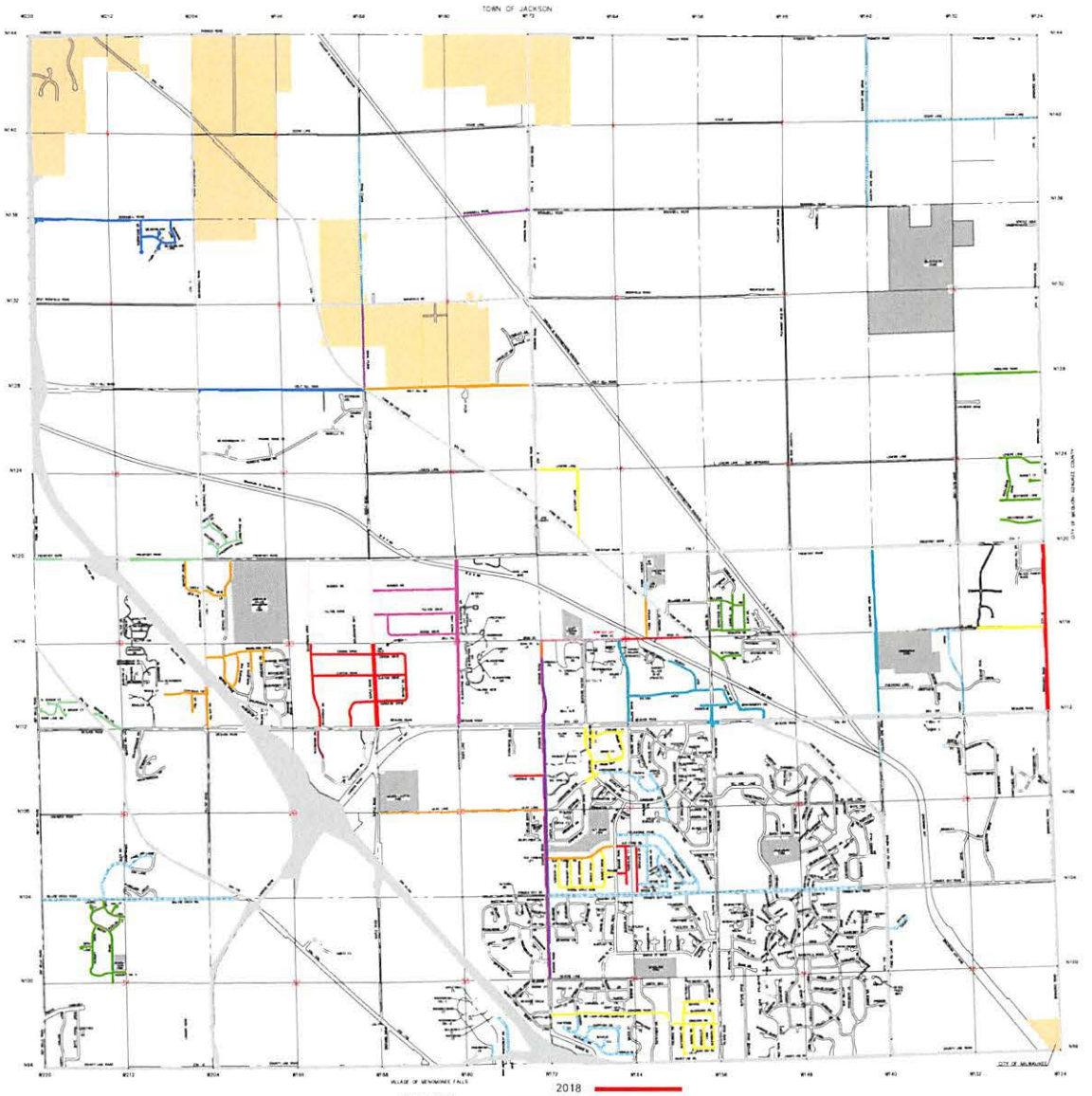
2019 Draft 10-year Roadway Capital Improvement Plan
PowerPoint presented to the Village Board regarding the Roadway Capital Improvement Plan

RECOMMENDATION:

Staff recommends approval of the 10-Year Roadway CIP. Staff further recommends approval to move forward with the design and bidding of the proposed 2019 Roadway CIP. This includes rehabilitation of Lilac Lane and Holy Hill Road (between STH 145 and CTH G) utilizing geotextile material between the layers of asphalt. The asphalt reinforcement system is to be utilized in lieu of full depth road reconstruction due to existing substandard base material.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.



ENGINEERING DEPARTMENT
Village of Germantown
Willkommen

ROAD IMPROVEMENT PROGRAM
2019-2028
VILLAGE OF GERMANTOWN
GERMANTOWN, WISCONSIN

DESIGNED BY	EN	DATE	7/25/2018
DRAWN BY	ROB	DATE	7/25/2018
APPROVED BY	PWB#	DATE	#
CADFILE			

REVISION NO.	DESCRIPTION	DATE	BY

Roadway Capital Improvement Program (RCIP)

