

**SPECIAL MEETING
VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
Village Hall Auditorium
9915 - 39th Avenue
Pleasant Prairie, WI
May 12, 2014
5:30 p.m.**

A special meeting of the Pleasant Prairie Village Board was held on Monday, May 12, 2014. Meeting called to order at 5:30 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Steve Kumorkiewicz and Mike Serpe. Clyde Allen was excused. Also present were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Mike Spence, Village Engineer; John Steinbrink Jr., Public Works Director; Carol Willke, HR and Recreation Director and Jane M. Romanowski, Village Clerk. One citizen attended the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. UNFINISHED BUSINESS

- A. Consider a two year contract agreement between the Village of Pleasant Prairie and the Village of Pleasant Prairie Police Officers Association, Local 185 of the Wisconsin Professional Police Association, Inc. for the 2014-2015 calendar years.**

Mike Pollocoff:

I request it remain on the table.

Steve Kumorkiewicz:

So moved.

Jane Romanowski:

We don't need a motion.

4. NEW BUSINESS

- A. Consider Resolution #14-13 to approve a Relocation Order to permit the acquisition of real property and for the preservation of a roadway corridor for 39th Avenue and Springbrook Road.**

Mike Pollocoff:

Mr. President, the Board had approved the project to proceed on 39th Avenue at our last meeting. As part of that there is going to be a need to acquire additional properties both in the character of real estate and part of the land in total or portions in total and also easements. So the resolution

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we're adopting tonight authorizes the Village to begin the process. We'll file relocation orders per the State with Kenosha County and also individually for the property owners that are affected by the properties pursuant to Statute 32 and begin the negotiation process and appraisals to get that work done. So everybody that's involved in it will have an idea to what extent if any there's going to be acquisitions of their property.

So the map up on the overhead is the relocation plat that Mike is showing you. And then along with that there's one total relocation order for the State, and then the Village processes an individual relocation order with each property. And those properties are filed at Kenosha County. So that if anybody goes to sell a property or buy that property they know it's a time consuming process and that property is subject to a relocation. And I request that the Board consider adoption of Resolution 14-13 and authorize the staff to proceed with the relocation orders.

Steve Kumorkiewicz:

So moved.

Michael Serpe:

Second.

John Steinbrink:

Motion by Steve, second by Mike. Any further discussion?

KUMORKIEWICZ MOVED TO ADOPT RESOLUTION #14-13 TO APPROVE A RELOCATION ORDER TO PERMIT THE ACQUISITION OF REAL PROPERTY AND FOR THE PRESERVATION OF A ROADWAY CORRIDOR FOR 39TH AVENUE AND SPRINGBROOK ROAD; SECONDED BY SERPE; MOTION CARRIED 4-0.

- B. Consider (a) acceptance of bids for Park and Ride Bridges, (b) rejection of bids for same, and (c) whether bids are excessive or against the best interests of the Village, and thus, performance of work by Village is appropriate, pursuant to Wis. Stats. sec. 62.15(5).**
- C. Consider Resolution #14-14 rejecting bid for Park and Ride Bridge, determining it to be excessive and against the best interests of the Village, and ordering work done by Village under supervision of Public Works Director.**

Mike Pollocoff:

Mr. President, the Village recently advertised for bidding for a public works project known as the park and ride bridge project out of Prairie Springs Park. This is a DOT project that we received a grant through Kenosha County for, and we've been working on the design on it for a while now. The project was put out to bid. The engineer's estimate for that project, just the bridge component, not the paving of the parking lot was \$384,590. Bids were advertised. And only one

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contractor bid on the project and that was Concrete Structures, Inc. They bid the project in the amount of \$661,749. I believe that's about a 70 percent over estimate.

Staff reviewed that and we feel that it's excessive. There is Wisconsin Statute for a municipality 62.15 which provides that the Village may reject any bid if the Village finds that the bids are fraudulent, inclusive, which we don't believe, excessive or against the best interest of the Village, and it may be by resolution adopted by two thirds of the members who reject the bid received and order that the work be done directly by the Village under the supervision of the board of public works, and for us that would be the public works director.

At the meeting tonight I guess what I'd like to be able to discuss is the fact that this bid is not in the Village's best interest. John Steinbrink has gone through the project, and he can show you how he framed the project and what his estimated cost for completing the project is. And if the Board approves of that then we would take a look to authorize the project to proceed under John's estimates for what it's going to take to do the project. And that we would notify the affected contractor that we're rejecting his bid.

And we also have contract suppliers who have supplied a bid under the premise that that was a competitive bid. Since we didn't have access with those contractors, we don't know how good those bids are, we have a feeling that they're high, but there's still under that statute we can direct John to in the worst case scenario accept the bid that were provided to the contractor for materials and use those.