HISTORY OF ROADS

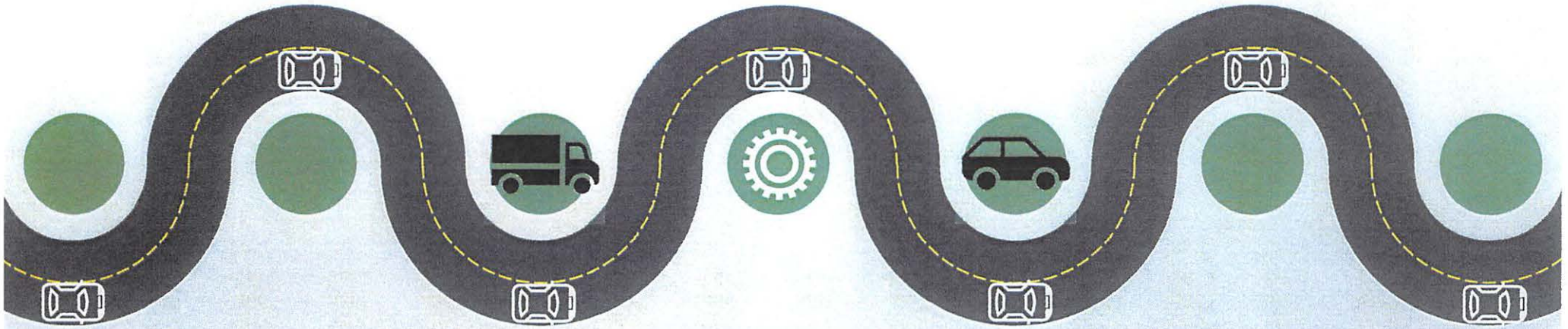
2013-2018

PASER RATINGS

Pavement Surface Evaluation and Rating

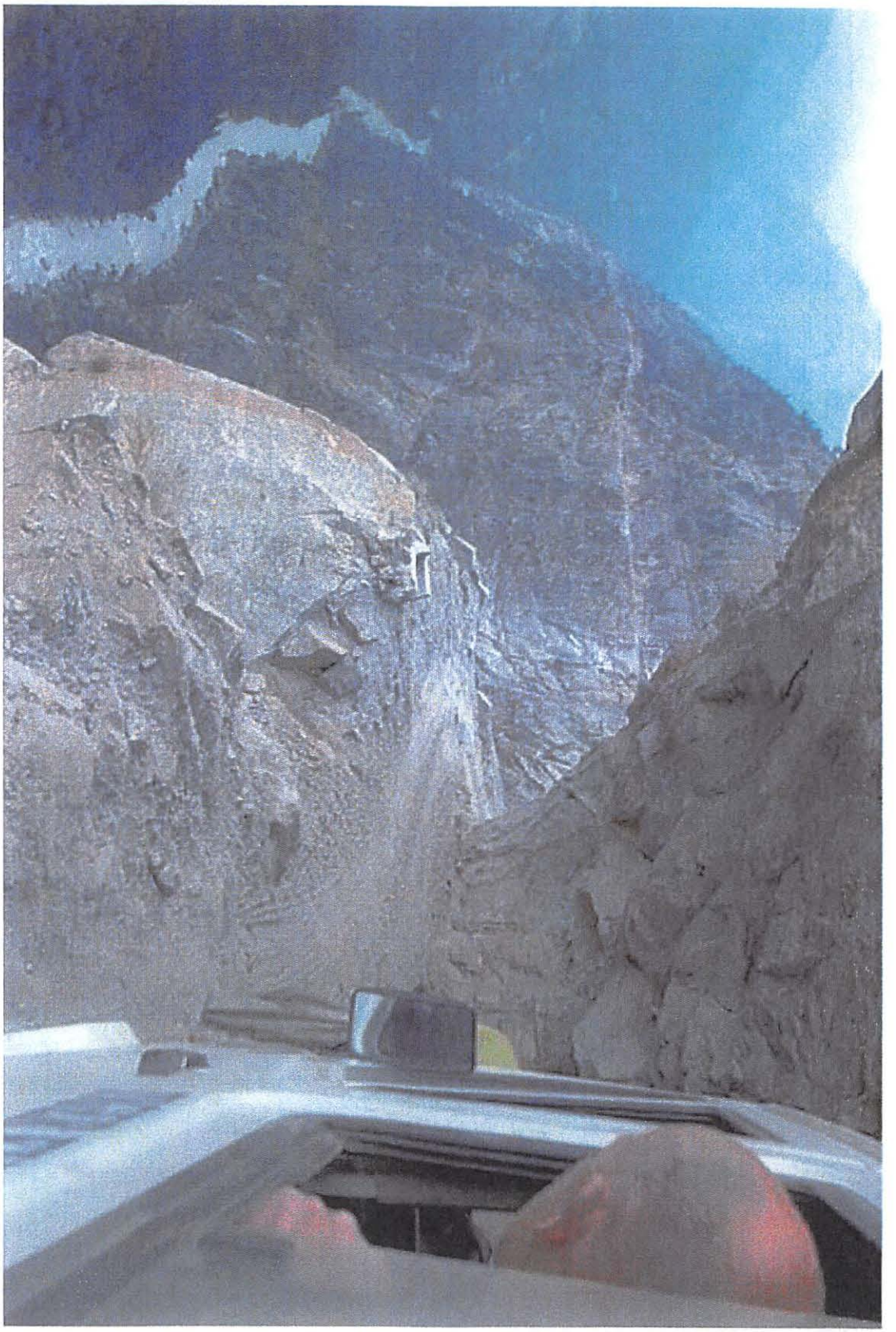
10-YEAR RCIP

Proposed CIP



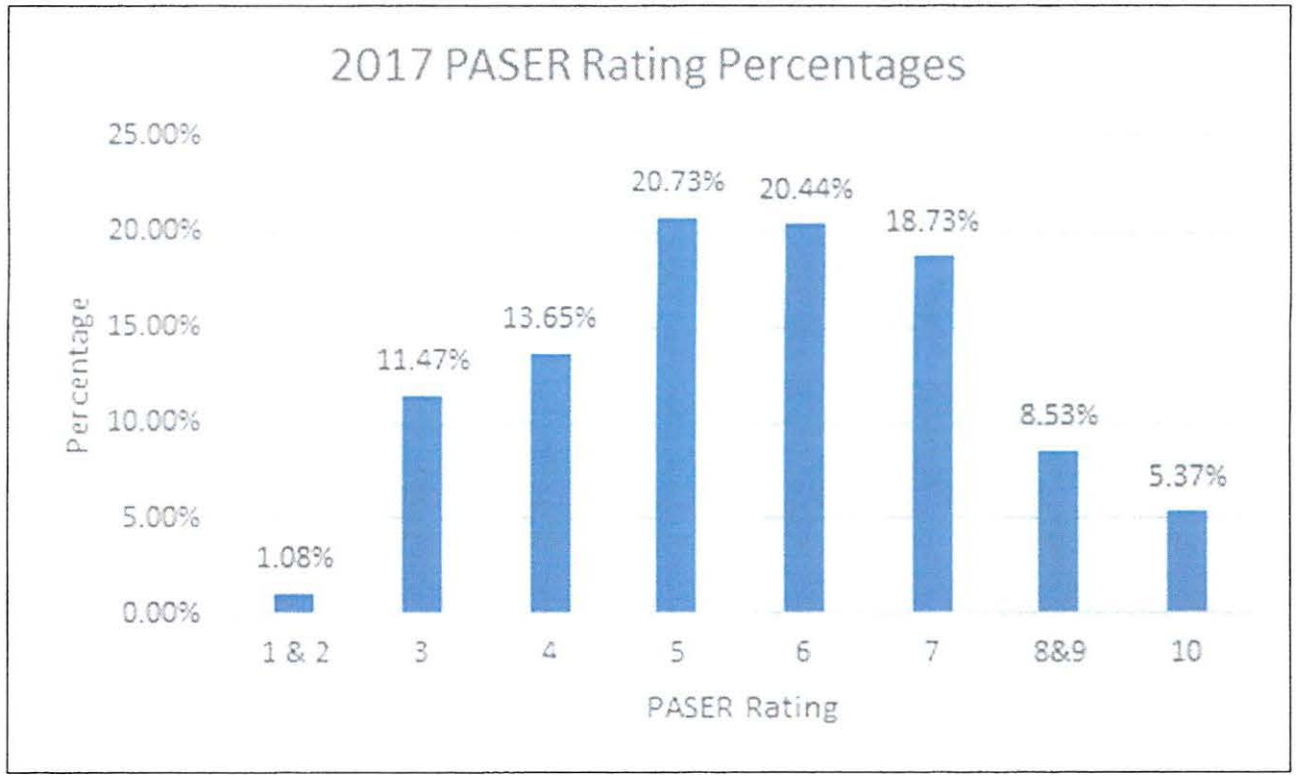
BUDGET

Past, present and future



Germantown Roads – Facts and Figures Continued

- The average PASER rating for all village maintained roads in 2017 was approximately 5.8

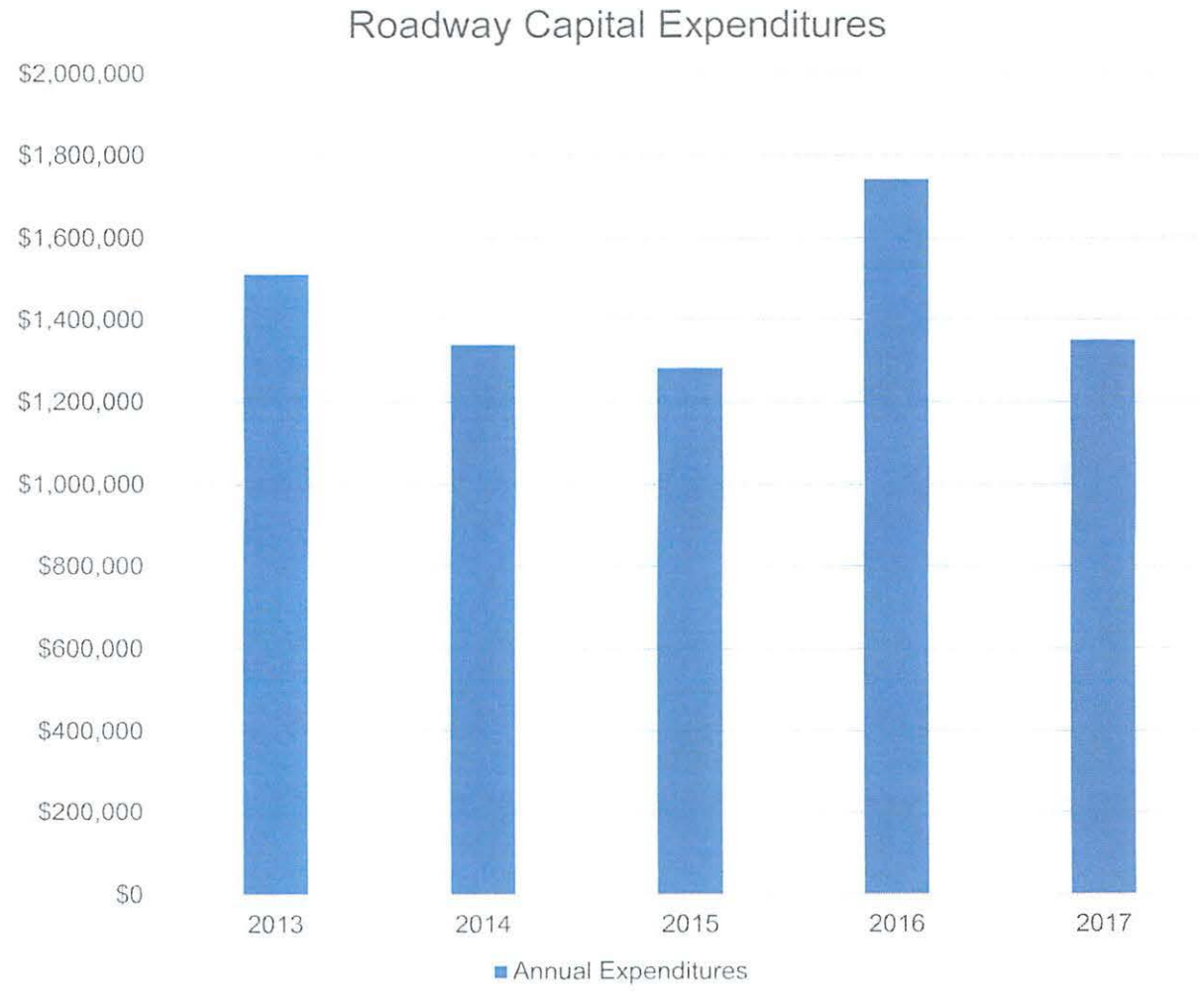


Germantown Roads – Facts and Figures Continued

- Germantown maintains 130.86 miles of road
- On average each year 32 lane miles of crack sealing and 16 miles of roadway seal coat are completed
- From 2013-2017 an average of 2.5 miles of roads were maintained each year
- The proposed 10-year Road CIP would complete an average of 3.2 miles of road per year