Or in the alternative, and we've already gone this, is to take all the materials that are going to be in the project and put that out to bid a second time since there are more than one bidder that can respond to it and see what another bidding gets us. If we get more suppliers, plus as an additional facet of this that materials in this project would be exempt from sales tax which is five and a half percent. So with that I'd like to have John our public works director describe the project and how he's planning to approach it and to get it done and what his estimate of costs are going to be.

John Steinbrink, Jr.:

Mr. President and members of the Board, everyone is very excited about this park and ride going just over to the south of RecPlex off of Terwall Terrace. There are really two components of the project we'll be speaking about tonight. The first one is the pedestrian bridge. It's an 80 foot structure just across the wetland area. And then the other one is a little bit larger structure, it's a vehicle bridge.

What I'm going to do is just kind of go through the construction process just so everyone can kind of understand what it takes to build a bridge in case you ever want to build a bridge. And it's probably really good insight just to have. The earth is excavated on both sides of the footings. And this is actually a precast poured in place footing is what this is. So you can tell the concrete is already poured in. It's a really a form is all that it is. This really kind of speeds up the process a little bit. The rebar is set. And then you have to go through and form everything up and do all the work. If it's longer than a ten foot section they go through and then they tie the rebar together like this gentleman is doing here in the slide. So if you have 20, 30, 40, in our case a 50 foot

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footing, you take a couple of the footing pieces and tie them together. And then the concrete in fills all this when it's done.

Once the footings are in place you start setting the bridge structures over the top with a big crane or an excavator. Once all of the sections are done we're looking at setting the head wall. That's that piece that goes over the structure itself. And then there are different architectural things you can do with patterns on the head wall. That's really the one that you notice all the time is really what's on the head wall.

To bolt the head wall down -- now keep in mind everything goes together like a bunch of Legos. All the holes are pre-drilled; the bolts are all ready to go. So it's a very assembly. This is actually the head wall going on top of the bridge structure. And then they're just kind of fastening it, tightening down the bolts on the last section.

And then on the very end they have kind of have like a wing wall that comes out. And this is just the precast footing for the wing wall. And then they actually take that wing wall and they set it in place. And then to kind of compensate for the pressure of the earth they have some ballast and other weights just in the design of it, and so they're setting that in place here for the wing walls. They're kind of dropping it right where it goes. You can see here the bracket. It's bolted onto the head wall. There are pre-drilled holes here that are all ready. And so you drop it in place, you bolt it and then you fill everything in with concrete.

When it's all complete you can see you can go through and take multiple wing walls or abutments and bolt them together, set them in place. There's like a mastic and a sealer that goes over the top of the joints to make sure that as time goes by you don't have any infiltration or any stones that leak through and cause a small hole on top. And so it's sealed like with a primer. There's a mastic tape and then like a manhole mastic that goes around there and holds in place. And then the project is pretty much complete.

So this kind of shows, too, like on the head wall different designs and patterns. And then what will happen is that this will get filled in with stone on both sides. And then the roadway will be put on top of it. It's a pretty fast project. We have a lot of crews in house in Pleasant Prairie that have done a lot of excavations. Mostly the excavations that our guys were doing for our sewer construction crew were down 20, 30 foot deep, wet soils, dewatering, pumping, that's all pretty standard for what we do. And so when I talk to the guys about doing this and they said how deep is the excavation they said it's about six foot. They said that's a piece of cake. So they really shouldn't have too much of a problem with it. We have the expertise in house. We have the machinery that we need to do it properly. And I think we have the experienced staff to make a successful project.

And so I can kind of break down what our cost estimate is. We broke it down between the vehicle bridge, that's the larger one, and the ped bridge. We estimate that our DPW crews will be spending just under \$60,000. Now, that includes labor, all of our vehicle fleet, prices, fuel, anything like that, included in there any rental of any equipment that we may have to do. So just under \$58,000 for the bridge and the ped bridge just under \$28,000. The numbers that we took in bid, and we just included them in because that's really the only number that we have right now, is

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\$259,000 for the bridge precast structure that we have and about \$105,000 for the pedestrian bridge. The railings that go on top of there around \$32,000 for the vehicle bridge, \$10,000 for the ped bridge.

Materials - that includes concrete, any sort of stone that we have to do as backfill, any riprap, erosion control. And any sort of miscellaneous things that you may have to have, a little bit of drain tile, stuff like that. \$31,600 for the vehicle bridge, ped bridge just about \$10,500. And then erosion control breaking up to about \$10,000 and just under \$500 for the ped bridge. And that's just all the silt fence and any structures that have to be protected. And so we're estimating a total for the vehicle bridge, and it's probably a pretty conservative number, just over \$390,000 for the vehicle bridge and just over \$153,000 for the ped bridge bringing the total estimate of the project about \$544,300.