History of Roads
2013 - 2017

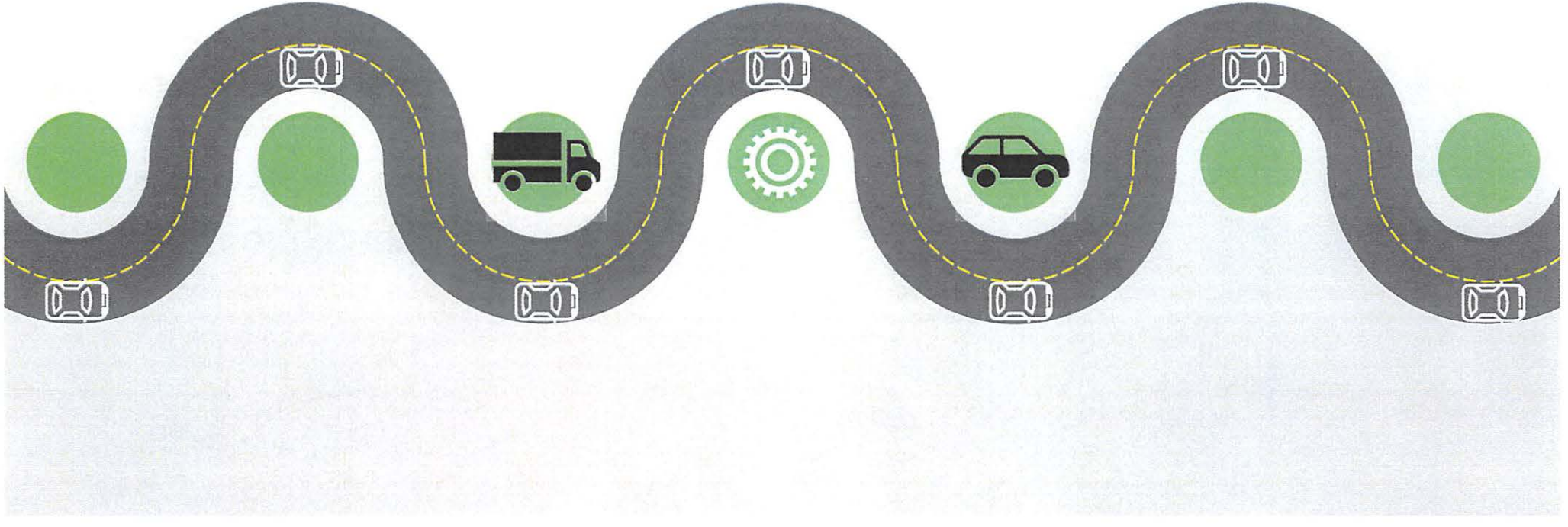
2013 – 2.86 miles
2014 – 1.86 miles
2015 – 1.64 miles
2016 – 4.02 miles
2017 – 2.02 miles



Roadway Capital Improvement Program (RCIP)

PASER RATINGS

Pavement Surface Evaluation
and Rating

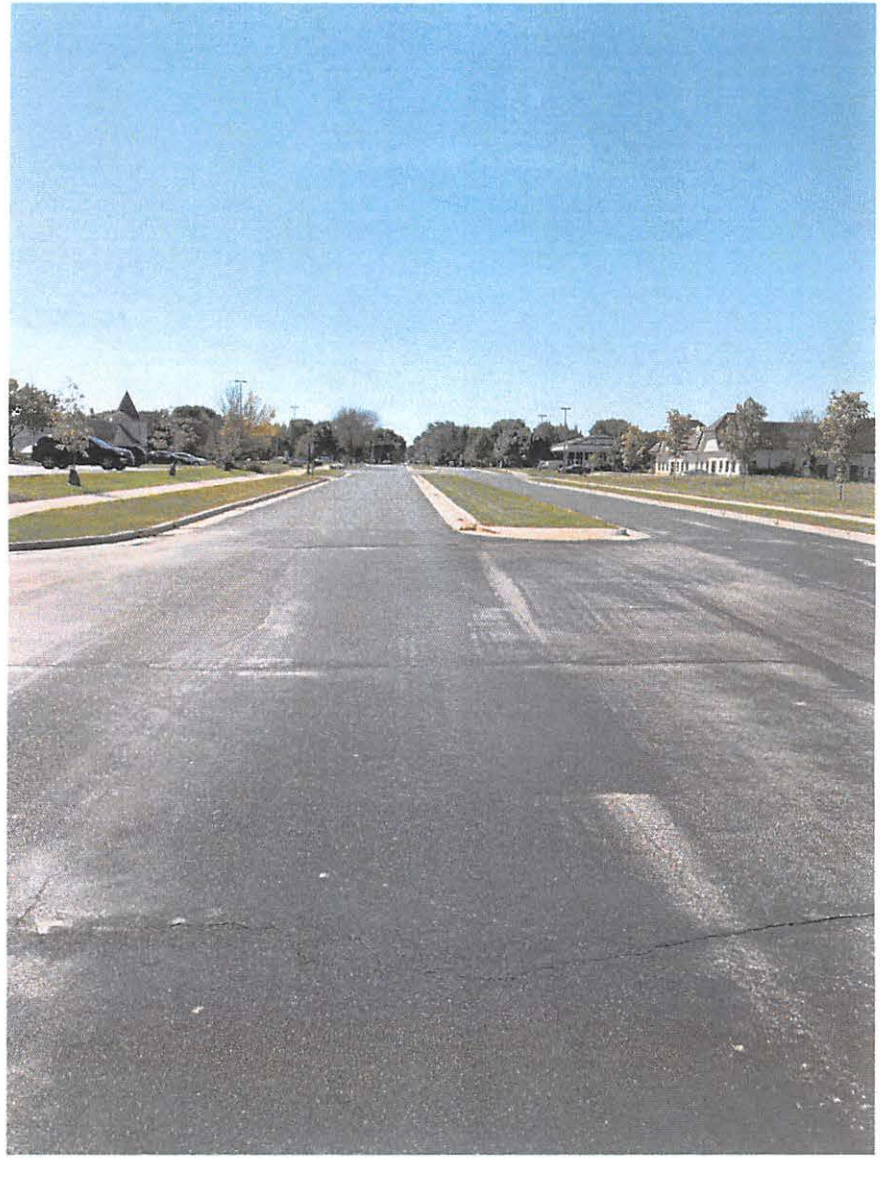


Rating system

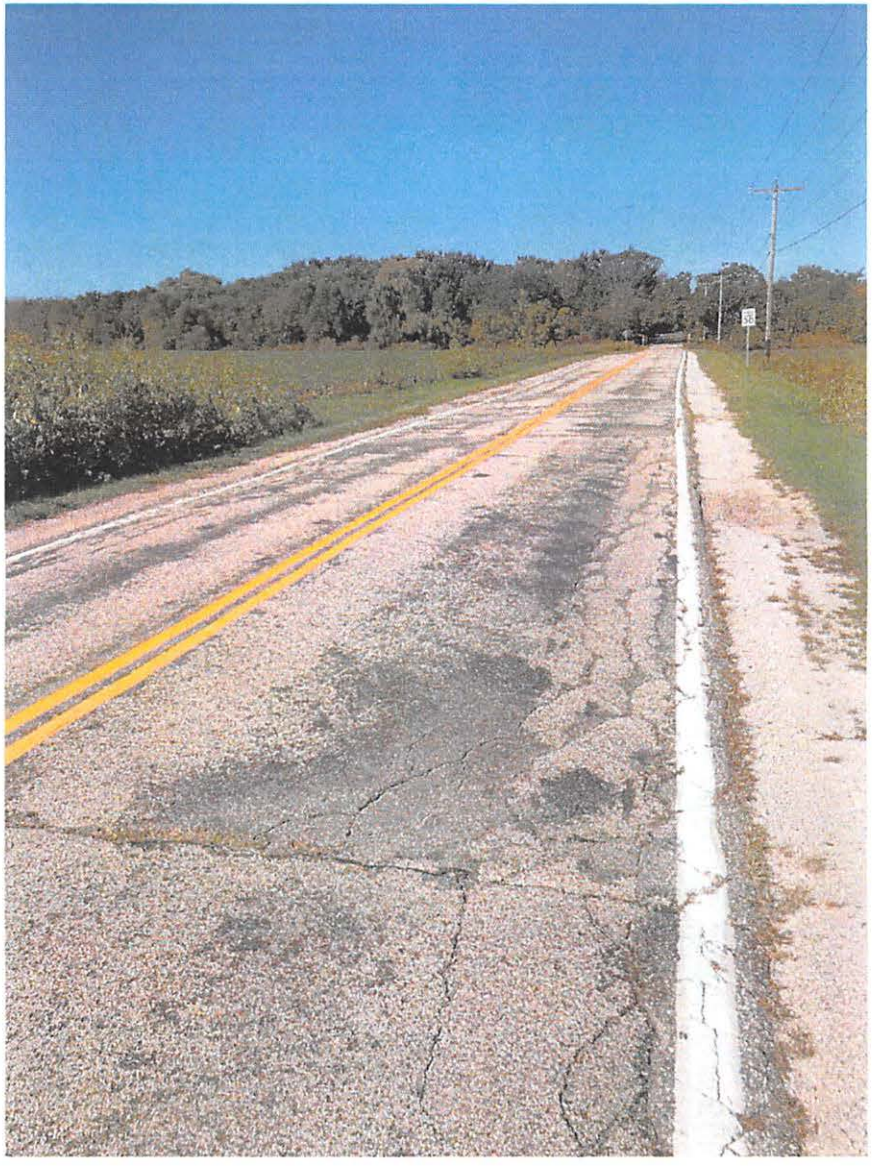
Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than ¼").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open ¼") due to reflection or paving joints. Transverse cracks (open ¼") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼" - ½"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2").
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (½" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

** Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.*

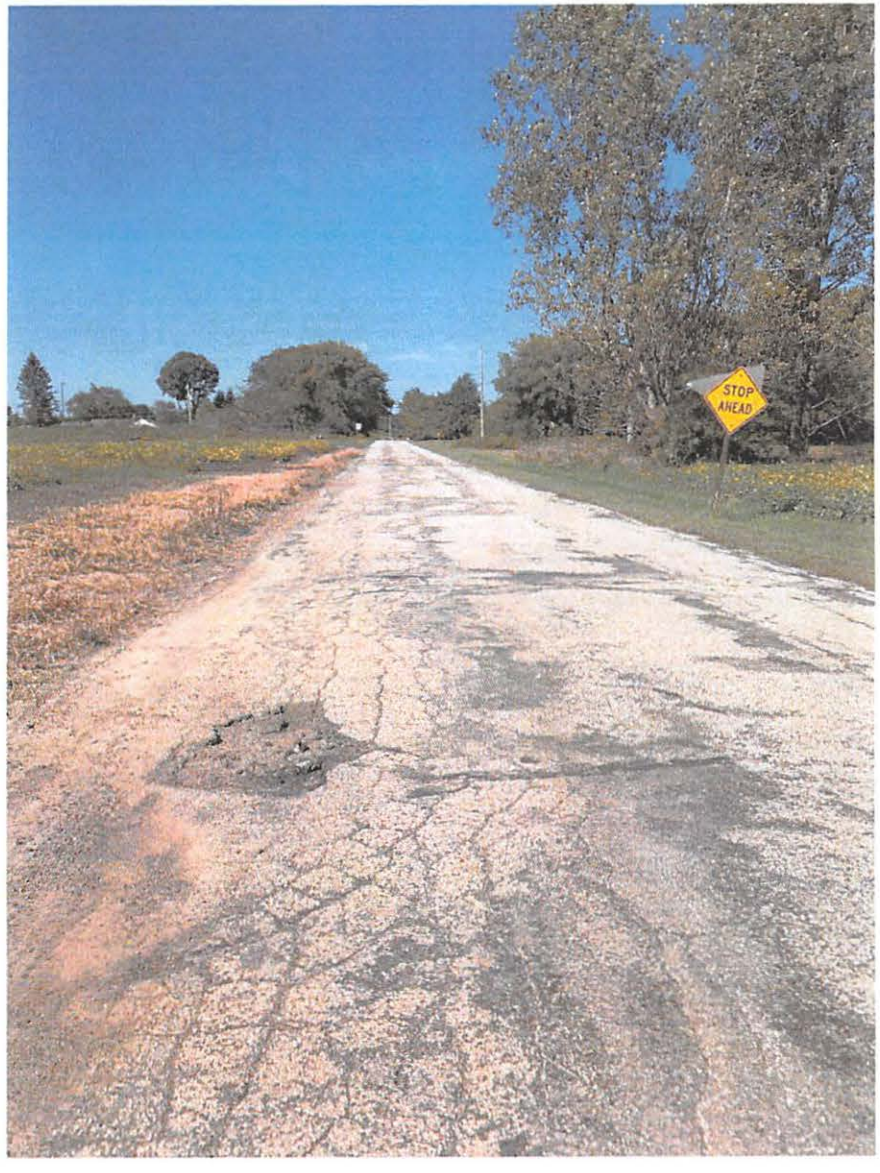
Wasaukee Road – PASER 9



Squire Drive – PASER 6



Highland Road – PASER 3