Mike Pollocoff:

And, again, we think that by going out to bid again on the material based on our initial look at it these numbers are very conservative. We think we can come down on those. So with that in place the Village believes that we can in the worst case scenario save \$120,000 over the single bid that we received. And inasmuch based on information I'd recommend that the resolution on the top of the second page where it says the Village's department of public works for \$544,300 would be what we put in that blank by purchasing materials directly and performing labor. And then we would need to identify what -- it needs a three fourths majority vote.

And then in the therefore all purchased made in association with the project will be competitively bid. We do have the option to just use the existing prices that were recommended by the contractor that he secured, but it's not a public, that's a price that they negotiate individually with the suppliers. I believe we should as we have already put that number out, we would know what the number is I believe by June 1st. Is that right?

Mike Spence:

We'll be receiving the bids on May 22nd for the June 2nd Board meeting.

Mike Pollocoff:

For the second meeting. So under 2B I'd recommend all purchases made in association with the project will be competitively bid.

Michael Serpe:

That would be your recommendation for a motion?

Mike Pollocoff:

Right.

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Michael Serpe:

I so move.

Steve Kumorkiewicz:

Second, with a question.

Jane Romanowski:

Do we have to take action on B first?

Michael Serpe:

That's what I was going to ask. C first to reject and then okay?

Mike Pollocoff:

Well, I guess for the previous item we need a finding that the Board believes that the public works department can undertake the project because of the savings that can be achieved in overcoming a single source bid.

Michael Serpe:

I don't have any doubt that they can do it. That's a motion for B which I already made.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries. You don't need a roll call on this one?

Mike Pollocoff:

No, we do, I'm sorry. But it's unanimous.

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John Steinbrink:

Just a question or clarification. Were all Board members notified of tonight's meeting?

Mike Pollocoff:

Yeah, I received a call from Clyde saying he couldn't make it.

SERPE MOVED TO RECEIVE THE SINGLE BID FOR THE PARK AND RIDE BRIDGE, REJECT THE BID AS THE BOARD HAS DETERMINED IT IS EXCESSIVE AND AGAINST THE BEST INTEREST OF THE VILLAGE AND AUTHORIZE THE VILLAGE'S PUBLIC WORKS DEPARTMENT TO UNDERTAKE THE PROJECT AND COMPETITIVELY BID ALL MATERIALS; SECONDED BY KUMORKIEWICZ; ROLL CALL VOTE – STEINBRINK – AYE; KECKLER – AYE; KUMORKIEWICZ – AYE; SERPE – AYE; MOTION CARRIED 4-0.

Michael Serpe:

Now you need a motion to reject on 14?

Mike Pollocoff:

Yes. I need a motion on 14 to approve the resolution as presented.

Steve Kumorkiewicz:

So moved.

Kris Keckler:

Second.

John Steinbrink:

Motion by Steve, second by Kris. Further discussion?

Steve Kumorkiewicz:

I've got one question. This is going to be a very heavy structure. Is this soil stable enough that we don't need to put pylons to support the weight?

John Steinbrink, Jr.:

Yes, it is. Actually as part of the engineering design they went down and they did a bunch of soil borings around the area. And actually had it structurally engineered out for the amount of stone, the depth and the width of the footing, the volume of the concrete that has to go in there to keep

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in place and then the structure itself. And so it's all been engineered and it's all inspected by a registered engineer with R.A. Smith.

Steve Kumorkiewicz:

Okay, thank you. That was my concern.

Kris Keckler:

And we're still expected to maintain the listed time frame for completion?

John Steinbrink, Jr.:

Yes, we are.

John Steinbrink:

Further discussion?

Michael Serpe:

Is there an engineer overlooking this or, John, are you overlooking this?

Mike Pollocoff:

No, we'll have an engineer, an inspector from R.A. Smith that's watching it. And then the State will have somebody. I don't know if it's an environment engineer, but there's going to be a lot of eyes on this naturally. But we will be contracting with the design engineer to perform the inspection on our crews as well as John will be out there, too.

John Steinbrink, Jr.:

And one of the other things that we added in the bid specification is to make sure that whoever does receive the bid if it's awarded to someone per this contract that they have someone qualified on staff onsite. And so someone from the company that builds it will be there just to help us out in case we have any issues with it.

John Steinbrink:

Is this also a roll call?

Jane Romanowski:

Yes. We had a motion and a second, right?

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KUMORKIEWICZ MOVED TO ADOPT RESOLUTION #14-14 REJECTING THE BID FOR PARK AND RIDE BRIDGE, DETERMINING IT TO BE EXCESSIVE AND AGAINST THE BEST INTERESTS OF THE VILLAGE, AND ORDERING WORK DONE BY VILLAGE UNDER SUPERVISION OF PUBLIC WORKS DIRECTOR; SECONDED BY KECKLER; ROLL CALL VOTE – KECKLER – AYE; SERPE – AYE; KUMORKIEWICZ – AYE; STEINBRINK – AYE; MOTION CARRIED 4-0.

5. ADJOURNMENT

SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0 AND MEETING ADJOURNED AT 5:50 P.M.