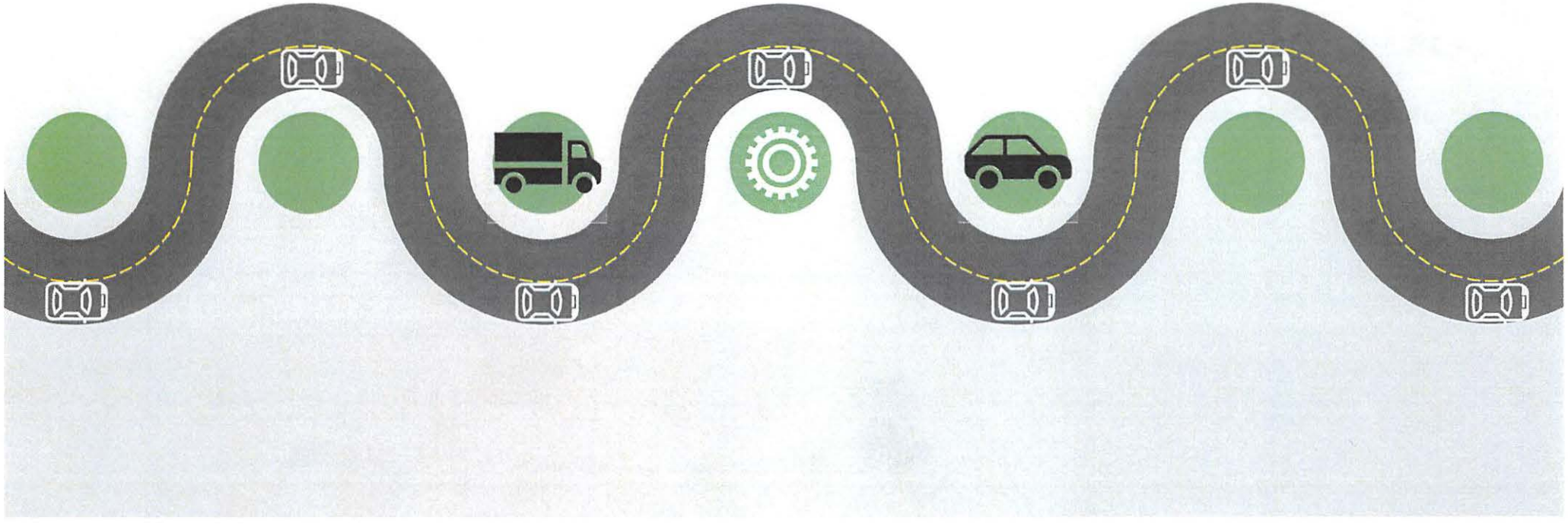
Lovers Lane – PASER 2

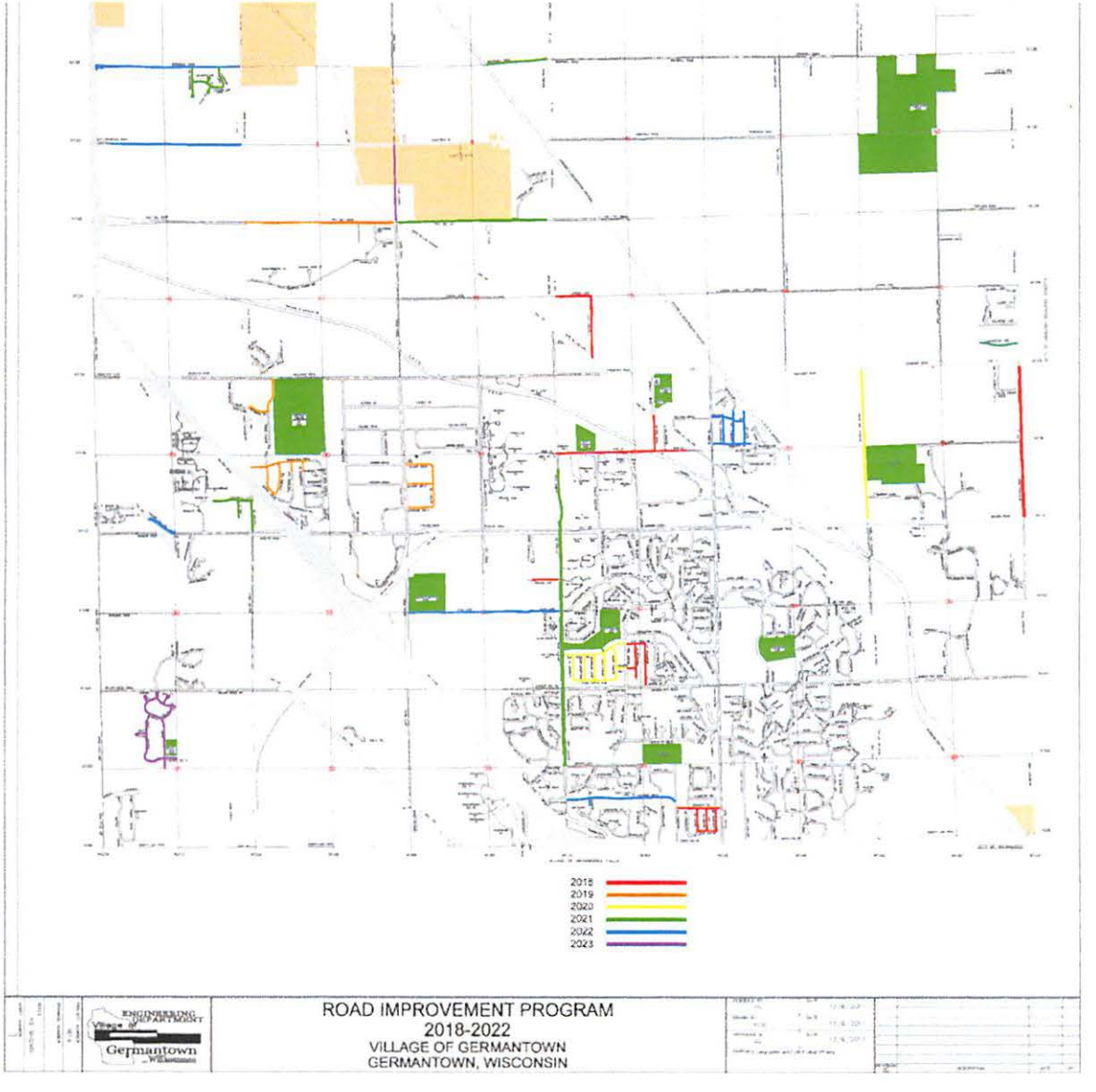
Russet Court – PASER 2

Roadway Capital Improvement Program (RCIP)

10-YEAR RCIP

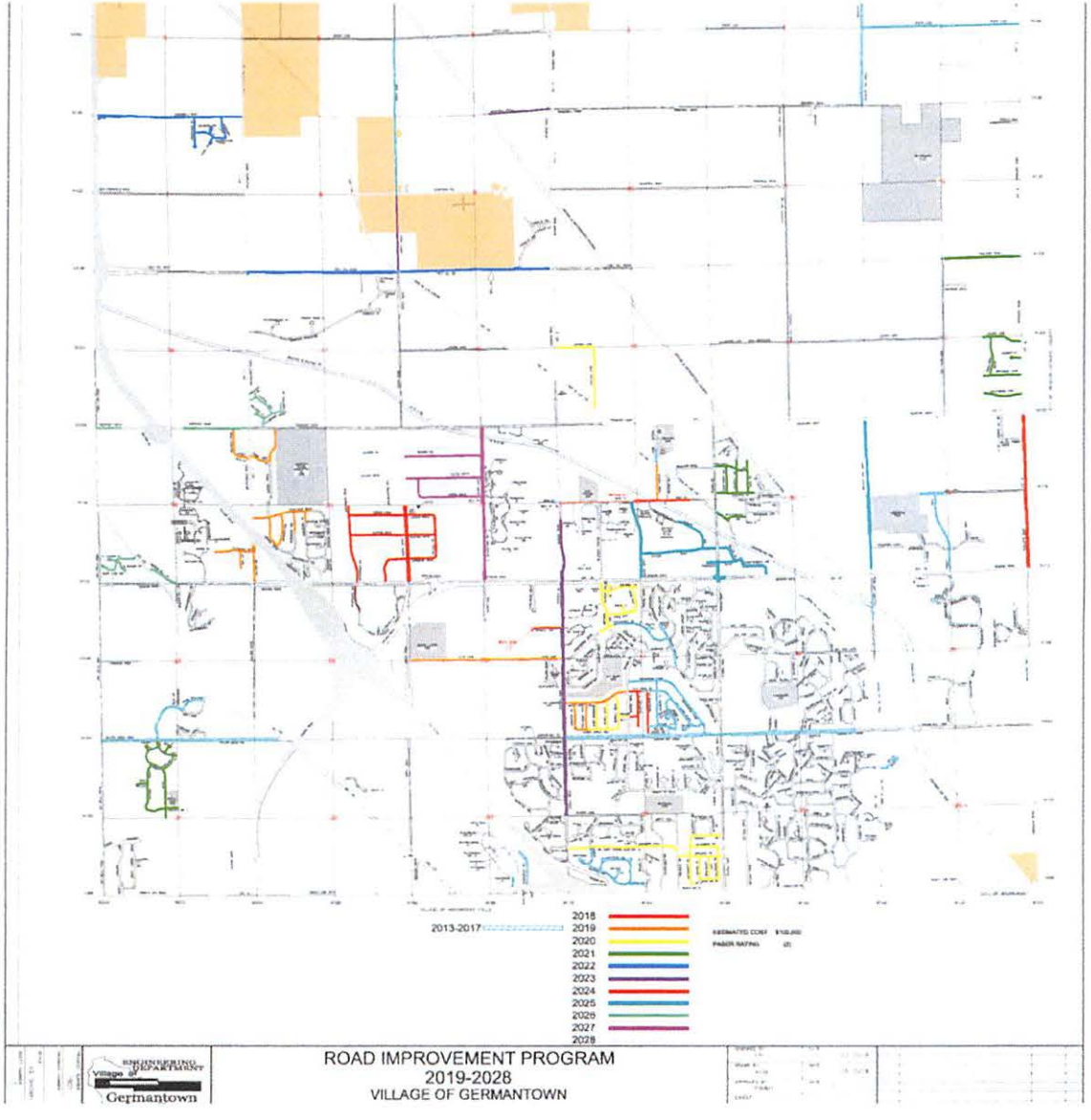
Proposed CIP





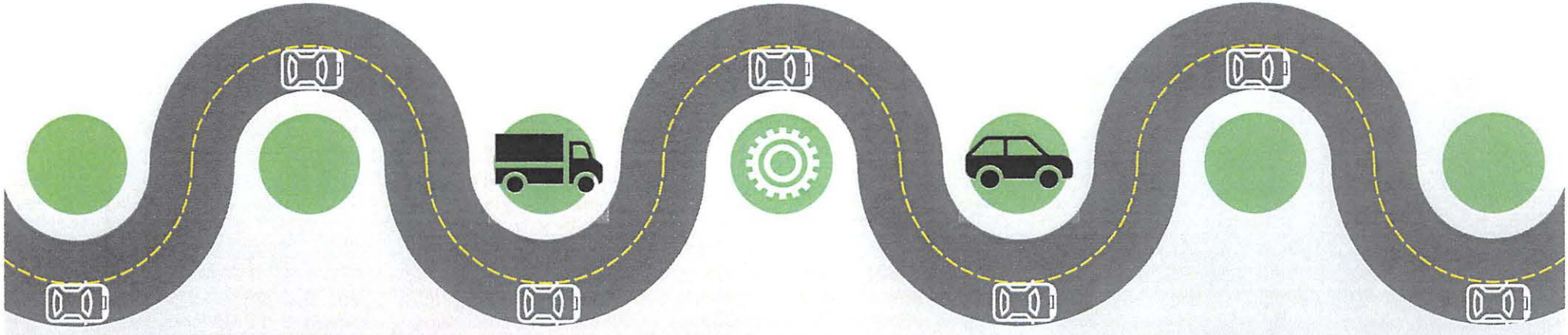
5-Year Roadway CIP

Approved February 2018



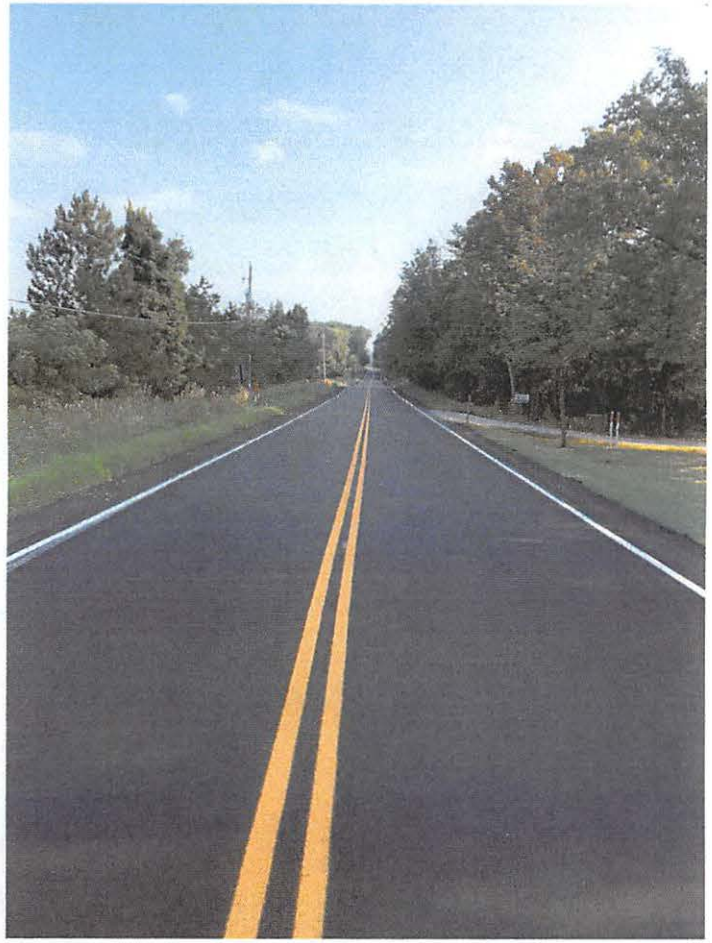
Proposed 10-Year Roadway CIP

Roadway Capital Improvement Program (RCIP)



BUDGET

Past, present and future



Budget recommendations for future planning efforts

- Utility contributions may offset some costs
  - When coordinated with roadway work water and sewer main reconstruction will offset some roadway CIP funds.
- State funding (LRIP and STP-U)
- Funds can be maximized through rehabilitation
  - Mill and overlay is much cheaper than full reconstruction that may include ditch reconstruction and driveway culvert replacement

Accelerating the CIP ($500,000 annually)

Sources of Additional Funds

- Increase property tax levy
  - Would require cuts to other programs or a referendum ($0.19 increase in rate)
- Increase general obligation debt
  - Gradual increase in property tax levy to pay debt service ($55,000 increase per year for 10 years
- Establish municipal wheel tax
  - $50-$60 per vehicle

Impact of Additional Funds

- Roadway CIP
  - Would increase roadway rehabilitation work by approximately 1.25 miles per year
  - May be utilized to complete special project areas within the Roadway CIP
    - Intersection upgrades
    - Drainage and storm sewer
    - Culverts and bridges

Questions?